

# **LOUDOUN COUNTY BOARD OF SUPERVISORS**

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*Special acknowledgement goes to the following for their assistance:* County Administration, Public Affairs and Communications, General Services, Planning and Zoning, Mapping and Geographic Information, and Loudoun County Public Schools.

*Cover Photo Credits:* Departments of Parks, Recreation and Community Services; Library Services; Animal Services; and the Leesburg Volunteer Fire Rescue Company.

## **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, 2015. 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 1, 2015**

A handwritten signature in black ink, reading 'Jeffrey R. Egan'. The signature is written in a cursive, flowing style.

Executive Director

## Performance Management Certificate of Achievement

The International City/County Management Association (ICMA) presented Loudoun County with a Certificate of Achievement for its use of performance management techniques for the fiscal year beginning July 1, 2015. The criteria for the certificate include reporting of performance data to the public through budgets, newsletters, and/or information provided to elected officials; data verification efforts to ensure reliability; and staff training.



*Leaders at the Core of Better Communities*

### This Certificate of Achievement

is presented to

*Loudoun County, VA*

in recognition of its use of performance data in local government management,  
including training, verification and public reporting.

Presented at the 101st ICMA Annual Conference  
Seattle/King County, Washington  
28 September 2015

A handwritten signature in black ink, appearing to read "Robert J. O'Neill Jr.".

ROBERT J. O'NEILL JR.  
ICMA EXECUTIVE DIRECTOR

A handwritten signature in black ink, appearing to read "James A. Bennett".

JAMES BENNETT  
ICMA PRESIDENT

A handwritten signature in black ink, appearing to read "Randall H. Reid".

RANDALL H. REID  
DIRECTOR OF PERFORMANCE INITIATIVES  
ICMA CENTER FOR PERFORMANCE ANALYTICS



## **Loudoun County Mission**

Our mission is to conscientiously serve our community and our citizens in a dynamic world; to protect and enhance the general health, safety and well-being; to attract and nurture talented people in a work environment which will inspire us to serve the public with integrity, creativity, high standards and respect; to make the most of our resources; to create, foster and maintain the best possible quality of life; to invest in tomorrow.

In carrying out this mission, the life we envision for our community is rich and full of promise. We envision citizens proud of their community and the accomplishments of their government.





# TABLE OF CONTENTS

## Volume 1

### Introduction

Board of Supervisors .....	i-1
Management and Budget Staff.....	i-2
Government Finance Officers Association Award .....	i-3
International City/County Management Association Award.....	i-4
Loudoun County Mission Statement .....	i-5
Loudoun County Towns and Communities .....	i-6
History of Loudoun County.....	i-7
County Profile .....	i-8
Projected FY 2017 Major Operating Indicators .....	i-9
Table of Contents .....	i-10

### Executive Summary

Transmittal Letter .....	E-2
Organizational Chart.....	E-4
Reader's Guide .....	E-6
FY 2017 Budget Process.....	E-10
Adopted Budget Overview .....	E-12
Adopted Enhancements and FTE Authority .....	E-26
Budget Graphs and Tables.....	E-32
Capital Improvement Program Operating Impacts .....	E-34
Summary of Financial Sources and Uses and Appropriated Fund Balance .....	E-42
History of Expenditures and FTE by Department .....	E-48
County Funds, Fund Structure, and Basis of Budgeting.....	E-50
Long Range Planning.....	E-56
Fiscal Policy .....	E-59
FY 2017 Appropriations Resolution .....	E-78

### General Fund Revenue

General Fund Revenue .....	R-2
General Fund Revenue Summary .....	R-3
General Fund Revenue Trends .....	R-4



## Table of Contents

General Property Taxes .....	R-7
Local Non-Property Taxes .....	R-11
Other Local Sources of Revenue .....	R-16
Commonwealth Aid .....	R-23
Federal Aid .....	R-23
Tax Exemptions by Board Action .....	R-24
School Revenue Fund .....	R-26
Forecast Discussion and Analysis .....	R-27

### General Government Administration

General Government Administration Summary .....	1-1
Board of Supervisors .....	1-2
Commissioner of the Revenue .....	1-4
County Administrator .....	1-10
County Attorney .....	1-16
Elections and Voter Registration .....	1-20
Finance and Procurement .....	1-26
General Services .....	1-32
Human Resources .....	1-42
Information Technology .....	1-48
Management and Budget .....	1-58
Treasurer .....	1-64

### Public Safety and Judicial Administration

Public Safety and Judicial Administration Summary .....	2-1
Animal Services .....	2-2
Clerk of the Circuit Court .....	2-10
Commonwealth's Attorney .....	2-16
Community Corrections .....	2-20
Courts .....	2-26
Fire, Rescue and Emergency Services .....	2-32
Juvenile Court Service Unit .....	2-48
Sheriff's Office .....	2-52



## Table of Contents

### Health and Welfare

Health and Welfare Summary .....	3-1
Extension Services .....	3-2
Family Services .....	3-10
Health Services .....	3-20
Mental Health, Substance Abuse and Developmental Services .....	3-26

### Parks, Recreation, and Culture

Parks, Recreation, and Culture Summary .....	4-1
Library Services .....	4-2
Parks, Recreation and Community Services .....	4-10

### Community Development

Community Development Summary .....	5-1
Building and Development .....	5-2
Economic Development .....	5-10
Mapping and Geographic Information .....	5-16
Planning and Zoning .....	5-24
Transportation and Capital Infrastructure .....	5-32

### Miscellaneous

Non-Departmental Expenditures .....	6-2
Landfill Fee Waivers .....	6-5
Non-Profit Organizations .....	6-7
Regional Organizations and Intergovernmental Contributions .....	6-10

## Volume 2

### Capital Improvement Program

Capital Improvement Program Executive Summary .....	7-1
Completed Capital Projects .....	8-1
Previously Authorized Capital Projects in Development .....	9-1
County Capital Projects .....	10-1
Transportation Capital Projects .....	11-1
School Capital Projects .....	12-1



## Table of Contents

### Debt Service Fund

Debt Service Fund .....	13-2
-------------------------	------

### Other Funds

Capital Asset Preservation Program .....	14-2
Central Services Fund .....	14-4
Children's Services Act Fund .....	14-5
Computer System Replacement Fund .....	14-7
County OPEB Trust Fund .....	14-8
Dulles Industrial Park Water & Sewer District Fund .....	14-10
Dulles Town Center Community Development Authority Fund .....	14-11
EMS Transport Reimbursement Program Fund .....	14-12
Greenlea Tax District Fund .....	14-14
Housing Fund .....	14-15
Legal Resource Center Fund (Law Library) .....	14-16
Major Equipment Replacement Fund .....	14-17
Public Facilities Fund .....	14-19
Rental Assistance Program Fund .....	14-25
Restricted Use Transient Occupancy Tax Fund (TOT) .....	14-26
Revolving Loan Fund .....	14-33
Route 28 Transportation Improvement District Fund .....	14-34
State/Federal Grant Fund .....	14-36
Transportation District Fund .....	14-37

### Fiscal Trends

Demographic and Economic Trends .....	15-2
Assessed Value and Tax Rates .....	15-16
Revenue and Expenditures .....	15-24

### Glossary and Index

Glossary of Terms .....	16-2
Index .....	16-10





# Capital Improvement Program Executive Summary

## Contents

Purpose of the CIP	7-3
The Capital Planning Process	7-3
Capital Budget Process	7-14
FY 2017 CIP Overview	7-15
Factors Affecting the Development of the CIP	7-18
FY 2017 CIP by Programmatic Category	7-29
Total Funding in the Six-Year CIP	7-44
Schedule of Appropriations	7-48
Operating Impact Analysis of Opening New Facilities	7-51
Schedule of Financing and Referenda	7-60
Impact on Future Debt Ratios	7-67
Navigating the CIP Document	7-68







## Capital Improvement Program

### Purpose of the Capital Improvement Program

Loudoun County's Capital Improvement Program (CIP) is an important element of the comprehensive capital planning process prescribed by Chapter 3 of the County's Revised General Plan (General Plan), *Fiscal Planning and Public Facilities*. The General Plan requires the development and adoption of a six-year Capital Improvement Program by the Board of Supervisors annually, and the development of a ten-year Capital Needs Assessment (CNA) every two years. The six-year 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 General Plan. This planning process attempts to address the County's projected capital needs associated with new development in conjunction with the CIP funding plan and budget.

Forecasting the County's highest priority capital projects over a six-year period provides an extended look at facilities recommended for development and appropriation to the Board of Supervisors. The CIP is developed as a biennial budget; the same six-year planning period remains in place for two years, and two new additional years are added to the six-year capital plan every other year. The development of the six-year capital plan occurs in the first year of the biennium. The second year of the biennium is an "amendment" year; amendments to the capital plan are made as necessary to reflect changing circumstances and priorities. New project requests are typically not considered for inclusion in the CIP in the second year of the biennium.

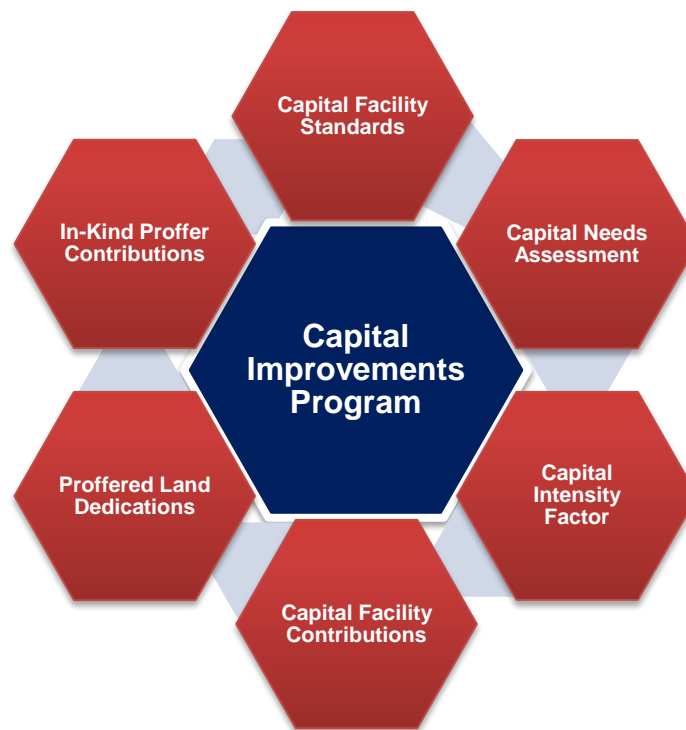
As a planning and development tool, the CIP ensures that capital improvements are coordinated and well-timed to maximize the County's financial resources. Typically, only projects first identified in the CNA are considered for inclusion in the CIP. The CNA helps determine what projects should be considered for funding consideration in the CIP based upon population and demographic trends in relation to the County's capital facility standards. The CIP then helps prioritize these requests for new facilities in relation to department service planning, opportunities for co-location, availability of funding and land sites, the demonstrated need for new facilities, and prior Board of Supervisors' direction.

As a financial plan, the CIP provides a six-year forecast of the County's general government and public schools' land, facility and equipment needs with a financing plan to implement each need. Specifically, the CIP facilitates land acquisition, facility design and construction, and capital equipment procurement. Potential projects are evaluated in relation to each other to ensure that the highest priority projects receive public funding, with essential improvements planned in a manner commensurate with the County's ability to pay. The CIP strives to take into account not only the construction costs of completing a capital project, but also the project's impact on the County's operating budget in subsequent years and projected debt service requirements.

### The Capital Planning Process

The capital facility planning and budgeting processes are distinctly different, but completely interrelated. The development of the Capital Improvement Program (CIP) budget is substantially impacted by the development of the three main aspects of the capital facility planning process:

- Capital Facility Standards (CFS)
- Capital Needs Assessment (CNA)
- Capital Intensity Factor (CIF)



The capital planning processes are integral in the development of:

- Capital facility related cash, land and in-kind proffer dedications to the County as a result of approved land use applications (rezonings).
- The type, timing and geographical placement of capital projects to be considered for funding in the CIP.
- The programmed use of proffers for capital facility development in the CIP.

The County plans its facilities using several factors, the first of which is the County's Comprehensive Plan, which includes the Revised General Plan, the Revised Countywide Transportation Plan, and other associated planning documents. The Revised General Plan establishes development potential by guiding residential and non-residential uses for all land within the County. "The County will determine the need for new public facilities and will identify suitable sites based on the Revised General Plan, appropriate area plans, land use, and growth policies" (Revised General Plan, Chapter 3, General Public Facilities Policy 2). The planned land use and development intensities of the General Plan are the basis for projecting the ultimate need for different services and facilities.

The Revised General Plan does not contemplate when those facilities and services will be needed, or what specifically they will look like. The physical pattern and character of development in the County is determined through the planning and land development policy decisions of the Board of Supervisors. These decisions affect every other aspect of County operations, such as demands for services, service delivery, and the budget.

The Revised General Plan places an emphasis on the development of agency service plans and the adoption of capital facility standards as the mechanism to guide the County's capital facility development. As envisioned in the Revised General Plan, the service plans provide a 20-year planning horizon for capital resource requirements (Revised General Plan, Chapter 3, Strategic Management of Loudoun's Growth: The Planning Tools Table).

The overall capital facility planning process begins with the development of the County's Capital Facility Standards (CFS). The Capital Facility Standards determine the type, acreage and size (square footage) of capital facilities to be developed in the County. These standards determine the types of capital facilities the County would like to develop in quantities that are driven by demographic and geographic factors.

The CFS are reviewed every two years. The review of the CFS begins with the Board of Supervisors' appointed Fiscal Impact Committee. The Fiscal Impact Committee is comprised of one member of the Board of Supervisors who chairs the Committee, as well as Board appointed representatives of the development community and residents of Loudoun County. The Committee, supported by County and School staff, reviews and makes a recommendation to the Board of Supervisors on the set of capital facility standards the Board should adopt to guide its capital planning and Capital Improvement Program development. The Fiscal Impact Committee also reviews the Capital Needs Assessment (CNA) and Capital Intensity Factor (CIF).

After the Fiscal Impact Committee's review is complete, the CFS are forwarded to the Board of Supervisors' Finance, Government Operations and Economic Development Committee for review and approval, and the Board of Supervisors for review and adoption.

The capital facility planning process relies upon the adoption of the CFS by the Board of Supervisors first. Without the CFS, the CNA cannot be developed. Likewise, the CIF cannot be calculated without the standards for facility acreage and building square footage established by the adopted CFS. A chart of the capital planning review process is provided in Table 1 below.

**Table 1. Capital Planning Review Process**





### Capital Facility Standards

The County's Capital Facility Standards (CFS) are adopted by the Board of Supervisors to guide the development of capital facilities by establishing "triggers" that determine the need for, and initiate the process to plan and develop, new facilities. The CFS use population forecasts, demographic trends, and geographic considerations to identify the number, size, general location and type of facilities that will provide desired levels of service to the residents of the County.

- **Type** - The CFS determine the types of capital facilities the County would like to develop in quantities that are driven by demographic and geographic factors.
- **Triggers** - The CFS are based on specific demographic factors (total population, age cohorts, per capita, etc.) and/or geographic factors that provide the County identifiable triggers to develop new public facilities.
- **Acreage** – Each facility standard provides an approximate acreage required to develop that type of facility on a stand-alone site. Aside from parks, the approved acreage is provided on an "up to" basis, meaning the facility can be developed on a site of "up to" the approved standard acreage, within reason. The acreage estimate provides adequate useable space for required site features such as setbacks, landscape buffers, surface parking, storm water management, drain fields, etc.
- **Size** – The CFS provide for a typical square footage for each type of facility. The size standards help the County develop cost estimates for capital projects in the CIP.
- **General Location** – The CFS are used to determine the need for new facilities based upon population growth in specific geographical areas of the County, known as the County's Planning Subareas.

On September 17, 2014, the Board of Supervisors adopted the latest CFS, which are provided in Tables 2 and 3.

**Table 2. Adopted County Capital Facility Standards**

Capital Facility	Building Square Footage	Up To Acres	Standard
Animal Shelter	21,000	5.00	2:County
Sheriff Station	18,000	5.00	1:100,000 population
Fire Station -East	13,000 - 20,000	5.00	1:25,000 population
Fire Station - West	13,000 - 20,000	5.00	1:10,000 population
1500-gpm Engine	N/A	N/A	1:10,000 population
ALS Ambulance	N/A	N/A	1:10,000 population
Ladder Truck	N/A	N/A	1:25,000 population
Heavy Rescue Squad	N/A	N/A	1:50,000 population
Tanker	N/A	N/A	1:10,000 population
Brush Truck - West	N/A	N/A	1:10,000 population
General Government Support Facilities	N/A	N/A	4 square feet per capita
Recycling Drop-off Centers	3,000 square foot container pad, 6,050 square foot parking area	0.25	Maximum of 9 sites, reduce number of sites when warranted based on increase curbside recycling rates

**Table 2 Continued – Adopted County Capital Facility Standards**

Capital Facility	Building Square Footage	Up To Acres	Standard
Special Waste Drop-off Centers	600 square foot pavilion, 1,600 square foot container pad and 6,050 square feet of parking space	1.00	1:County
Park and Ride Lots	N/A	4.00 - 13.00	1.15 spaces per 100 residents
Transit Bus Maintenance Facility	28,000	10.00	1:County
Transit Buses	N/A	N/A	1 Bus : 4,950 population
Developmental Services Residential Facility	3,400	0.50	1 Home:38,000 population
Mental Health Residential Facility	3,400	0.25	1 Home:18,325 population
Juvenile Detention Center	40,000	6.00	1:County
Youth Shelter	8,000	2.00	2:County
Emergency Homeless Shelter	9,000	2.00	1:County
Adolescent Independent Living Residence	8,000	2.00	1:County
Library	40,000	7.00	0.6 square feet per capita
Recreation Center	83,000	15.00	6:County
Adult Day Center	7,000	4.00	1:15,000 population aged 55+ years
Teen Center	20,000	5.00	1:10,000 residents aged 12-14 years
Senior Center	15,000	5.00	1:10,000 population aged 55+ years
Community Centers	20,000	6.00	1:45,000 population
Satellite Maintenance Facility	5,000	3.00	3:County
Regional Park	10,000	200+	5:County
District Park	5,000	75-200	8:County
Community Park	800	30-74	1:25,000 population
Neighborhood Park	400	1-29	1:10,000 population
Recreational Trails	N/A	N/A	0.65 miles per 1,000 residents

**Table 3. Adopted School Capital Facility Standards**

Capital Facility	Building Square Footage	Up To Acres	Standard
Elementary School - 1 Story	66,743	20.00	1:750 pupils
Elementary School - 1 Story	84,142	20.00	1:800 pupils
Elementary School - 1 Story	90,100	20.00	1:875 pupils
Elementary School - 2 Story	102,141	20.00	1:875 pupils
Middle School - 1 Story	160,048	35.00	1:1,184 pupils
Middle School - 1 Story	168,780	35.00	1:1,350 pupils
Middle School - 2 Story	177,740	35.00	1:1,350 pupils
High School - 2 Story	227,835	75.00	1:1,350 pupils
High School - 2 Story	251,915	75.00	1:1,600 pupils
High School - 2 Story	279,426	75.00	1:1,800 pupils

Once approved by the Board of Supervisors, the Capital Facility Standards are used to develop the County's Capital Needs Assessment and Capital Intensity Factor.

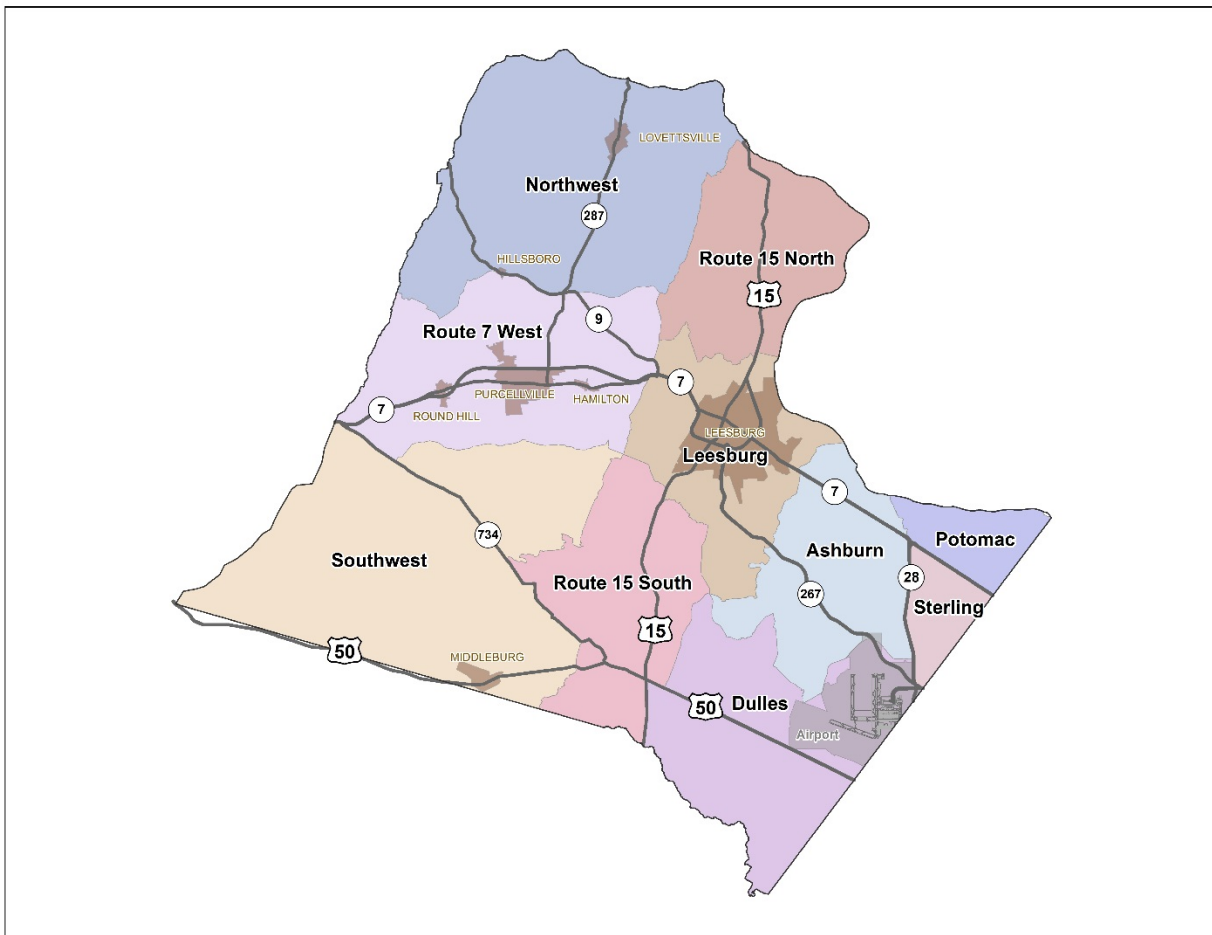
### **Capital Needs Assessment**

The Capital Needs Assessment (CNA) uses the County's forecasted population growth and adopted capital facility standards to identify the type and number of capital facilities that will be needed to serve the public over a ten-year planning period beyond the end of the current CIP timeframe, while maintaining the County's desired levels of services to its residents.

The purpose of the Ten-Year Capital Needs Assessment is to:

- Bridge the gap between the long-range planning documents (the Comprehensive Plan) and the six-year Capital Improvement Program.
- Report the number and type of capital facilities requested for future development based upon the approved capital facility standards and population forecasts.
- Estimate the fiscal year when each facility is triggered for development.
- Provide a geographic facility analysis of the County.
- Provide a more complete understanding of future capital needs, their location, and their impact on the County.
- Define priorities necessary to achieve the Board of Supervisors' public facility goals and objectives;
- Assess and identify opportunities to co-locate capital facilities.
- Identify potential projects for funding consideration in the CIP.
- Identify the County's capital facility needs when evaluating potential cash, land and in-kind proffer contributions as part of a rezoning application.

The CNA uses the adopted capital facility standards to determine the types of public facilities the County wishes to develop, and the population or development thresholds by which new facilities are triggered for development. The facility analysis is done at the planning subarea level. The County's planning subareas were created to identify service delivery areas and guide the placement of new capital facilities. Map 1 depicts the boundaries of the County's ten planning subareas.

**Map 1. County Planning Subareas**

The capital facility standards are compared with population projections in each of the County's ten planning subareas, to determine the proper timing and placement of future capital facilities in each geographic region of the County.

By providing an analysis of future facility needs at the planning subarea level, the general location, character, and extent of these proposed capital facilities can be considered in accord with the Comprehensive Plan. The Planning Commission reviews the CNA projects for substantial conformance to the Comprehensive Plan, which allows for a Board of Supervisors' review of Capital Improvement Programs projects' conformance to the Comprehensive Plan since all CIP projects should first be vetted through the CNA.

The CNA is a feeder document to the CIP. Typically, only projects first identified in the CNA are considered for inclusion in the CIP. The CNA helps determine what projects should be considered for funding in the CIP based upon population and demographic trends in relation to the County's CFS. The CIP then helps prioritize these requests for new facilities in relation to department service planning, opportunities for co-location, availability of funding and land sites, demonstrated need for new facilities, and direction from the Board of Supervisors.

Certain projects in the CNA may be selected by the Board of Supervisors for appropriations in the CIP during the biennial budget process. Not all projects listed in the CNA are included in the CIP for funding consideration. The inclusion of projects in the CIP depends upon the perceived need for the facility, available land, the amount of local tax funding available for the required 10% "Pay As You Go" financing in the CIP, and the remaining debt capacity in accord with the County's debt policies. The Board of





Supervisors' fiscal policy has a goal of 10% "pay-as-you-go" cash funding in the CIP. This 10% cash funding can be comprised of local tax funding, which denotes monies from the General Fund from budgeted tax revenues, or the use of prior fiscal year fund balance for one-time expenditures in the Capital Fund.

The Capital Needs Assessment not only includes a projection of the County's future capital facility needs, it also provides an inventory of capital facilities currently owned or operated by the County. The CNA projects the capital facilities that should be developed in the ten-year planning period beyond the six-year CIP timeframe. Once this list is determined, the CNA subtracts out all facilities already in operation and all projects planned for development in the six-year CIP budget. The resulting projects presented in the CNA are the net facilities that are not already in operation and are not in the "pipeline" for development in the CIP. By providing this capital facility inventory, the CNA provides a "facility deficit analysis" based upon the County's adopted CFS. The CNA quantifies the impact of the County's adopted capital facility standards and CIP funding decisions to measure the County's success in meeting its capital facility objectives.

### **Capital Intensity Factor**

The Capital Intensity Factor (CIF) establishes an estimate of the average capital facilities costs associated with a new residential unit in Loudoun and is used in the evaluation of proffers associated with residential rezonings. Proffers are voluntary contributions provided to the County to help offset the costs of future capital facility development due to the rezoning of land.

The CIF serves as a guide to the County to determine the value of capital facilities that will need to be developed as a result of increased population growth resulting from increasing the residential density allowed on a property. Staff develops cost estimates for each type of capital facility constructed by the County using the adopted CFS. The CFS determine the types of facilities for which cost estimates are developed, and the CFS acreage and square footage assumptions are used to determine the cost estimates for each type of facility. The cost estimates are developed as per capita costs for County facilities and per child costs for schools. Then, using the County's adopted household size and student generation factors, these costs are applied to each housing unit type - Multi-Family Attached (MFA), Multi-Family Stacked (MFST), Single Family Attached (SFA) and Single Family Detached (SFD) – to determine guidelines for capital facility contributions on a per housing unit basis. Capital facility contributions help provide funding for County capital projects in the CIP. The Board of Supervisors adopted a new CIF on December 10, 2014. An example of the County's Capital Intensity Factor for the Dulles area of the County is provided in Table 4.

**Table 4. Example of Dulles Capital Intensity Factor**

Housing Unit Type	Population Per Housing Unit	Cost Per Capita	County CIF	Child/ Unit	School Cost Per Child	School CIF	Total CIF
<b>SFD</b>	3.78	\$4,694	\$17,745	0.86	\$22,636	\$19,467	\$37,212
<b>SFA</b>	2.88	\$4,694	\$13,520	0.54	\$22,636	\$12,224	\$25,744
<b>MF</b>	1.97	\$4,694	\$9,248	0.23	\$22,636	\$5,206	\$14,454
<b>MF Stacked</b>	2.20	\$4,694	\$10,328	0.30	\$22,636	\$6,791	\$17,119



### **The Interaction of the Capital Planning and Capital Budget Process**

The Capital Planning and Budgeting processes interact when a zoning map amendment application (ZMAP), otherwise known as a “rezoning”, is submitted to the County for consideration. Rezoning applications seek to change the zoning district and allowable uses for a specific area of land, often to a higher or more intense use. When rezonings involve increasing the density of housing units on a property, the County determines the impact this increased population density will have on the County’s development of capital facilities. More residents in the County require increased levels of service, and often results in the need for additional capital facilities to provide these services.

The Proffer Referral Team reviews rezoning applications and provides analysis of the application’s impact on the County’s development of capital facilities. The team consists of members from the following County Departments:

Transportation and Capital Infrastructure  
General Services  
Parks, Recreation and Community Services  
Library Services  
Planning and Zoning  
Loudoun County Sheriff’s Office  
Fire, Rescue and Emergency Management  
Mental Health, Substance Abuse and Developmental Services  
Family Services

The Team provides analysis regarding:

- Proposed public use sites to be dedicated to the County.
- Potential uses of the proffered public use sites.
- Proposed in-kind proffer contributions.

The County’s capital facility planning process has a direct impact on the Proffer Referral Team’s review of rezoning applications:

- The CIF is used to evaluate per housing unit capital facility cash contributions that may be provided by the applicant to the County.
- The CNA is used to determine what facilities are needed in the planning subarea of the rezoning, and helps determine what land sites or in-kind contributions may be proffered by the applicant to the County.
- The CFS helps determine required buildable acreages for proffered public use sites.

Once approved by the Board of Supervisors, proffer conditions related to capital facility development are tracked by staff and incorporated into the CIP where applicable. This includes the use of proffered public use sites for County or School facilities, the use of cash proffers to help offset capital facility expenses in the CIP, and the programming of in-kind proffer contributions to provide for County facilities.

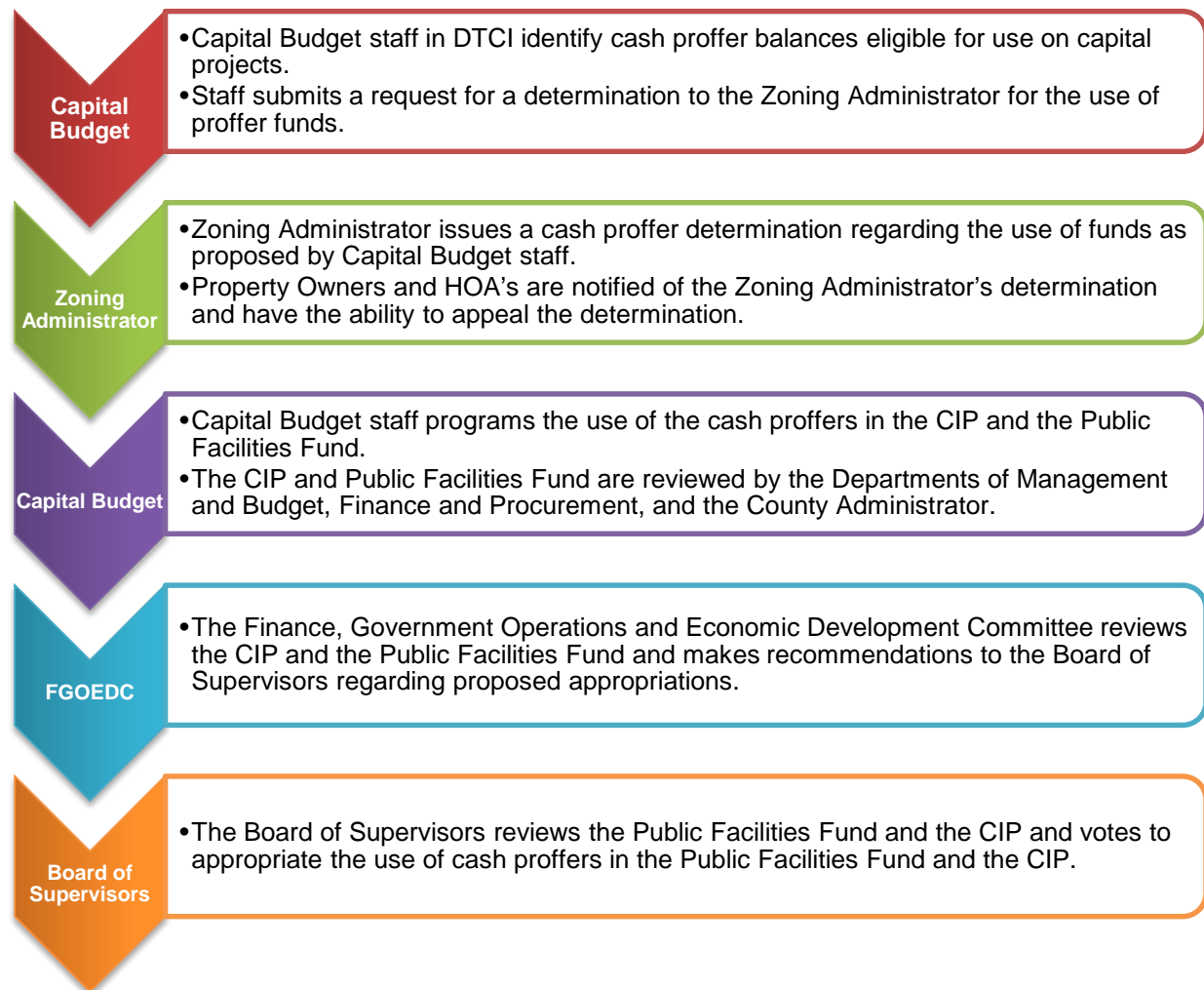
Capital Budget staff in the Department of Transportation and Capital Infrastructure work with the Zoning Administrator to track the payment of capital facility contributions by developers, the dedication of proffered public use sites to the County, and the provision of in-kind proffers. Capital Budget staff puts together a cash proffer spending plan in the CIP to use proffered cash contributions for capital projects, as well as the use of proffered land sites for public facilities to be developed in the CIP.



There are restrictions to the amount of cash proffers that can be used for capital projects in the CIP. These restrictions include:

- Cash proffers can only be spent on projects in the programmatic category in which they are proffered.
- Cash proffers can only be spent in the planning subarea of the County where the rezoning application resides.
- Capital projects in the CIP may be located in areas of the County where cash proffers are not available.
- The Proffer Flexing Process to change the use of a cash proffer from what it was originally proffered for requires a review by the County Attorney, a Public Hearing, and formal approval by the Board of Supervisors.
- The use of cash proffers is subject to a cash proffer determination issued by the Zoning Administrator. The Zoning Administrator can deny the proposed use of a cash proffer if the proposed use does not conform to the intent of the proffer statement.
- All cash proffer determinations are subject to appeal by the applicant or the subsequent land owners of the rezoning area.
- The overall size of the CIP is dictated by the availability of local tax funding that provides 10% of the total CIP funding. The fewer local tax dollars available to provide to the CIP, the fewer projects may be developed, which lowers the amount of cash proffers that can be programmed for capital projects in the CIP.
- Cash proffers do not count towards the County's 10% local tax funding requirement in the CIP. Therefore, the CIP is limited not by the amount of cash on hand, but by the amount of local tax funding on hand.
- Debt issuance limits put a cap on the amount of debt that can be issued each year in the CIP. Debt limits can also put a limit on the total amount of cash proffers programmed in the CIP if the debt limits cause the County to reduce the overall funding in the CIP.

The following table outlines the process to authorize the use of cash proffers in the CIP:



### **Capital Improvement Program**

The Capital Improvement Program (CIP) provides a six-year forecast of the County's general government and public schools' land, facility, and equipment needs, with a financing plan to implement each need. The CIP facilitates land acquisition, design, construction, and capital equipment procurement for each project. Potential projects are evaluated in relation to each other to ensure that the highest priority projects receive public 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 six-year CIP planning period extends from FY 2017 – FY 2022. The CIP is a multi-year plan that does not constitute or require an appropriation of funds beyond those for the current fiscal year, FY 2017. The projects in the FY 2018 - FY 2022 timeframe contain projects with planned funding that should be considered for future appropriations in subsequent fiscal year CIP budgets.

Funding decisions concerning the CIP are made in conjunction with decisions regarding the County's operating budget. Final authority to spend public 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.

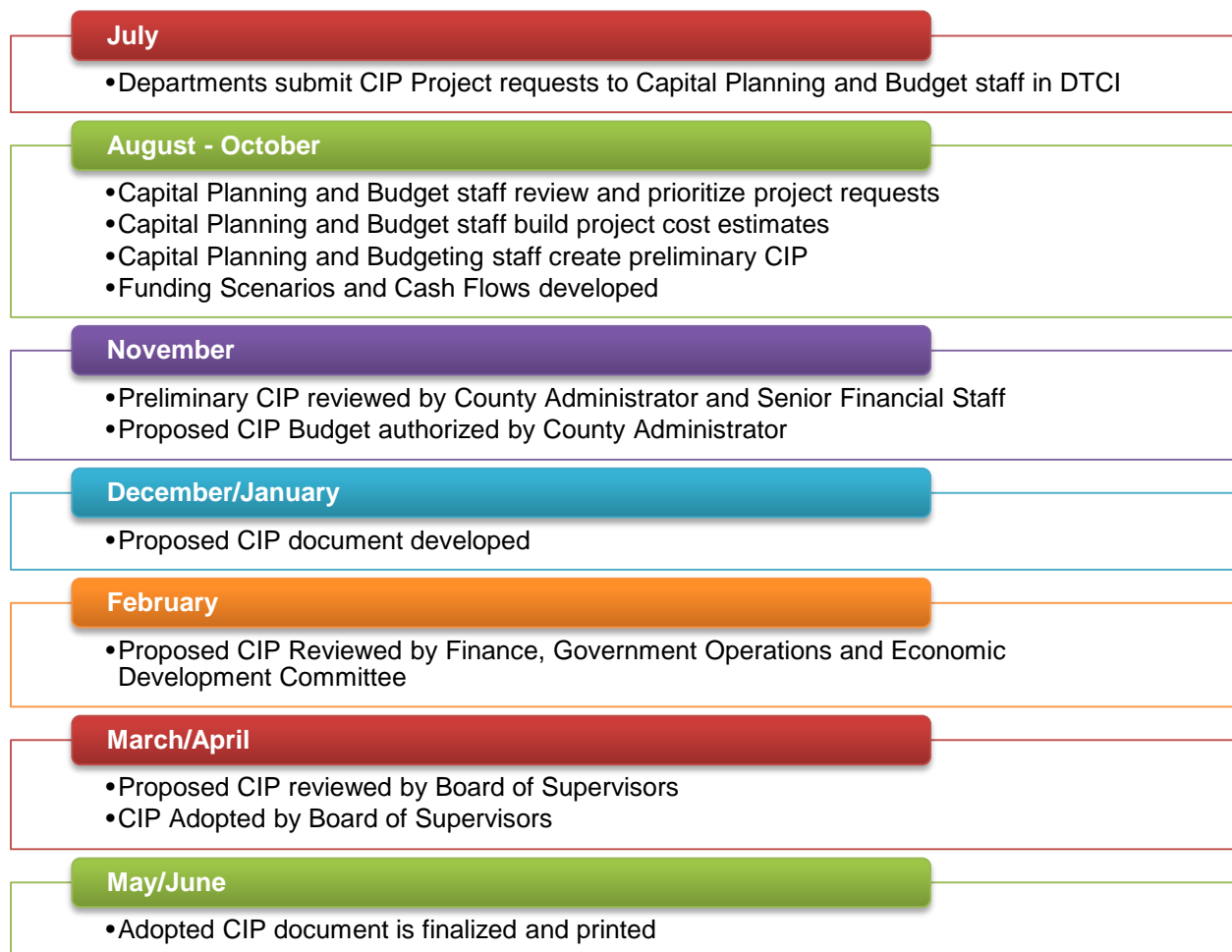
### **Capital Budget Process**

The Capital Budget process begins approximately ten months before the Board of Supervisors adopts the annual County budget. In July, departments submit proposed CIP project requests, which include project scope, justification, and a discussion of alternatives, to Capital Planning and Budget staff in the Department of Transportation and Capital Infrastructure. Capital Planning and Budget staff rate the priority of the project requests for inclusion in the CIP based on a scoring system that takes into account availability of funding, mandated services, legal considerations, Board of Supervisors' direction and priorities, public benefit and need. Capital Planning and Budget staff then build cost estimates for each CIP project request.

A parallel process of CIP project development occurs within the Loudoun County Public Schools, with review and adoption of a School CIP by the Loudoun County School Board. The School Board's Adopted CIP is forwarded to Capital Planning and Budget staff and the County Administrator. The School Board's requests for school project appropriations are considered in relation to funding availability, conformance to County fiscal policy, and general government priorities in the development of the CIP.

A preliminary CIP is forwarded to the County Administrator and senior staff in County Administration, the Department of Management and Budget, and the Department of Finance and Procurement for review. The County Administrator forwards the recommended CIP to the Board of Supervisors in February as part of the Proposed Budget.

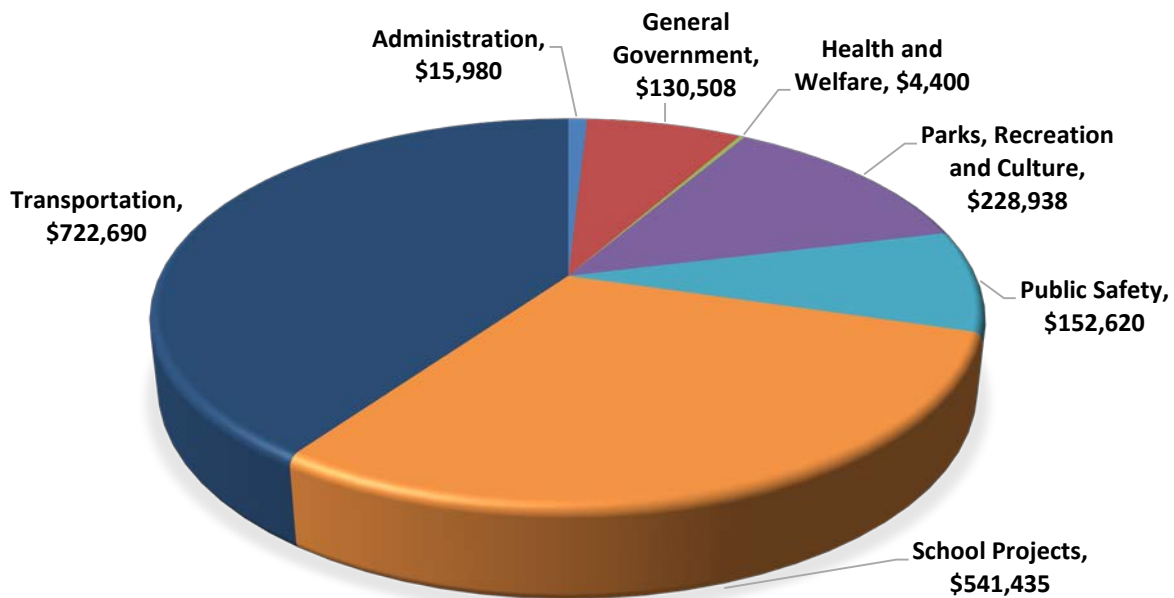
The following timeline provides an overview of the Capital Budgeting process:



### **FY 2017 – FY 2022 Capital Improvement Program**

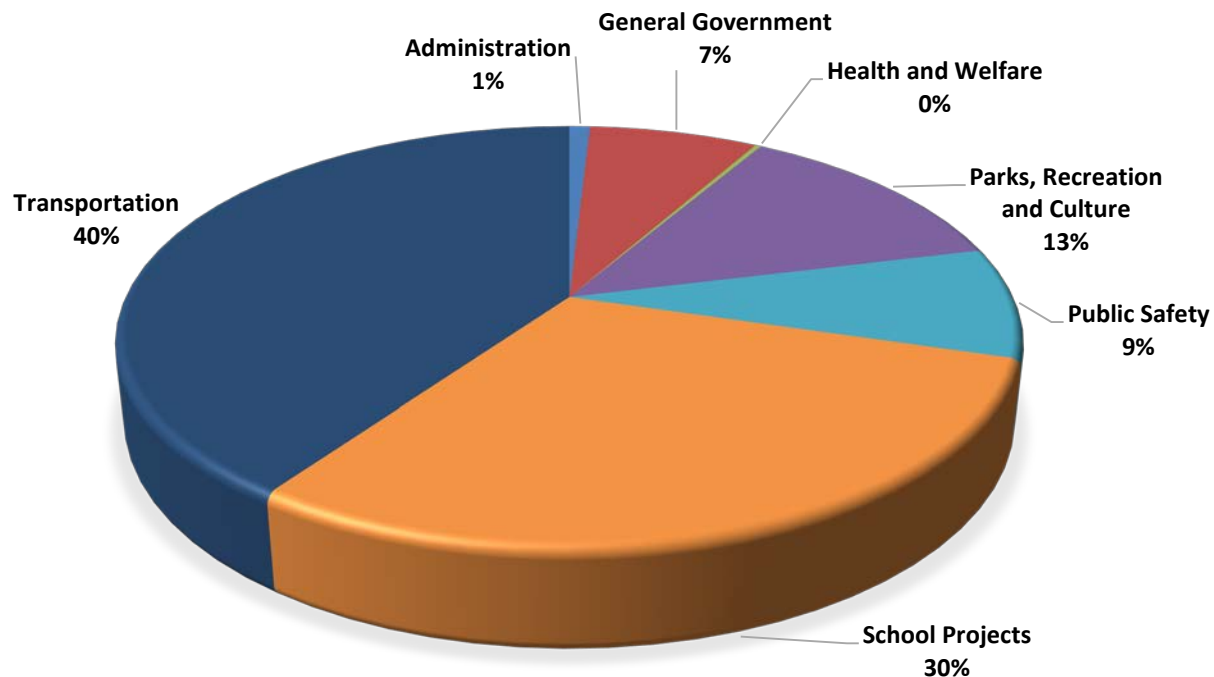
The FY 2017 CIP includes expenditures totaling \$1.79 billion during the FY 2017 – FY 2022 timeframe. Transportation projects total \$722 million, school construction and renovation projects total \$541 million, and County construction projects total \$532 million.

***Graph 1: Total Expenditures by Function (\$ in 1,000's)***



Funding in the FY 2017 CIP decreased approximately \$149,387,000 from the FY 2016 Adopted CIP:

- Funding for Transportation projects decreased \$70,245,000, primarily due to the completion of appropriation requirements for the Metrorail Silver Line construction and the development of parking garages at the Route 606 and Route 772 Stations.
- Funding for non-transportation related County capital projects decreased \$6,719,000.
- Funding for School capital projects decreased \$72,423,000 due to the completion of appropriations in FY 2016 for several major school projects, including the Academies of Loudoun project, the Broad Run High School renovation, Middle School #9 and Elementary School #27.

**Graph 2: Percentage of Total Expenditures by Function**

In the past five years, overall expenditures in the CIP increased significantly.

- In the FY 2013 - FY 2018 Adopted CIP, expenditures for transportation projects totaled \$275,680,000. In the FY 2017 – FY 2022 CIP, expenditures for transportation projects total \$722,690,000. This is an increase in spending of 162% in a five year period.
- Overall expenditures for non-transportation, non-school related projects totaled \$464,441,000 in the FY 2013 – FY 2018 Adopted CIP. In the FY 2017 CIP, like expenditures total \$532,446,000. This is an increase in spending of 15% for County government projects.
- In the FY 2013 – FY 2018 Adopted CIP, expenditures for school projects totaled \$688,260,000. In the FY 2017 CIP, expenditures for school projects total \$541,435,000. This is a decrease in spending of 21% in a five year period. This is due to the completion or appropriation of several major school capital projects, to include the Academies of Loudoun, Riverside High School, and Rock Ridge High School.



Several factors account for the increased level of spending in the CIP:

1. The passage of HB 2313 in 2013 by the State of Virginia raised tax rates in northern Virginia on the sales tax, the grantors tax on home sales, and hotel taxes on overnight stays to accumulate funding for regional road projects administered by the Northern Virginia Transportation Authority (NVTA). This funding is split into two revenue sources for the County's use:
  - a. **Regional Road Funds** - 70% of the revenues collected are distributed by NVTA for regional road and transportation projects that reduce traffic congestion. The County is eligible to apply for the use of these regional funds on road projects in the County, but the County is in competition with other jurisdictions in northern Virginia for the use of these funds. NVTA revenue estimates indicate the County may be eligible for funding allocations totaling \$250 million over the six-year CIP planning period. The County has proposed the allocation of the estimated NVTA 70% Regional funds on specific road projects in the six-year CIP that it will be applying for. The actual award and distribution of the 70% Regional funds to County projects is subject to the discretion of NVTA. All proposed funding allocations of the NVTA 70% Regional funds are for planning purposes and are subject to change based upon the award of funding to the County by NVTA. In the event the County does not receive the requested NVTA regional funds in the appropriation year, then the funds not allocated to the County by NVTA will need to be de-appropriated from the CIP after adoption of the budget.
  - b. **Local Road Funds** - 30% of the revenues collected are distributed by NVTA to each jurisdiction in northern Virginia for road and transportation projects according to the proportion of revenues derived by that jurisdiction. The use of the 30% Local funds is at the discretion of the County. The portion of the County's 30% Local funds derived within the Towns of Leesburg and Purcellville are due to the Towns for road or transportation projects within those jurisdictions. NVTA revenue estimates indicate the County may be eligible for funding allocations totaling \$105.87 million over the six-year CIP planning period, of which \$13.21 million is due to the Town of Leesburg and \$2.87 million is due to the Town of Purcellville. The County has proposed the allocation of the estimated NVTA 30% Local funds on specific road projects in the six-year CIP. All proposed funding allocations of the NVTA 30% Local funds are for planning purposes and are subject to change based upon the revenues received and the distribution of funding to the County by NVTA. In the event the County does not receive the estimated amount of NVTA local funds in the appropriation year, then the funds not allocated to the County by NVTA will need to be de-appropriated from the CIP after adoption of the budget.
2. The County applies for up to \$10 million in State Revenue Sharing grant funding each year of the CIP. Actual awards of the State Revenue Sharing grant funding are subject to the award of the funds to the County by the Virginia Department of Transportation (VDOT). In the event the County does not receive the full \$10 million allocation it is permitted to apply for in a given year, then the funds not allocated to the County by VDOT will need to be de-appropriated from the CIP budget after the adoption of the FY 2017 CIP. The State Revenue Sharing Program is a 50/50 funding program – the State offers to fund 50% of a project application and the County provides a 50% match to the State award. In prior fiscal years, the County used local gasoline tax funds or cash proffers to match the State Revenue Sharing Grant awards. Due to the need to allocate local gasoline tax funds to support local fixed route bus service and the operational expenses of the Metro Silver Line in the future, the CIP typically utilizes the first \$10 million of the County's portion of the NVTA 30% Local Funds as the 50% match to State Revenue Sharing Grant funds in each year of the six-year CIP.



3. A major emphasis on transportation projects in the CIP provides funding for needed road connections that provide vehicle and pedestrian access to the Route 772 and Route 606 Metro Stations. Metro Silver Line operations are scheduled to open in the County in 2019. The infrastructure and roads required to access the stations needs to be designed and constructed in the FY 2017 to FY 2019 timeframe in order to ensure Metro patrons are able to access the stations. Examples of these projects include Moorefield Boulevard, Mooreview Parkway, Prentice Road, Sterling Boulevard Extension, and Westwind Drive.
4. Another major emphasis for transportation projects in the CIP is to construct segments of roads that are “missing links” in the road network, and to widen collector roads that will greatly enhance the effectiveness of the County’s road network to reduce traffic congestion. Examples of these road projects include Arcola Boulevard, Belmont Ridge Road Widening, Route 606 Widening, Crosstrail Boulevard, Farmwell Road, the George Washington Boulevard Overpass, Dulles West Boulevard, Loudoun County Parkway, Northstar Boulevard, Evergreen Mills Road, Shellhorn Road and intersection improvements along Waxpool Road at Loudoun County Parkway, Smith Switch, and Farmwell Roads.

### **Factors Affecting the Development of the FY 2017 – FY 2022 CIP**

#### **1. Debt Issuance Limitations and Policies**

At their January 6, 2016 Business Meeting, the Board of Supervisors voted to raise the County’s annual debt issuance limit from \$200 million to \$225 million per year. The vote included a provision that the Board review and consider adjusting the debt issuance limit every five years based upon the five year rolling average of the Consumer Price Index (CPI).

As noted previously, the size and scope of the County’s CIP increased significantly over the past several years while the annual debt issuance limit remained at \$200 million. The increase in the debt issuance limit to \$225 million per year allows the County’s debt issuance capacity to increase along with increases in the size and scope of the CIP budget, as well as inflation and cost increases in the marketplace.

The FY 2017 Adopted CIP is fully compliant with all of the County’s debt issuance policies and ratios. By staying within the guidelines established by the debt ratios, the County limits outstanding debt obligations and manages the debt repayment schedule in a fiscally responsible manner to maintain its AAA Bond Rating. The County’s debt policies and ratios include:

- Annual debt issuance limit of \$225 million
- Net debt as a percentage of estimated market value of taxable property should not exceed 3%.
- Net debt per capita as a percentage of income per capita should not exceed 8%.
- Debt service expenditures as a percentage of governmental fund expenditures should not exceed 10%.
- The ten year debt payout ratio should be above 60%.
- The affordability index – the weighted average of the net debt per capita, net debt as a percentage of estimated market value of taxable property and debt to per capita income.





## 2. Loudoun County Public School Funding Requests

The Loudoun County School Board's FY 2017 - FY 2022 Adopted CIP front-loaded requests for appropriations into FY 2017 and FY 2018 to develop school facilities that help meet the demand for pupil seats generated by student enrollment growth, and to address classroom overcrowding, in the Dulles North and Dulles South school planning areas.

- The FY 2016 Adopted CIP included planned school appropriations totaling \$48,600,000 in FY 2017 and \$183,560,000 in FY 2018.
- The School Board's FY 2017 Adopted CIP includes requested appropriations of \$291,435,000 in FY 2017, and \$131,330,000 in FY 2018.
- Altogether, an additional \$190,600,000 in appropriations were requested for school projects in FY 2017 and FY 2018 of the School Board's Adopted CIP above planned appropriations in the FY 2016 Adopted CIP.

In an already constrained debt issuance situation, the County could not accommodate all of the Loudoun County School Board's requests for funding appropriations in the FY 2017 CIP.

Decisions regarding the acceleration and delay of school projects in the FY 2017 CIP were made based on the availability of land sites for school projects, in order to provide funding for projects with the ability to move forward and provide much needed pupil seats as soon as possible. The FY 2017 CIP sought to limit the amount of funding delays for school projects to the greatest extent possible, while maintaining project schedules for high priority County capital projects.

At the request of the Board of Supervisors, the Loudoun County School Board provided a priority list ranking their capital project requests to help make decisions regarding school funding to address student enrollment growth and overcrowding issues in the Dulles North and South areas. The project priority ranking included the following projects:

1. MS-7, Dulles South
2. ES-28, Dulles South
3. HS-11, Dulles North
4. Modular Classrooms – John Champe High School and in the Dulles North and South areas
5. Dulles North Elementary School Classroom Additions
6. ES-31, Dulles North
7. HS-9, Dulles South
8. Dulles South Elementary School Classroom Additions
9. CS Monroe Conversion Study
10. Loudoun County High School Naval JROTC Facility Renovations



Capital Planning and Budget staff ran several different CIP funding scenarios to try to meet the highest priority project funding requests made by the School Board, while causing the least amount of adverse impact to high priority County projects.

The following tables provide a comparison of the planned funding appropriations for school capital projects from the FY 2017 – FY 2022 Proposed CIP and the FY 2017 Adopted CIP funding plan. The tables provide a quick, visual summary analysis of the FY 2017 Proposed CIP's planned appropriations for school projects to show which projects have been accommodated in the FY 2017 Adopted CIP, and which projects required deferrals in funding in order to remain in compliance with the County's fiscal policies.

**Table 5. Comparison of Elementary School Project Planned Appropriations**

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	PROJECT TOTAL
<b>ES - 23 Dulles North</b>									
Proposed CIP	-	-	-	-	4,545	40,875	-	45,420	45,420
General Obligation Bonds	-	-	-	-	4,545	40,785	-	45,330	45,330
Adopted CIP	-	-	-	-	4,545	40,875	-	45,420	45,420
General Obligation Bonds	-	-	-	-	4,545	40,785	-	45,330	45,330
<b>ES - 28 Dulles South</b>									
Proposed CIP	-	38,770	-	-	-	-	-	38,770	38,770
General Obligation Bonds	-	38,770	-	-	-	-	-	38,770	38,770
Adopted CIP	2,000	36,770	-	-	-	-	-	36,770	38,770
General Obligation Bonds	2,000	36,770	-	-	-	-	-	36,770	38,770
<b>ES - 31 Dulles North</b>									
Proposed CIP	1,915	36,355	-	-	-	-	-	36,355	38,270
General Obligation Bonds	1,915	36,355	-	-	-	-	-	36,355	38,270
Adopted CIP	1,915	-	37,895	-	-	-	-	37,895	39,810
Local Tax Funding	-	-	1,540	-	-	-	-	1,540	1,540
General Obligation Bonds	1,915	-	36,355	-	-	-	-	36,355	38,270
<b>Elementary School Classroom Additions - Dulles North and South</b>									
Proposed CIP	-	-	-	17,695	-	-	-	17,695	17,695
General Obligation Bonds	-	-	-	17,695	-	-	-	17,695	17,695
Adopted CIP	-	16,320	-	-	-	-	-	16,320	16,320
General Obligation Bonds	-	16,320	-	-	-	-	-	16,320	16,320
<b>Elementary School Classroom Additions - Countywide</b>									
Proposed CIP	-	-	-	17,695	-	-	-	17,695	17,695
General Obligation Bonds	-	-	-	17,695	-	-	-	17,695	17,695
Adopted CIP	-	-	-	-	-	19,100	-	19,100	19,100
General Obligation Bonds	-	-	-	-	-	19,100	-	19,100	19,100
<b>Lovettsville ES Bus/ Visitor Parking</b>									
Proposed CIP	-	-	-	-	-	660	-	660	660
Local Tax Funding	-	-	-	-	-	660	-	660	660
Adopted CIP	-	-	-	-	-	660	-	660	660
Local Tax Funding	-	-	-	-	-	660	-	660	660
<b>Elementary School Facility Renovations</b>									
Proposed CIP	-	-	-	-	-	-	5,280	5,280	5,280
Local Tax Funding	-	-	-	-	-	-	5,280	5,280	5,280
Adopted CIP	-	-	-	-	-	-	5,280	5,280	5,280
Local Tax Funding	-	-	-	-	-	-	5,280	5,280	5,280

- ES-23, Dulles North Elementary School – The School Board requested to accelerate project into FY 2019 for design and FY 2020 for construction. Due to debt issuance limitations, the Proposed CIP provided for design funding in FY 2020 and construction funding in FY 2021, a one year difference from the School Board's request. The FY 2017 Adopted CIP maintained funding for the school in FY 2020 and FY 20201 because the site has not been subdivided or dedicated to the County yet. The school is proposed to be located on a proffered site in the Arcola Center development.



- **ES-28, Dulles South Elementary School** - The School Board requested to accelerate funding for both design and construction into FY 2017, accelerating the project one year for design and two years for construction as compared to the planned appropriations in the FY 2016 Adopted CIP. The Proposed CIP provided for design and construction funding in FY 2017, meeting the School Board's request for funding. During the CIP budget worksessions, the School Board made a request to advance \$2 million in funding in FY 2016 to advance design work for the school. The Board of Supervisors agreed to provide the advanced funding for the school. The school is planned to be co-located on the same site as John Champe High School.
- **ES-31, Dulles North Elementary School** - The School Board requested construction funding in FY 2017, following planned appropriations in the FY 2016 Adopted CIP. Design funding was appropriated for the project in FY 2016. The Proposed CIP provided for construction funding in FY 2017, meeting the School Board's request for funding for the project. Due to the fact that the Loudoun County Public Schools have not acquired a site for this school yet, the Board of Supervisors deferred construction funding for the project to FY 2018 to provide needed debt issuance capacity to other high priority school projects with land sites.
- **Elementary School Classroom Additions** - The School Board requested design and construction funding in FY 2017 and FY 2018 to provide for classroom additions to twelve elementary schools in the County – six schools in the Dulles North and South areas and six schools elsewhere in the County. This was a new funding request; no planned appropriations for this project are in the FY 2016 Adopted CIP. Due to debt issuance limitations, the Proposed CIP provided funding for this project in FY 2019. However, given the need to provide additional classroom space in the Dulles North and South areas, funding to provide for classroom additions in the Dulles area was provided in FY 2017 of the Adopted CIP. Funding for the classroom additions in other areas of the County was deferred to FY 2021.
- The FY 2017 Adopted CIP meets the School Board's requests for funding in FY 2021 for Bus and Visitor Parking at Lovettsville Elementary School, and in FY 2022 for preliminary design funding for the renovation of elementary school facilities throughout the County.

**Table 6. Comparison of Middle School Project Planned Appropriations**

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	PROJECT TOTAL
<b>MS - 7 Dulles South</b>									
<b>Proposed CIP</b>	-	60,820	-	-	-	-	-	60,820	60,820
General Obligation Bonds	-	60,820	-	-	-	-	-	60,820	60,820
<b>Adopted CIP</b>	3,000	57,820	-	-	-	-	-	57,820	60,820
General Obligation Bonds	3,000	57,820	-	-	-	-	-	57,820	60,820

- **MS-7, Dulles South Middle School** – The School Board requested to accelerate project funding for design and construction into FY 2017. The FY 2016 Adopted CIP provided for design funding in FY 2017 and construction funding in FY 2018. The Proposed CIP met the School Board's request by providing for design and construction funding in FY 2017. During the CIP budget worksessions, the School Board made a request to advance \$3 million in funding in FY 2016 to advance design work for the school in order to be able to open the school one year earlier than initially planned. The Board of Supervisors agreed to provide the advanced funding for the school. The school is proposed to be located on a site owned by the Loudoun County Public Schools along Braddock Road.

**Table 7. Comparison of High School Project Planned Appropriations**

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	PROJECT TOTAL
<b>HS - 9 Dulles South</b>									
Proposed CIP	-	-	-	13,525	121,710	-	-	135,235	135,235
Local Tax Funding	-	-	-	3,000	12,425	-	-	15,425	15,425
General Obligation Bonds	-	-	-	10,525	109,285	-	-	119,810	119,810
Adopted CIP	-	-	11,760	118,900	-	-	-	130,660	130,660
Local Tax Funding	-	-	3,500	10,000	-	-	-	13,500	13,500
General Obligation Bonds	-	-	8,260	108,900	-	-	-	117,160	117,160
<b>HS - 11 Dulles North</b>									
Proposed CIP	3,045	118,825	-	-	-	-	-	118,825	121,870
Local Tax Funding	-	9,145	-	-	-	-	-	9,145	9,145
General Obligation Bonds	3,045	109,680	-	-	-	-	-	109,680	112,725
Adopted CIP	6,045	115,825	-	-	-	-	-	115,825	121,870
Local Tax Funding	-	9,145	-	-	-	-	-	9,145	9,145
General Obligation Bonds	6,045	106,680	-	-	-	-	-	106,680	112,725
<b>CS Monroe Conversion</b>									
Proposed CIP	-	1,750	-	-	-	50,100	-	51,850	51,850
Local Tax Funding	-	-	-	-	-	5,010	-	5,010	5,010
Cash Proffers	-	1,750	-	-	-	-	-	1,750	1,750
General Obligation Bonds	-	-	-	-	-	45,090	-	45,090	45,090
Adopted CIP	-	1,750	-	-	-	50,100	-	51,850	51,850
Local Tax Funding	-	-	-	-	-	5,010	-	5,010	5,010
Cash Proffers	-	1,750	-	-	-	-	-	1,750	1,750
General Obligation Bonds	-	-	-	-	-	45,090	-	45,090	45,090
<b>Loudoun County High School Naval JROTC</b>									
Proposed CIP	-	3,130	-	-	-	-	-	3,130	3,130
Cash Proffers	-	3,130	-	-	-	-	-	3,130	3,130
Adopted CIP	-	3,130	-	-	-	-	-	3,130	3,130
Cash Proffers	-	3,130	-	-	-	-	-	3,130	3,130
<b>Modular Classrooms (8) - John Champe HS</b>									
Proposed CIP	-	1,480	-	-	-	-	-	1,480	1,480
Local Tax Funding	-	1,480	-	-	-	-	-	1,480	1,480
Adopted CIP	1,480	-	-	-	-	-	-	-	-
Local Tax Funding	1,480	-	-	-	-	-	-	-	-
<b>Modular Classrooms (8) - Dulles North &amp; South HS</b>									
Proposed CIP	-	1,480	-	-	-	-	-	1,480	1,480
Local Tax Funding	-	1,480	-	-	-	-	-	1,480	1,480
Adopted CIP	-	1,480	-	-	-	-	-	1,480	1,480
Local Tax Funding	-	1,480	-	-	-	-	-	1,480	1,480
<b>Modular Classroom Removal (10) - Briar Woods HS</b>									
Proposed CIP	-	-	-	280	-	-	-	280	280
Local Tax Funding	-	-	-	280	-	-	-	280	280
Adopted CIP	-	-	-	280	-	-	-	280	280
Local Tax Funding	-	-	-	280	-	-	-	280	280
<b>High School Stadium Turf &amp; Track Resurfacing</b>									
Proposed CIP	-	-	-	-	-	2,265	7,110	9,375	9,375
General Obligation Bonds	-	-	-	-	-	2,265	7,110	9,375	9,375
Adopted CIP	-	-	-	-	-	2,265	7,110	9,375	9,375
General Obligation Bonds	-	-	-	-	-	2,265	7,110	9,375	9,375
<b>Division Security Improvements</b>									
Proposed CIP	-	-	-	-	-	9,570	-	9,570	9,570
Local Tax Funding	-	-	-	-	-	1,140	-	1,140	1,140
General Obligation Bonds	-	-	-	-	-	8,430	-	8,430	8,430
Adopted CIP	-	-	-	-	-	9,570	-	9,570	9,570
Local Tax Funding	-	-	-	-	-	1,140	-	1,140	1,140
General Obligation Bonds	-	-	-	-	-	8,430	-	8,430	8,430

- HS-9, Dulles South High School – The School Board requested to accelerate funding one year by providing for design funding in FY 2017 and construction funding in FY 2018. The FY 2016 Adopted CIP provided for design funding in FY 2018 and construction funding in FY 2019. The Proposed CIP provided design funding in FY 2019 and construction funding in FY 2020. As part of the FY 2017 Adopted CIP, the Board of Supervisors provided design funding in FY 2018 and construction



funding in FY 2019, restoring funding for the project on the same schedule as the FY 2016 Adopted CIP. The Loudoun County Public Schools have not acquired a site for this school yet.

- **HS-11, Dulles North High School** – The School Board requested to accelerate funding one year by providing for design and construction funding in FY 2017 of the CIP. The FY 2016 Adopted CIP provided for design and construction funding in FY 2018. The Proposed CIP met the School Board's request by providing for design and construction funding in FY 2017. During the CIP budget worksessions, the School Board made a request to advance \$3 million in funding in FY 2016 to advance design work for the school. The Board of Supervisors agreed to provide the advanced funding for the school. The school is proposed to be located on a proffered site in the Brambleton community.
- **CS Monroe Conversion** – The School Board requested \$1.75 million in cash proffer funding from the Town of Leesburg in FY 2017 to conduct preliminary studies regarding the use of the CS Monroe facility. An additional \$1.75 million was requested in FY 2018 for preliminary design, but the School Board did not request a specific dollar amount for construction of the project. The FY 2016 Adopted CIP provided for design and construction funding in FY 2021. The FY 2017 Adopted CIP provides for design and construction funding in FY 2021, following the same project schedule as the FY 2016 Adopted CIP until the School Board determines a specific cost estimate for the construction of the facility. The CIP plans to appropriate the cash proffers from the Town of Leesburg in FY 2017, pending a cash proffer determination from the Town's Zoning Administrator allowing the use of the proffer funds for the project.
- The FY 2017 Adopted CIP meets the School Board's requests for funding for the Loudoun County High School Naval JROTC Facility renovations in FY 2017, the installation of eight (8) modular classrooms in the Dulles North and Dulles South areas of the County in FY 2017, the removal of modular classrooms at Briar Woods High School in FY 2019, high school synthetic turf and track re-surfacing at Briar Woods, Dominion, Freedom and Heritage High Schools in FY 2021 and FY 2022, and security improvements in FY 2021.

In order to maintain compliance with the County's fiscal policies, certain County projects were delayed in the Adopted CIP in order to accommodate the school project accelerations, as summarized in the table below. A description of the County projects that are delayed in the FY 2017 Adopted CIP will be provided in each programmatic summary section of the CIP Executive Summary.

**Table 8. County Projects Delayed in FY 2017 CIP**

Project	FY 2016 Adopted CIP	FY 2017 Adopted CIP
Courts Complex Land Acquisition	FY 2017	FY 2020
DS Group Residence - Purcellville	FY 2017	FY 2018
DS Group Residence – Eastern Loudoun	FY 2019	FY 2022
Hal and Berni Hanson Park	FY 2017	FY 2018
Courts Complex Phase III	FY 2019	FY 2020
Round Hill Fire Station Replacement	FY 2018/2019	FY 2019/2020
Leesburg South Fire and Rescue Station	FY 2017/2018	FY 2020/2021
Crosstrail Boulevard Segment B	FY 2019	FY 2020

- In order to free up local tax funding in FY 2017, the planned appropriation of \$1,500,000 in local tax funding in FY 2017 for the acquisition of land at the Courts Complex was deferred to FY 2020.



- Lease revenue financing was deferred for the Purcellville Developmental Services (DS) Group Residence replacement project to provide debt issuance capacity in FY 2017, but also due to a delay in the project schedule for the opening of the Round Hill DS Group Residence, which needs to be completed prior to the development of the Purcellville DS Group Residence. The current residents of the Purcellville Group Residence will be moved to the Round Hill Residence once completed, allowing for the tear down and re-construction of the Purcellville residence.
- Lease revenue financing was deferred to FY 2022 for the Eastern Loudoun DS Group Residence to provide additional debt capacity in FY 2019.
- General obligation bond financing was deferred to FY 2018 for the Hal and Berni Hanson Regional Park project to provide additional debt capacity in FY 2017.
- Lease revenue financing was deferred for the portion of the Courts Complex Phase III project that renovates the existing Courts space once the Phase III expansion is completed. The renovation appropriation was deferred from FY 2019 to FY 2020 to provide debt issuance capacity in FY 2019, but also to better reflect the project schedule. Based on the current estimated construction schedule for the Phase III expansion of the Courts Complex, the renovation phase of the existing Courts space would not be ready to commence until FY 2020.
- General obligation bond financing was deferred for the Round Hill Fire Station Replacement project to provide additional debt capacity in FY 2018.
- General obligation bond financing was deferred for the Leesburg South Fire Station project to provide additional debt capacity in FY 2017.
- General obligation bond financing was deferred for the Crosstrail Boulevard Segment B project to provide additional debt capacity in FY 2019.

The following existing capital projects were deferred into a future fiscal year (FY 2023 or FY 2024):

Project	\$ Amount
Adolescent Independent Living Residence	\$6,145,000
Juvenile Detention Center Phase II	\$5,195,000
Route 9/287 Roundabout	\$10,750,000
<b>TOTAL</b>	<b>\$22,090,000</b>

The following new capital project requests were deferred into a future fiscal year (FY 2023 or FY 2024):

Project	\$ Amount
Government Office Space	\$234,910,000
Fire and Rescue Station #30 – Route 606	\$19,010,000
Evergreen Mills Road – Northstar to Belmont Ridge	\$54,500,000
<b>TOTAL</b>	<b>\$308,420,000</b>



### 3. Transportation Project Funding Requests

At their February 23, 2016 meeting, the Finance/Government Operations and Economic Development Committee (FGOEDC) provided a list of priority funding requests they would like to have considered for inclusion in the CIP. With the exception of accelerating funding for Crosstrail Boulevard Segment B, the FY 2017 Adopted CIP accomplishes all of the stated priorities by the FGOEDC, as provided in the funding comparison tables below. The priority transportation projects requested by the FGOEDC included:

1. **Shellhorn Road from Loudoun County Parkway to Moran Road** - Provide funding for the design, right-of-way acquisition and utility relocation for Shellhorn Road. Additional funding for construction of the road will be accommodated in subsequent CIP budgets once the cost estimate for the project has been refined.

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	FUTURE	PROJECT TOTAL
<b>Shellhorn Road</b>										
<b>Proposed CIP</b>	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
NVTA 70% Regional	-	-	-	-	-	-	-	-	-	-
<b>Adopted CIP</b>	-	8,000	4,000	4,000	8,000	-	-	24,000	-	24,000
General Obligation Bonds	-	8,000	-	-	-	-	-	8,000	-	8,000
NVTA 70% Regional	-	-	4,000	4,000	8,000	-	-	16,000	-	16,000

2. **Route 7/690 Interchange** - Fund the project between FY 2018 and FY 2021, a one year acceleration from the Proposed CIP.

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	FUTURE	PROJECT TOTAL
<b>Route 7/ Route 690 Interchange</b>										
<b>Proposed CIP</b>	1,500	-	-	2,032	5,100	10,000	16,001	33,133	-	34,633
Local Tax Funding \$0.02	-	-	-	-	5,100	-	6,000	11,100	-	11,100
Fund Balance	1,500	-	-	-	-	-	-	-	-	1,500
State Revenue Sharing	-	-	-	-	-	5,000	5,000	10,000	-	10,000
NVTA 30% Local	-	-	-	2,032	-	5,000	5,001	12,033	-	12,033
<b>Adopted CIP</b>	1,500	4,000	2,000	2,000	15,100	10,000	-	33,100	-	34,600
Local Tax Funding \$0.02	-	-	-	-	5,100	-	-	5,100	-	5,100
Fund Balance	1,500	-	-	-	-	-	-	-	-	1,500
General Obligation Bonds	-	4,000	2,000	2,000	-	-	-	8,000	-	8,000
State Revenue Sharing	-	-	-	-	5,000	5,000	-	10,000	-	10,000
NVTA 30% Local	-	-	-	-	5,000	5,000	-	10,000	-	10,000

3. **Route 7/287 Interchange** - Include funding for improvements to the interchange in the six-year CIP.

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	FUTURE	PROJECT TOTAL
<b>Route 7/ Route 287 Interchange</b>										
<b>Proposed CIP</b>	-	-	-	-	-	-	-	-	-	-
NVTA 70% Regional	-	-	-	-	-	-	-	-	-	-
<b>Adopted CIP</b>	-	-	-	-	-	-	11,000	11,000	-	11,000
NVTA 70% Regional	-	-	-	-	-	-	11,000	11,000	-	11,000





4. **Town of Hillsboro Traffic Calming and Pedestrian Safety Project** - Maintain funding for the project in FY 2018; accelerate funding for the project into FY 2017 if the timing of the Town's Water System Improvement project required an earlier appropriation.

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	FUTURE	PROJECT TOTAL
<b>Town of Hillsboro Traffic Calming and Pedestrian Safety</b>										
<b>Proposed CIP</b>	-	-	4,800	-	-	-	-	4,800	-	4,800
Revenue Sharing	-	-	1,900	-	-	-	-	1,900	-	1,900
NVT A 30% Local	-	-	2,900	-	-	-	-	2,900	-	2,900
<b>Adopted CIP</b>	-	-	4,800	-	-	-	-	4,800	-	4,800
Revenue Sharing	-	-	1,900	-	-	-	-	1,900	-	1,900
NVT A 30% Local	-	-	2,900	-	-	-	-	2,900	-	2,900

5. **Crosstrail Boulevard Segment B** - Accelerate funding for the project from FY 2020 to FY 2017 or FY 2018.

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	FUTURE	PROJECT TOTAL
<b>Crosstrail Boulevard - Section B</b>										
<b>Proposed CIP</b>	31,300	2,000	-	-	41,560	-	-	43,560	-	74,860
Local Tax Funding	-	2,000	-	-	-	-	-	2,000	-	2,000
Local Tax Funding \$0.02	1,300	-	-	-	-	-	-	-	-	1,300
Lease Revenue Financing	30,000	-	-	-	-	-	-	-	-	30,000
General Obligation Bonds	-	-	-	-	41,560	-	-	41,560	-	41,560
<b>Adopted CIP</b>	31,300	2,000	-	-	41,560	-	-	43,560	-	74,860
Local Tax Funding	-	2,000	-	-	-	-	-	2,000	-	2,000
Local Tax Funding \$0.02	1,300	-	-	-	-	-	-	-	-	1,300
Lease Revenue Financing	30,000	-	-	-	-	-	-	-	-	30,000
General Obligation Bonds	-	-	-	-	41,560	-	-	41,560	-	41,560

6. **Evergreen Mills Road from Belmont Ridge Road to Stone Springs Boulevard** - Provide funding in the six-year CIP for intersection improvements and the widening of this segment of Evergreen Mills Road.

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	FUTURE	PROJECT TOTAL
<b>Evergreen Mills Road (Belmont Ridge - Stone Springs)</b>										
<b>Proposed CIP</b>	-	-	-	-	-	-	-	-	12,000	12,000
General Obligation Bonds	-	-	-	-	-	-	-	-	12,000	12,000
<b>Adopted CIP</b>	-	-	-	-	-	2,000	10,300	12,300	-	12,300
General Obligation Bonds	-	-	-	-	-	2,000	10,300	12,300	-	12,300

7. **Intersection Improvements at Braddock/Summerall/Supreme** - Accelerate funding for the intersection improvements prior to FY 2019, if possible.

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	FUTURE	PROJECT TOTAL
<b>Braddock/Summerall/Supreme Intersection Improvements</b>										
<b>Proposed CIP</b>	-	-	-	2,100	-	-	-	2,100	-	2,100
Local Tax Funding \$0.02	-	-	-	2,100	-	-	-	2,100	-	2,100
<b>Adopted CIP</b>	-	2,000	-	-	-	-	-	2,000	-	2,000
General Obligation Bonds	-	2,000	-	-	-	-	-	2,000	-	2,000





8. **Evergreen Mills Road Widening** - Provide funding in the six-year CIP, or in a future fiscal year (FFY), for the widening of Evergreen Mills Road from Northstar Boulevard to Belmont Ridge Road, and from Stone Springs Boulevard to Loudoun County Parkway.

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	FUTURE	PROJECT TOTAL
<b>Evergreen Mills Road (Stone Springs - Arcola)</b>										
<b>Proposed CIP</b>	-	-	-	-	-	-	-	-	-	-
State Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVT A 30% Local	-	-	-	-	-	-	-	-	-	-
<b>Adopted CIP</b>	-	-	-	-	-	-	10,400	10,400	-	10,400
State Revenue Sharing	-	-	-	-	-	-	5,000	5,000	-	5,000
NVT A 30% Local	-	-	-	-	-	-	5,400	5,400	-	5,400
<b>Evergreen Mills Road (Arcola - Loudoun Co. Pkwy)</b>										
<b>Proposed CIP</b>	-	-	-	-	-	-	-	-	-	-
Local Tax Funding \$0.02	-	-	-	-	-	-	-	-	-	-
NVT A 30% Local	-	-	-	-	-	-	-	-	-	-
<b>Adopted CIP</b>	-	-	-	-	-	-	19,051	19,051	-	19,051
Local Tax Funding \$0.02	-	-	-	-	-	-	15,000	15,000	-	15,000
NVT A 30% Local	-	-	-	-	-	-	4,051	4,051	-	4,051
<b>Evergreen Mills Road (Northstar - Belmont Ridge)</b>										
<b>Proposed CIP</b>	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
<b>Adopted CIP</b>	-	-	-	-	-	-	-	-	54,500	54,500
General Obligation Bonds	-	-	-	-	-	-	-	-	54,500	54,500

The following tables provide additional project funding plans that were amended as part of the FY 2017 Adopted CIP. These amendments were required to help provided the necessary funding to accommodate the FGOEDC's priority transportation project funding requests.

PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	FUTURE	PROJECT TOTAL
<b>Arcola Boulevard (Dulles West Boulevard to Loudoun County Parkway)</b>										
<b>Proposed CIP</b>	-	-	-	12,100	20,000	-	-	32,100	-	32,100
Revenue Sharing	-	-	-	-	5,000	-	-	5,000	-	5,000
NVT A 70% Regional	-	-	-	12,100	10,000	-	-	22,100	-	22,100
NVT A 30% Local	-	-	-	-	5,000	-	-	5,000	-	5,000
<b>Adopted CIP</b>	-	-	-	-	3,400	11,826	10,000	25,226	-	25,226
Revenue Sharing	-	-	-	-	-	5,000	5,000	10,000	-	10,000
NVT A 70% Regional	-	-	-	-	3,400	-	-	3,400	-	3,400
NVT A 30% Local	-	-	-	-	-	6,826	5,000	11,826	-	11,826
<b>Arcola Boulevard (Route 50 to Dulles West Boulevard)</b>										
<b>Proposed CIP</b>	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVT A 70% Regional	-	-	-	-	-	-	-	-	-	-
NVT A 30% Local	-	-	-	-	-	-	-	-	-	-
<b>Adopted CIP</b>	-	-	-	8,132	-	-	-	8,132	-	8,132
Local Tax Funding \$0.02	-	-	-	2,100	-	-	-	2,100	-	2,100
NVT A 70% Regional	-	-	-	4,000	-	-	-	4,000	-	4,000
NVT A 30% Local	-	-	-	2,032	-	-	-	2,032	-	2,032
<b>Northstar Boulevard (Tall Cedars to Braddock)</b>										
<b>Proposed CIP</b>	-	-	-	-	-	-	21,855	21,855	-	21,855
Cash Proffers	-	-	-	-	-	-	192	192	-	192
NVT A 70% Regional	-	-	-	-	-	-	21,663	21,663	-	21,663
<b>Adopted CIP</b>	-	-	-	-	-	-	10,855	10,855	10,800	21,655
Cash Proffers	-	-	-	-	-	-	192	192	-	192
NVT A 70% Regional	-	-	-	-	-	-	10,663	10,663	10,800	21,463



PROJECTS	Prior FY	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP TOTAL	FUTURE	PROJECT TOTAL
<b>Dulles West Boulevard (Arcola - Loudoun County Parkway)</b>										
Proposed CIP	-	-	-	-	2,514	4,700	10,000	17,214	-	17,214
Cash Proffers	-	-	-	-	2,514	-	-	2,514	-	2,514
Revenue Sharing	-	-	-	-	-	1,500	5,000	6,500	-	6,500
NVTA 30% Local	-	-	-	-	-	3,200	5,000	8,200	-	8,200
<b>Adopted CIP</b>	-	-	-	8,100	9,114	-	-	17,214	-	17,214
Cash Proffers	-	-	-	-	2,514	-	-	2,514	-	2,514
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% Regional	-	-	-	8,100	6,600	-	-	14,700	-	14,700
<b>Dulles West Boulevard (Arcola - Northstar Boulevard)</b>										
Proposed CIP	-	-	-	-	-	7,126	36,550	43,676	-	43,676
Local Tax Funding \$0.02	-	-	-	-	-	-	9,000	9,000	-	9,000
Revenue Sharing	-	-	-	-	-	3,500	-	3,500	-	3,500
NVTA 70% Regional	-	-	-	-	-	-	23,100	23,100	-	23,100
NVTA 30% Local	-	-	-	-	-	3,626	4,450	8,076	-	8,076
<b>Adopted CIP</b>	-	-	-	-	-	-	23,100	23,100	21,000	44,100
NVTA 70% Regional	-	-	-	-	-	-	23,100	23,100	21,000	44,100

#### 4. Use of Cash Proffers

The FY 2017 – FY 2022 Adopted CIP uses \$71,457,876 in cash proffers in the six-year CIP timeframe. Typically, the use of cash proffers offsets approximately 2.0% of total expenditures in the six-year CIP. Planned cash proffer appropriations offset 4.0% of planned expenditures in the Adopted six-year CIP. Increasing the percentage of total revenues derived from cash proffers is notable given total expenditures have also increased significantly in recent years.

The use of cash proffers is provided for the following programmatic categories in the Adopted CIP:

Programmatic Category	Cash Proffer Amount
Transit	\$500,000
Roads	\$5,334,414
Parks	\$60,673,462
Libraries	\$70,000
Schools	\$4,880,000
<b>TOTAL</b>	<b>\$71,457,876</b>

There are several reasons for the increased use of cash proffers in the six-year CIP:

- Residential zoning permit issuance increased with the improvement of the economy. Cash proffers are typically paid to the County at the time of occupancy or zoning permit issuance for residential housing units. The increase in the issuance of zoning and occupancy permits increases the amount of cash proffers collected by the County.
- New residential zoning permits are issued predominantly in the Ashburn and Dulles areas of the County, where most new residential growth is planned. The Adopted CIP includes several significant projects in the Ashburn and Dulles areas that cash proffers can be applied to. Previous CIP budgets included many projects in the Leesburg area where cash proffers were not collected in quantities high enough to offset project costs.
- Proffer statement conditions are written with more flexibility regarding the use of cash proffers, allowing the County to program the use of cash proffers in the CIP more easily than in the past, and deliver needed public facilities in a timely manner.



- Funding for transportation increased from several different sources (\$0.02 local tax funding dedicated to roads, NVTA Regional and Local funds, State Revenue Sharing funding, etc.), giving the County the ability to develop large road, interchange and transit projects that were not previously possible. The presence of significant transportation projects in the CIP makes it possible to program the use of cash proffers to provide funding for projects that improve the County's transportation network.

### **The FY 2017 – FY 2022 CIP Funding by Programmatic Category**

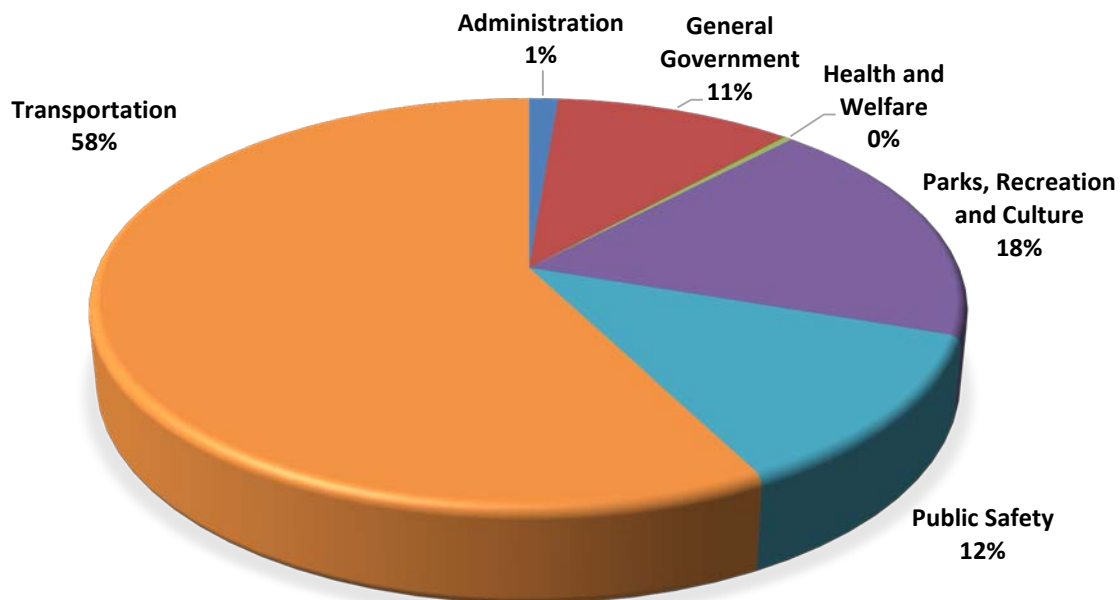
The FY 2017 Adopted CIP starts a new biennium for the six-year CIP planning period. The six-year timeframe rolls out an additional two years, changing from FY 2015 – FY 2020 to FY 2017 – FY 2022.

New project requests were added to the six-year CIP timeframe based upon the availability of financial resources to fund high priority projects that needed to be addressed in the six-year CIP timeframe.

Projects in FY 2017 receive funding appropriations. Projects in the FY 2018 – FY 2022 timeframe are considered for funding appropriations in subsequent CIP budgets.

The following graphs and tables provide an overview of funding in each programmatic category of the FY 2017 – FY 2022 Adopted CIP budget.

***Graph 3: Percentage of County Project Expenditures by Function***





### **Summary of County Capital Projects**

**Administration:** The Administration program area includes land acquisition projects and major computer system acquisitions that total \$15,980,000, or 1% of the total CIP expenditures, during the six-year CIP planning period. The Department of Transportation and Capital Infrastructure provides project management for the land acquisition projects; the Department of Information Technology provides project management for the major computer system projects. The table below outlines total costs in the FY 2017 Adopted CIP for the Administration program area.

Project	Fiscal Year	FY 2017 Adopted CIP
Land Acquisition – Courts Complex	FY 2018 – FY 2020	\$3,500,000
Land Acquisition – Eastern Loudoun DS Group Residence	FY 2019	\$480,000
Major Computer Systems	FY 2020	\$12,000,000
<b>Total</b>		<b>\$15,980,000</b>

- \$3,500,000 in local tax funding is planned from FY 2018 to FY 2020 to acquire land adjacent to the Courts Complex in the Town of Leesburg.
- \$480,000 in lease revenue financing is provided in FY 2019 to acquire a half acre site in eastern Loudoun to construct a Developmental Services Group Residence.
- \$12,000,000 in lease revenue financing is provided for major computer system replacements – Microsoft Office replacement (\$1,500,000), Public Safety non-hand held radio replacements (\$5,200,000), Public Safety Microwave Infrastructure replacement (\$4,100,000), and additional switches, servers and infrastructure required to serve the growing number of facilities in the County (\$1,200,000).

**Health and Welfare:** The Health and Welfare program area includes projects totaling \$4,400,000, or less than 1% of total CIP expenditures, during the six-year CIP planning period. These facilities are managed by the Department of Family Services and the Department of Mental Health, Substance Abuse and Developmental Services. The Department of Transportation and Capital Infrastructure manages the development and construction of these projects. The table below outlines total costs in the FY 2017 Adopted CIP for the Health and Welfare program area.

Project	Fiscal Year	FY 2017 Adopted CIP
DS Group Residence – Purcellville	FY 2018	\$2,025,000
DS Group Residence – Eastern Loudoun	FY 2022	\$2,375,000
<b>Total</b>		<b>\$4,400,000</b>



- Due to delays in the project delivery of the Round Hill Developmental Services (DS) Group Residence, the Purcellville DS Group Residence is delayed until FY 2018 in the CIP. The residents of the current Purcellville DS Group Residence will be re-located to the Round Hill DS Group Residence once it is completed. Once the residents are re-located, the Purcellville Group Residence will be torn down and replaced. The project is properly timed to take place in FY 2018 to allow for the completion of the Round Hill DS Group Residence.
- The Eastern Loudoun Group Residence is delayed until FY 2022 in the Adopted CIP. Land acquisition appropriations for the Group Residence are scheduled for FY 2019. Land acquisition typically takes at least a year; a longer period of time is often required depending on the market. Design and construction funding was placed in FY 2022 to provide adequate time to complete the required land acquisition transaction to develop the residence.
- Planned appropriations for the Adolescent Independent Living Residence were deferred to a future fiscal year (FY 2023). There is no immediate need to develop this facility in the six-year CIP. A non-profit may potentially be entering the market that could eliminate the need for such a facility in the County if the services were provided by the non-profit agency. More time is needed to determine if the non-profit agency is a viable option. The planned scope for the project has been reduced. The revised cost estimate for the facility is \$6,145,000.

**General Government:** The General Government program area includes projects for a total of \$130,507,717, or 7% of total CIP expenditures, during the six-year CIP planning period. The Department of General Services and the Department of Transportation and Capital Infrastructure provide project management for these projects. The table below outlines total costs in the FY 2017 Adopted CIP in the General Government program area.

Project	Fiscal Year	FY 2017 Adopted CIP
Capital Project Management	All	\$38,847,576
Capital Project Management Consulting Services	All	\$4,750,000
CIP Contingency	All	\$12,000,000
Consolidated Shops and Warehouse	FY 2020 – FY 2021	\$7,500,000
County Landfill Debt Service	FY 2017	\$1,310,141
County Landfill Reclamation Project	FY 2018	\$5,980,000
County Landfill Sequence V Closure	FY 2019 – FY 2020	\$6,410,000
General Government Office Space Purchase	FY 2017	\$7,635,000
Storm Water Management	All	\$32,425,000
Water/Wastewater Fund	All	\$13,650,000
<b>Total</b>		<b>\$130,507,717</b>



- Capital Project Management funding is provided to fund staff positions related to the planning, design and construction of capital facilities in the Department of Transportation and Capital Infrastructure, as well as positions that support capital project development in the Departments of Finance and Procurement, and the Office of the County Attorney.
- Project Management Consulting Services funding allows the County to hire task order contract consultants to help provide planning, study and design services for capital projects in support of the CIP program.
- Annual appropriations are provided to fund the CIP Contingency. The account supports capital projects that need additional funding due to construction bids that have come in higher than the available project budgets, where no other source of funding is available to make up the funding shortfall.
- Debt service payments related to debt issued for the County's Landfill is estimated to total \$1,310,141 in FY 2017. Debt service payments in FY 2017 are paid using landfill fee revenues.
- The Consolidated Shops and Warehouse project provides for facility renovations at 750 and 751 Miller Drive. The County purchased the two buildings in order to consolidate the County's warehousing and storage operations into one facility, and to eliminate leases throughout the County. The County appropriated \$31,000,000 for the purchase of the buildings (\$24.5 million) and for the renovation of the space not under lease agreements with non-County agencies (\$6.5 million). The purchase of the Miller Drive buildings provided nearly three times the space planned than if the County were to construct a new warehouse facility, and at a lower cost. The County will use existing appropriations within the Consolidated Shops and Warehouse project, and existing space within the facility, to develop the Fire and Rescue Candidate Performance Assessment and Training (CPAT) Center. In the FY 2016 Adopted CIP, the CPAT Center is currently planned to be developed in FY 2021, at a total cost of \$6,540,000. By locating the CPAT Center at 751 Miller Drive, the facility can be developed in the FY 2016 – FY 2017 timeframe, at an estimated cost of \$3,500,000 using existing appropriations within the Consolidated Shops and Warehouse facility project account.
- The County Landfill Reclamation project provides for the remediation of an older, unlined portion of the County Landfill to address groundwater contamination issues on the site, while reclaiming the old landfill space for new disposal capacity.
- The County Landfill Sequence V Closure project provides for the cap and closure of a fifteen (15) acre portion of the landfill.
- The Board of Supervisors directed staff to pursue the acquisition of two buildings in the Leesburg area for County office space needs. A portion of the acquisition is scheduled to occur in FY 2017, with funding of \$7,635,000 in lease revenue financing to acquire and renovate the buildings.
- The County's Stormwater Management program receives annual appropriations of local tax funding in the CIP to provide for the maintenance of storm water management ponds throughout the County. An increase in program funding is required starting in FY 2019 to address Chesapeake Bay Total Maximum Daily Load (TMDL) requirements. The Watershed Implementation Plan (WIP) provides that the County's share of the program cost is \$20 million, and needs to be implemented by 2028. Starting in FY 2019 for a period of ten years, an additional \$2 million is requested for the stormwater management program annually to provide the County's \$20 million share for the WIP program.
- The County established a Water/Wastewater Fund to set aside local tax funding over a ten-year period, beginning in FY 2016, to fund feasibility studies, design, construction, and connection costs for water and wastewater systems for at-risk communities throughout the County. The allocation of funds is based on a community's ability to pay.



**Public Safety:** The Public Safety program area includes projects totaling \$152,620,000, or 9% of total CIP expenditures, during the six-year CIP planning period. The Department of Transportation and Capital Infrastructure provides project management for these projects. The table below outlines total costs in the FY 2017 Adopted CIP in the Public Safety program area.

Project	Fiscal Year	FY 2017 Adopted CIP
Courts Complex Phase III	FY 2017, FY 2020	\$64,900,000
Fire and Rescue Capital Apparatus	All	\$18,000,000
Fire and Rescue Training Center Expansion	FY 2021- FY 2022	\$7,510,000
Fire and Rescue Training Tower	FY 2020	\$500,000
Fire and Rescue Vehicle Annex (Design)	FY 2022	\$510,000
Juvenile Detention Center Phase I	FY 2017	\$3,000,000
Aldie Fire and Rescue Station	FY 2018	\$4,000,000
Leesburg South Fire and Rescue Station	FY 2020 – FY 2021	\$17,600,000
Leesburg VFD Fire Station Expansion	FY 2017	\$4,000,000
Lovettsville Fire Station Replacement	FY 2017	\$13,500,000
Lucketts Fire Station Replacement	FY 2017	\$1,240,000
Philomont Fire Station Replacement (Design)	FY 2022	\$2,200,000
Round Hill Fire Station Replacement	FY 2019 – FY 2020	\$15,660,000
<b>Total</b>		<b>\$152,620,000</b>

- The Courts Complex Phase III project provides for the development of 92,000 square feet of new space at the Courts Campus in downtown Leesburg in FY 2017. The FY 2020 planned appropriations renovate 40,000 square feet of the Courts Complex facility after the new Phase III addition has been occupied.
- The County provides annual appropriations of \$3 million in support of capital apparatus acquisition for the Combined Loudoun County Fire, Rescue and Emergency Management System. Beginning in FY 2017, the source of funding for the annual allocation for Fire and Rescue apparatus will be local tax funding, which will count towards the 10% local tax CIP funding requirement. In prior years, the program was funded using general obligation bonds.
- The Fire and Rescue Training Center Expansion project provides for an 11,500 square foot addition to the existing Training Center at the Government Support Center site off of Sycolin Road in FY 2021 for design and FY 2022 for construction.





- The Fire and Rescue Vehicle Annex was placed in a future fiscal year for development in the FY 2016 Adopted CIP. The CIP provides for design funding of the facility in FY 2022, with construction scheduled for a future fiscal year (FY 2023).
- In the Fall of 2015, the Board of Supervisors adopted the Government Support Center special exception application, which included the location for the Juvenile Detention Center. Phase I development of the Juvenile Detention Center has been re-activated now that the site for the facility has been established by the special exception approval. Due to project delays waiting for the approval, an additional \$3,000,000 is provided to complete Phase I of the project. Development of Phase II of the Juvenile Detention Center has been deferred to a future fiscal year in the CIP.
- Funding for the Juvenile Probation Residence was eliminated from the CIP during the FY 2017 CIP budget deliberations. The Court system is trending towards placement of juveniles into community programs rather than residential facilities, which is negating the need for a Juvenile Probation Residence in the County. Furthermore, the effectiveness of the County's Evening Reporting Center, located at the County Youth Shelter in the Leesburg area, also reduces the need for a probation residence. Future expansion of the Evening Reporting Center program into the Sterling area is envisioned to further assist in providing community programs for juveniles that would otherwise be placed into a juvenile probation residence.
- The County recently acquired three parcels for the Aldie Fire Station replacement project. Original appropriations for the project were part of the FY 2008 and FY 2009 CIP budgets, with an additional \$3.6 million in fund balance appropriated in the FY 2014 CIP for land acquisition. \$4 million in additional appropriations are provided to cover costs associated with project delays, site development, and retaining walls required to build the station at the new site.
- The Leesburg South Fire and Rescue Station is currently planned to be co-located on a 19-acre County owned site with the Public Safety Firing Range. Due to response time concerns in the Route 15 corridor, the Department of Fire, Rescue and Emergency Management is researching alternative site locations in the Route 15/Evergreen Mills Road corridor for the station location. In order to give adequate time to research location options, project funding is deferred to FY 2020 for design and FY 2021 for construction.
- In the Fall of 2015, the Leesburg Volunteer Fire Department made a formal request to the County for CIP funding to expand Station #20 on Plaza Street to provide adequate space to house and staff a heavy rescue truck to serve the Leesburg area. Given the high priority need for a heavy rescue truck in the Leesburg area, design for the station expansion will begin in FY 2016 using existing Project Management Consulting funds, and funding for construction is provided in FY 2017 of the CIP. The facility expansion would include a 6,300 square foot addition to accommodate two drive through apparatus bays, updated bunkroom facilities, restrooms, a kitchen, a fitness room, offices, and a full WestNet system for the station. An additional 1,800 square feet would be added to the building for equipment storage.
- During the FY 2016 budget deliberations, the Lovettsville Volunteer Fire Department requested County funding for a complete replacement of their station. The increased request for financial assistance includes \$1,000,000 in local tax funding in FY 2016 to provide trailers at the station as temporary bunking quarters during the renovation project, and to provide electrical improvements to remove a dangerous fire hazard at the existing station, and \$13,500,000 in FY 2017 for design and construction of the replacement station.
- The County recently acquired a site for the Lucketts Fire Station replacement project. Appropriations for design were provided in FY 2014, and appropriations for construction were provided in FY 2015. The County is adding \$1,240,000 in local tax funding in FY 2017 to cover





project delay and escalation costs to ensure this project has sufficient funding appropriations to award a construction contract once design of the facility is complete.

- In the Fall of 2015, the Philomont Volunteer Fire Department made a formal request to the County for CIP funding to replace their Station. The Adopted CIP provides design funding in FY 2022 and construction funding in a future fiscal year (FY 2023) to develop an approximately 18,500 square foot replacement station for the company.
- The Round Hill Fire and Rescue Station Replacement is currently planned to be located on a county-owned site near the Town of Round Hill. Due to the need to free up debt issuance capacity in FY 2018 for school project accelerations, the CIP provides funding for design in FY 2019 and funding for construction in FY 2020, a one year project delay compared to planned project appropriations in the FY 2016 Adopted CIP.
- The County's Adopted Capital Needs Assessment (CNA) provides that the development of a Fire and Rescue Station in the Route 606 corridor should be developed in FY 2023. The recent approval of the Waterside rezoning application, ZMAP-2012-0006, provides a five acre public use site for the County to develop the Route 606 Fire and Rescue Station. This project provides funding to design and construct the new Route 606 Fire Station beginning in FY 2023.
- The Adopted CIP develops the Fire and Rescue Candidate Performance and Assessment Training (CPAT) Center project in the county-owned building at 751 Miller Drive, using \$3.5 million in current appropriations available to renovate the Miller Drive Buildings. The cost estimate to develop the CPAT Center as a stand-alone facility is \$6,540,000. Developing the facility in the Miller Drive buildings now saves the County \$3 million on the development of the CPAT Center, delivers the facility ahead of schedule, and provides the facility in desired flex-warehouse space.



**Parks, Recreation and Culture:** The projects in the Parks, Recreation and Culture program area totals \$228,938,462, or 13% of total CIP expenditures, during the six-year CIP planning period. This category includes facilities programmed by the Department of Parks, Recreation and Community Services and the Department of Library Services. The Department of Transportation and Capital Infrastructure manages the development and construction of these projects. The table below outlines total costs in the FY 2017 Adopted CIP in the Parks, Recreation and Culture program area.

Project	Fiscal Year	FY 2017 Adopted CIP
Ashburn Recreation and Community Center	FY 2017 – FY 2018	\$70,930,000
Ashburn Senior Center	FY 2017	\$8,285,000
Brambleton Library	FY 2020	\$7,100,000
Claude Moore Recreation Center Pool Expansion	FY 2018	\$2,000,000
Fields Farm Park	FY 2021 – FY 2022	\$27,050,000
Franklin Park to Purcellville Trail	FY 2022	\$5,000,000
Hal and Berni Hanson Regional Park	FY 2017- FY 2018	\$55,400,000
Lovettsville Community Center Replacement	FY 2017	\$2,000,000
STEM Library	FY 2021 – FY 2022	\$47,000,000
Town of Leesburg – Veteran's Park	FY 2021	\$4,000,000
Town of Round Hill – Sleeter Lake Park	FY 2017	\$173,462
<b>Total</b>		<b>\$228,938,462</b>

- The Ashburn Recreation and Community Center develops an approximately 100,000 square foot Recreation Center on an 18 acre proffered site along Belmont Ridge Road.
- The Ashburn Senior Center develops a 15,000 square foot facility on a five acre proffered site along Marblehead Parkway.
- Due to the approval of two Brambleton rezonings, the location of the Brambleton Library shifted from a proffered public use site in the Active Adult community to a 40,000 square foot office condominium arrangement in the Town Center. In order to accelerate the opening of the library to FY 2018, the Board of Supervisors approved a development agreement for Brambleton to design and construct the facility. The County would lease the facility from Brambleton in FY 2018 and FY 2019, and would take ownership of the 40,000 office condominium space in FY 2020 upon paying a development fee to Brambleton totaling \$7,100,000, which is provided in FY 2020 of the CIP. The agreement allows the library to open three years earlier than if the County constructed the facility, at a considerably lower cost to the County.



- The CIP provides \$2,000,000 in cash proffers in FY 2018 to provide for a 3,200 square foot expansion to the competition swimming pool at the Claude Moore Recreation Center to provide for spectator seating, storage, and to improve the HVAC and air extraction system for the pool area.
- The Fields Farm Park project develops a park containing up to ten athletic fields – four baseball fields and six rectangular fields - within a County owned tract of land, known as Fields Farm in the Route 7 West Planning Subarea. The park is being re-designed due to the re-alignment of the planned Woodgrove High School/Fields Farm Park Road through the property, as well as the reconfiguration of the park's athletic fields due to the elimination of the high schools' drainfields from the property. Woodgrove High School hooked into the Town of Purcellville's water and sewer system, freeing up land used as the high school's drainfields for development as athletic fields as part of the park project.
- The Franklin Park to Purcellville Trail project includes funding to acquire easements and construct trail and sidewalk segments needed to connect Franklin Park to the Town of Purcellville.
- The Hal and Berni Hanson Regional Park includes the development of 17 athletic fields, passive park amenities, and facilities to include two maintenance buildings, an administrative building, a lodge, a Nature Center and restroom and concession facilities. Extensive infrastructure costs are anticipated related to developing internal road and trail networks, 1,400 parking spaces, water and sewer lines, irrigation systems, athletic field lighting, etc.
- The Lovettsville Community Center Replacement project provides for the design and construction of a new Lovettsville Community Center on the site of the current community center. The Board of Supervisors approved this option during the FY 2014 CIP budget deliberations as a cost effective way of delivering a modern, community center facility without additional land acquisition costs. The new Community Center is expected to be over 13,000 square feet and is anticipated to have a full size gymnasium, five classrooms, a multipurpose room, small kitchen, administrative offices, meeting space and storage areas. Additional lease revenue financing of \$2 million is provided in FY 2017 to cover added project costs due to site constraints, construction staging costs, and conditions of approval placed on the facility during the review process.
- The STEM Library project develops a 52,000 square foot public library, with a specific focus on Science, Technology, Engineering and Mathematics, co-located with the Academies of Loudoun project on a County-owned site off of Gulick Mill Road.
- \$4,000,000 is provided to the Town of Leesburg in FY 2021 to design and construct Veteran's Park, a town owned and operated passive park adjacent to the Potomac River.
- In the Fall of 2015, the Town of Round Hill requested \$173,462 to develop trails and internal roads to facilitate the opening of Sleeter Lake Park by October of 2016.

*County Capital Projects Subtotal:*

Administration	\$	15,980,000
General Government		130,507,717
Public Safety		152,620,000
Parks, Recreation and Culture		228,938,462
Health and Welfare		4,400,000
<b>County Capital Projects Total</b>		<b>\$ 532,446,179</b>



### **Summary of Transportation Capital Projects**

The Transportation program area contains projects totaling \$722,691,744, or 40% of total CIP expenditures, during the six-year CIP planning period. This program area includes projects to develop park and ride lots, roads, interchanges, sidewalks, pedestrian trails, traffic signals throughout the County, and procure transit buses. The Department of Transportation and Capital Infrastructure manages the development and construction of these projects. The table below outlines total costs in the FY 2017 Adopted CIP in the Transportation program area.

<b>Project</b>	<b>Fiscal Year</b>	<b>FY 2017 Adopted CIP</b>
Arcola Boulevard – Route 50 to Dulles West Boulevard	FY 2019	\$8,132,000
Arcola Boulevard – Dulles West Boulevard to Loudoun County Parkway	FY 2020 – FY 2022	\$25,226,000
Atlantic Boulevard Pedestrian Improvements	FY 2022	\$6,061,000
Belmont Ridge Road - Gloucester to Hay	FY 2017	\$13,015,000
Belmont Ridge Road - Truro Parish to Croson	FY 2018	\$15,000,000
Braddock/Summerall/Supreme Intersection Improvements	FY 2017	\$2,000,000
Contingency - Sidewalks	All	\$6,000,000
Contingency – Traffic Calming	All	\$600,000
Contingency – Traffic Signal	All	\$3,000,000
Crosstrail Boulevard	FY 2017, FY 2020	\$43,560,000
Dulles West Boulevard - Arcola Boulevard to Loudoun County Parkway	FY 2019 – FY 2020	\$17,214,000
Dulles West Boulevard – Arcola Boulevard to Northstar Boulevard	FY 2022	\$23,100,000
Evergreen Mills Road – Belmont Ridge to Stone Springs	FY 2021 – FY 2022	\$12,300,000
Evergreen Mills Road – Stone Springs to Arcola	FY 2022	\$10,400,000
Evergreen Mills Road – Arcola to Loudoun County Parkway	FY 2022	\$19,051,000
Farmwell Road (Smith Switch to Ashburn Road)	FY 2018 – FY 2019	\$17,000,000
George Washington Boulevard Overpass	FY 2017 – FY 2022	\$25,809,238
Leesburg Area Park and Ride Lot	FY 2017	\$1,490,000
Metro Capital Contribution	FY 2019 – FY 2022	\$50,000,000
Metro Station Area Pedestrian Improvements	FY 2022	\$5,400,000
Moorefield Boulevard	FY 2019	\$4,200,000
Mooreview Parkway	FY 2017	\$1,578,608
New Electronics Payment Program	FY 2019	\$2,000,000
Northstar Boulevard – Route 50 to Tall Cedars	FY 2018 - FY 2019	\$30,560,000
Northstar Boulevard – Shreveport to Route 50	FY 2017 – FY 2019	\$48,521,134
Northstar Boulevard – Tall Cedars to Braddock Road	FY 2022	\$10,855,000
Northstar/Belmont Ridge Road Traffic Signal	FY 2017	\$510,000
One Loudoun Park and Ride Lot	FY 2019	\$3,290,703
Prentice Drive	FY 2017, FY 2020, FY 2021	\$89,649,667
Route 15 Bypass/Battlefield Parkway	FY 2018	\$2,000,000
Route 15 Bypass/Edwards Ferry Road	FY 2021 – FY 2022	\$2,700,000
Route 606 Widening	FY 2017	\$8,573,809
Route 7/ Battlefield Parkway	FY 2017 – FY 2018	\$45,000,810
Route 7/Route 690 Interchange	FY 2017 – FY 2021	\$33,100,000
Route 7/287 Interchange	FY 2022	\$11,000,000



Project	Fiscal Year	FY 2017 Adopted CIP
Shaw Road	FY 2018	\$2,621,512
Shellhorn Road – Loudoun County Parkway to Moran	FY 2017 – FY 2020	\$24,000,000
Sterling Boulevard Extension	FY 2017	\$10,028,000
Town of Hamilton Pedestrian Improvements	FY 2017	\$566,414
Town of Hillsboro Traffic Calming and Pedestrian Safety	FY 2018	\$4,800,000
Town of Leesburg Battlefield Parkway – Route 15 to Greenway	FY 2018	\$1,000,000
Town of Leesburg – NVTA Funding	All	\$13,216,117
Town of Middleburg Crosswalk Project	FY 2017	\$585,000
Town of Purcellville – NVTA Funding	All	\$2,874,692
Transit Buses	All	\$6,000,000
Waxpool Road/Loudoun County Parkway Intersection	FY 2017 – FY 2018	\$4,635,000
Waxpool/Smith Switch/Farmwell Road Intersection Improvements	FY 2019	\$4,300,000
Western Loudoun Park and Ride Lot	FY 2017 , FY 2019	\$3,971,000
Westwind Drive (State Street to Ladbrook)	FY 2019 – FY 2020	\$43,696,040
Woodgrove HS/Fields Farm Park Road	FY 2018	\$2,500,000
<b>Total</b>		<b>\$722,691,744</b>

- County staff developed new cost estimates in the CIP for all transportation projects that were carried over from the FY 2016 Adopted CIP. Based on recent construction costs for transportation projects, the County was underestimating the cost of right-of-way acquisition and utility relocation. Staff adjusted project cost estimates in the CIP to account for these cost increases. Staff used a study produced by Kimley-Horn as a baseline for the project cost evaluations. Staff then evaluated project cost estimates in detail for each project to refine:
  - Right-of way acquisition costs and the acreage required for right-of-way and easement acquisition.
  - Utility relocation costs.
  - The projected location and size of bridges over wetlands and floodplains.
  - Anticipated construction administration costs.
  - Project contingencies.
- Transportation project cost estimates in the CIP increased in comparison to the FY 2016 Adopted CIP's project cost estimates, based on the evaluation factors listed above. Planned funding allocations needed to be re-configured in the CIP to fund the County's highest priority road projects in the first three years of the CIP. Funding in the second half of the CIP was allocated to projects that complemented the highest priority projects.
- Staff evaluated all road projects for the following factors in determining their priority rating:
  - Board of Supervisors input provided at their Transportation Summit (July 18, 2013).
  - Prior Board of Supervisors direction to fund specific projects in the CIP.
  - Projects already in design in need of additional construction funding.
  - Road connections required to access the Route 772 and Route 606 Metro Stations.
  - Costs associated with the Metro Silver Line.
  - Missing links of major collector roads to reduce traffic congestion.



- Roads complementary to the missing links of major collector roads.
  - Other road, transportation and pedestrian projects.
- Staff attempted to allocate funding for road projects more efficiently, and in a more condensed timeframe, than funding allocations in the FY 2016 CIP. In many cases, the FY 2016 CIP included funding allocations for road projects that spanned a three to five year period. In order to shorten appropriation schedules and award construction contracts more quickly, funding appropriations for road projects in the FY 2017 CIP were planned to offset full project costs as quickly as possible. For example, Northstar Boulevard from Shreveport Road to Route 50 contains planned funding appropriations over a six year period in the FY 2016 CIP, from FY 2015 through FY 2020. In the FY 2017 CIP, planned funding appropriations are condensed to be completed in FY 2019, allowing the project to obtain full appropriations for potential construction contract award one year earlier than the prior CIP project schedule.
- The following new road and transportation projects were added to the CIP:
  - Braddock/Summerall/Supreme Intersection Improvements
  - Evergreen Mills Road from Belmont Ridge Road to Loudoun County Parkway
  - Moorefield Boulevard (in the vicinity of the Moorefield Public Safety Center)
  - Northstar/Belmont Ridge Road Traffic Signal
  - Route 7/287 Interchange
  - Shaw Road
  - Shellhorn Road
  - Metro Capital Contribution
  - Metro Station Area Pedestrian Improvements
  - New Electronic Payments Program (Metro)
- The CIP includes annual appropriations to replenish the County's three transportation related contingency accounts:
  - Sidewalk Contingency – provides funding for studies and the design of sidewalk projects proposed by Board of Supervisors members based on constituent safety concerns.
  - Traffic Signal Contingency – provides funding for warrant studies and the design of traffic signals proposed by Board of Supervisors members.
  - Traffic Calming Contingency – provides funding for studies and the installation of electronic speed signs, traffic signs, speed bumps, pavement markings and other traffic calming measures to improve pedestrian safety based on Board of Supervisors' constituent safety concerns.
- The CIP allocates \$0.02 of the real property tax rate to provide funding for transportation projects in the County. This funding is used to help provide the local "maintenance of effort" funding required by NVTa in order for the County to receive NVTa Regional and Local funds for transportation projects. Rather than enact a Commercial and Industrial (C&I) tax, the County elected to provide a required amount of local funding for transportation projects in order to be eligible to receive NVTa funding. The value of \$0.02 of the tax rate increased from \$13,600,000 annually in the FY 2016 Adopted CIP to \$15,000,000 annually in the FY 2017 Adopted CIP.
- In order to free up debt issuance capacity for school projects in FY 2019, Crosstrail Boulevard planned project appropriations were delayed one year to FY 2020.
- The CIP does not include the use of local gasoline tax funding for project expenses. Local gasoline tax fund revenues are needed to support the County's Commuter and Transit Bus Service.





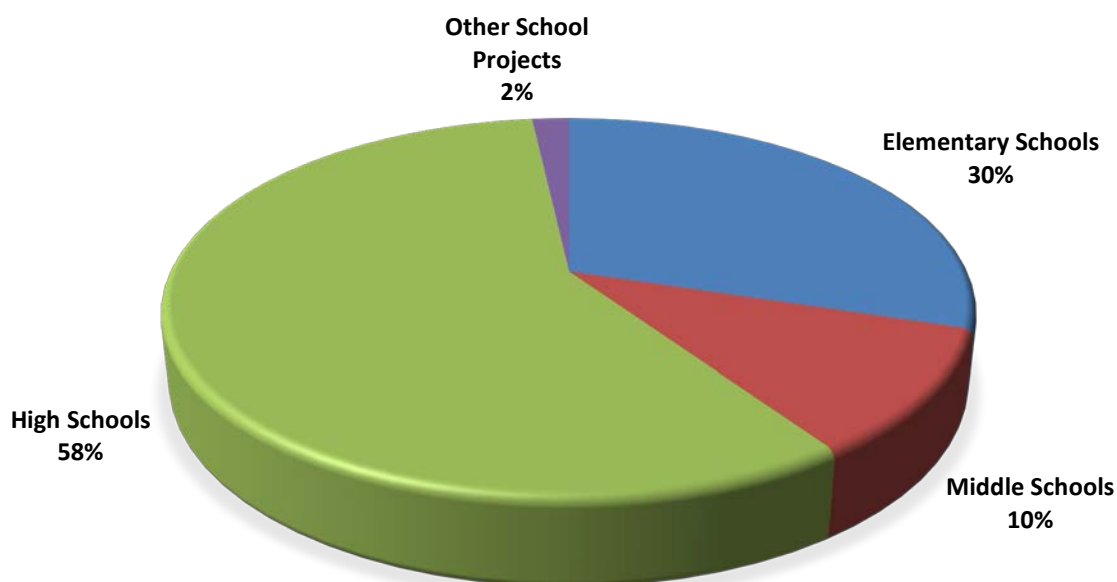
Beginning in FY 2019, local gasoline tax revenues will be required to support the County's operational expenses for the Metrorail Silver Line when it becomes operational.

- The CIP includes planned appropriations to Towns within the County for transportation purposes. The funding was requested by the Towns to complete projects that will provide essential road improvements, reduce traffic congestion, and provide pedestrian safety improvements within the Town limits that have a benefit to the County:
  - The Town of Middleburg requested \$561,000 in the FY 2016 CIP to provide additional funding for the Route 50 Traffic Calming Crosswalk project in the Town being administered by VDOT. The County was not able to accommodate this request for funding in FY 2016; the County is allocating \$585,000 in local tax funding for this project in FY 2017 of the CIP.
  - The County is providing \$566,414 in cash proffer interest to the Town of Hamilton in FY 2017 to provide for sidewalk and drainage improvements along West Colonial Highway, in between North Reid Street and North Laycock Street.
  - The County is allocating \$4,800,000 to the Town of Hillsboro in FY 2018 to provide for road improvements along Route 9 to coincide with the planned water line installation related to the Town's Water System Improvement project. The funding would provide for the construction of underground utilities, sidewalks, storm water drainage, curbs and gutters, repaving, and traffic calming elements of the Town's road project along Route 9, between Route 9/Route 690 intersection and Route 9/Stony Point Road intersection. The intent is to provide funding to perform the road construction work at the same time as the water line installation, to reduce adverse impacts to commuters by phasing construction of both projects simultaneously. Funding would be provided using \$1,900,000 in Revenue Sharing funds and \$2,900,000 in NVTa local funding in FY 2018.
  - The County is allocating \$1,000,000 in NVTa local funding in FY 2018 to the Town of Leesburg to provide needed funding to expand Battlefield Parkway to four lanes between Route 15 and the Greenway. This project would be of benefit to the County to reduce traffic congestion that occurs on Battlefield Parkway in the vicinity of the Greenway during the morning and afternoon rush hours, especially during the school year due to the traffic congestion related to the start and end of the school days at Heritage High School, J. Lupton Simpson Middle School and Evergreen Mill Elementary School.

### **Summary of School Capital Projects**

The FY 2017 Adopted CIP includes school construction projects totaling \$541,435,000, or 30% of total expenditures in the six-year CIP planning period. In the six-year expenditure plan for school facilities, 58% goes toward construction of high schools, 10% for middle schools, 30% for elementary schools, and 2% for other school projects.

***Graph 4: Percentage of School Project Expenditures by Type***



**Elementary School Projects:** The Elementary School program area includes school construction projects totaling \$161,445,000 during the six-year CIP planning period. The table below outlines total costs in the FY 2017 Adopted CIP in the Elementary School program area.

Project	Fiscal Year	FY 2017 Adopted CIP
ES-23 Dulles North Elementary School	FY 2020 – FY 2021	\$45,420,000
ES-28 Dulles South Elementary School	FY 2017	\$36,770,000
ES-31 Dulles North Elementary School	FY 2018	\$37,895,000
Elementary School Classroom Additions - Dulles	FY 2017	\$16,320,000
Elementary School Classroom Additions - Countywide	FY 2021	\$19,100,000
Lovettsville ES Bus/Visitor Parking	FY 2021	\$660,000
ES Facility Renovations	FY 2022	\$5,280,000
<b>Total</b>		<b>\$161,445,000</b>





**Middle School Projects:** The Middle School program area includes school construction projects totaling \$57,820,000 during the six-year CIP planning period. The table below outlines total costs in the FY 2017 Adopted CIP in the Middle School program area.

Project	Fiscal Year	FY 2017 Adopted CIP
MS-7 Dulles South Middle School	FY 2017	\$57,820,000

**High School School Projects:** The High School program area includes new high school projects totaling \$312,600,000 during the six-year CIP planning period. The table below outlines total costs in the FY 2017 Adopted CIP in the High School program area.

Project	Fiscal Year	FY 2017 Adopted CIP
CS Monroe Conversion	FY 2017, FY 2021	\$51,850,000
HS-9 Dulles South High School	FY 2018 – FY 2019	\$130,660,000
HS-11 Dulles North High School	FY 2017	\$115,825,000
Loudoun County High School Naval JROTC Facility	FY 2017	\$3,130,000
Modular Classrooms (8) – Dulles North and Dulles South	FY 2017	\$1,480,000
Modular Classroom Removal – Briar Woods High School	FY 2019	\$280,000
High School Synthetic Turf and Track Resurfacing	FY 2021 – FY 2022	\$9,375,000
<b>Total</b>		<b>\$312,600,000</b>

**Other School Projects:** The Other School Projects program area includes school construction projects totaling \$9,570,000 during the six-year CIP planning period. The table below outlines total costs in the FY 2017 Adopted CIP in the Other School Projects program area.

Project	Fiscal Year	FY 2017 Adopted CIP
Division Security Improvements	FY 2021	\$9,570,000

*School Capital Projects Subtotal:*

Elementary Schools	\$	161,445,000
Middle Schools		57,820,000
High Schools		312,600,000
Other Support Facilities		9,570,000
<b>School Capital Projects Total</b>	<b>\$</b>	<b>541,435,000</b>



### **Total Funding in the Six-Year CIP**

**Local Tax Funding** - The Board of Supervisors' fiscal policy has a goal of 10% "pay-as-you-go" cash funding in the CIP. This 10% cash funding can be comprised of local tax funding, which denotes monies from the General Fund from budgeted tax revenues, or the use of prior fiscal year fund balance for one-time expenditures in the Capital Fund. The CIP includes \$268,947,576 in local tax funding and use of fund balance, or 15% of total CIP revenues.

Revenue Source	Amount
Local Tax Funding	\$168,947,576
\$0.02 of Tax Rate for Roads	\$90,000,000
Project Fund Balance	\$10,000,000
<b>Total Local Tax Funding</b>	<b>\$268,947,576</b>

**Debt Financing** - The CIP relies on \$967,860,000 in debt financing to fund projects in the six-year capital plan, or 54% of total CIP funding sources. Projects requiring general obligation bond financing are included on the November ballot as referendum questions the election before the bond financing is required. Without voter approval, the general obligation bond financing is not available for capital projects. The County utilizes 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.

Revenue Source	Amount
General Obligation Bond Financing	\$846,525,000
Lease Revenue Financing	\$121,335,000
<b>Total Debt Financing</b>	<b>\$967,860,000</b>



**Intergovernmental Assistance** - The CIP includes \$112,460,750 in intergovernmental funds, mostly in the form of State Capital Assistance, State Revenue Sharing funds, or federal pass-through grants for transportation and transit projects from the Commonwealth of Virginia's Department of Transportation (VDOT). Intergovernmental Assistance provides for approximately 6% of total CIP funding sources.

Revenue Source	Amount
State Capital Assistance	\$3,000,000
State Revenue Sharing	\$60,000,000
Congestion Mitigation and Air Quality Grants (CMAQ)	\$12,661,703
Regional Surface Transportation Plan Grants (RSTP)	\$36,799,047
<b>Total Intergovernmental Assistance</b>	<b>\$112,460,750</b>

**Northern Virginia Transportation Authority (NVTA) Funding** - The State passed HB 2313, which raised taxes in northern Virginia in three main categories - sales tax, grantor's tax on home sales, and hotel taxes on overnight stays - in order to accumulate funds for regional road projects. The six-year CIP includes approximately \$372,036,580 in revenues to be applied towards transportation projects in the County that reduce traffic congestion. The revenues are split 70% as regional funds, which are allocated at the discretion of NVTA towards regional road projects, and 30% 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% local funds are allocated to the Towns of Leesburg and Purcellville based upon the estimated percentage of revenues generated within the Towns. NVTA funding represents 21% of total CIP funding sources.

Revenue Source	Amount
NVTA 70% Regional Funds	\$266,163,808
NVTA 30% Local Funds – County	\$89,781,963
NVTA 30% Local Funds – Town of Leesburg	\$13,216,117
NVTA 30% Local Funds – Town of Purcellville	\$2,874,692
<b>Total NVTA Funding</b>	<b>\$372,036,580</b>



**Developer Contributions (Proffers)** - The CIP utilizes \$71,457,876 in cash proffers during the six-year capital plan. Developer contributions, also known as proffers, offset 4% of total capital expenditures during the six-year CIP planning period. 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 typically gained from rezonings (e.g., a change of land use permitting higher residential densities). This change in development of land may result in land use patterns that generate significant capital facility costs to the County. A detailed description of these proffer related expenditures is provided in the Public Facilities Fund section of the Other Funds section of the FY 2017 Adopted Budget.

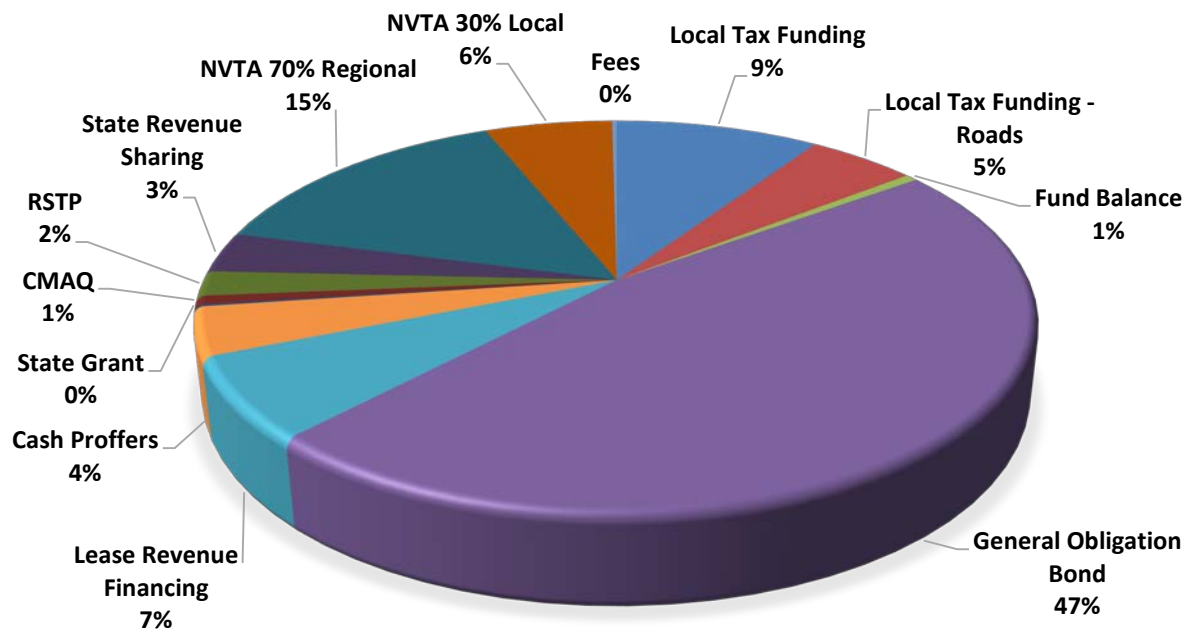
Revenue Source	Amount
Cash Proffers	\$71,457,876
<b>Developer Contributions Funding</b>	<b>\$71,457,876</b>

**User Fees** - The CIP utilizes \$3,810,141 in user fees to help offset capital project costs. The fees are typically related to revenues generated from the Transit Bus system fares that are used to match State Capital Assistance grants for transit bus acquisitions, and fees collected at the County landfill to pay debt service on debt issued for landfill cell development and/or closures, or to acquire capital vehicles in support of landfill operations.

Revenue Source	Amount
Transit Bus Fee Revenue	\$2,500,000
Landfill Fee Revenue	\$1,310,141
<b>User Fees</b>	<b>\$3,810,141</b>



**Graph 5: Sources of Funding in the CIP**





Capital Improvement Program Summary Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
<b><u>Budgetary Cost</u></b>											
<b>General Capital Projects Fund</b>											
Administration	306,317	-	1,000	1,480	13,500	-	-	-	15,980	-	322,297
General Government	140,269	23,463	20,690	18,540	26,845	21,845	19,125	130,508	308,595	579,372	
Health and Welfare	-	-	2,025	-	-	-	2,375	4,400	6,145	10,545	
Parks, Recreation and Culture	18,700	43,693	95,095	-	7,100	13,250	69,800	228,938	-	247,638	
Public Safety	188,198	81,840	7,000	4,900	27,260	19,280	12,340	152,620	54,020	394,838	
Transportation	247,414	124,286	90,448	107,824	158,391	112,581	129,160	722,690	89,104	1,059,208	
General Capital Projects Total	900,898	273,282	216,258	132,744	233,096	166,956	232,800	1,255,136	457,864	2,613,898	
<b>School Capital Projects Fund</b>											
Elementary Schools	3,915	53,090	37,895	-	4,545	60,635	5,280	161,445	-	165,360	
Middle Schools	3,000	57,820	-	-	-	-	-	57,820	-	60,820	
High Schools	7,525	122,185	11,760	119,180	-	52,365	7,110	312,600	-	320,125	
Other School Projects	-	-	-	-	-	9,570	-	9,570	-	9,570	
School Capital Projects Total	14,440	233,095	49,655	119,180	4,545	122,570	12,390	541,435	-	555,875	
Budgetary Cost	915,338	506,377	265,913	251,924	237,641	289,526	245,190	1,796,571	457,864	3,169,773	
<b><u>Funding Source</u></b>											
Local Tax Funding	206,034	31,383	23,750	31,470	22,785	32,155	27,405	168,948	85,685	460,667	
Local Tax Funding - Roads	18,935	15,000	15,000	15,000	15,000	15,000	15,000	90,000	6,600	115,535	
Fund Balance	88,794	10,000	-	-	-	-	-	10,000	-	98,794	
General Obligation Bonds	106,825	258,770	117,050	124,800	74,065	156,290	115,550	846,525	326,235	1,279,585	
Lease Revenue Financing	258,503	69,735	8,005	1,830	35,890	3,500	2,375	121,335	11,340	391,178	
State Grant	36,593	500	500	500	500	500	500	3,000	2,000	41,593	
CMAQ	-	3,821	-	3,440	-	-	5,400	12,661	-	12,661	
RSTP	10,122	12,422	-	1,976	8,201	9,700	4,500	36,799	-	46,921	
State Revenue Sharing	15,831	10,000	10,000	10,000	10,000	10,000	10,000	60,000	5,375	81,206	
NVTA 70% Regional	57,564	38,760	43,881	45,040	50,239	43,480	44,763	266,163	-	323,727	
NVTA 30% Local	36,486	16,405	16,878	17,368	17,877	18,401	18,944	105,873	18,629	160,988	
Cash Proffers	19,152	38,271	30,349	-	2,584	-	253	71,457	-	90,609	
In Kind Proffers	51,409	-	-	-	-	-	-	-	-	51,409	
Fees	1,471	1,310	500	500	500	500	500	3,810	2,000	7,281	
Local Gasoline Tax	2,484	-	-	-	-	-	-	-	-	2,484	
Proceeds from Land Sale	5,135	-	-	-	-	-	-	-	-	5,135	
Total Funding Source	915,338	506,377	265,913	251,924	237,641	289,526	245,190	1,796,571	457,864	3,169,773	



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
General Capital Projects Fund											
<b>Budgetary Cost</b>											
Administration		306,317	0	1,000	1,480	13,500	0	0	15,980	0	322,297
General Government		140,269	23,463	20,690	18,540	26,845	21,845	19,125	130,508	308,595	579,372
Health and Welfare		0	0	2,025	0	0	0	2,375	4,400	6,145	10,545
Parks, Recreation and Culture		18,700	43,693	95,095	0	7,100	13,250	69,800	228,938	0	247,638
Public Safety		188,198	81,840	7,000	4,900	27,260	19,280	12,340	152,620	54,020	394,838
Transportation		247,414	124,286	90,448	107,824	158,391	112,581	129,160	722,690	89,104	1,059,208
Budgetary Cost		900,898	273,282	216,258	132,744	233,096	166,956	232,800	1,255,136	457,864	2,613,898
<b>Funding Source</b>											
Local Tax Funding		204,554	20,758	18,710	21,190	22,785	25,345	22,125	130,913	85,685	421,152
Local Tax Funding - Roads		18,935	15,000	15,000	15,000	15,000	15,000	15,000	90,000	6,600	115,535
Fund Balance		88,794	10,000	0	0	0	0	0	10,000	0	98,794
General Obligation Bonds		93,865	41,180	72,435	15,900	69,520	40,530	108,440	348,005	326,235	768,105
Lease Revenue Financing		258,503	69,735	8,005	1,830	35,890	3,500	2,375	121,335	11,340	391,178
State Grant		36,593	500	500	500	500	500	500	3,000	2,000	41,593
CMAQ		-	3,821	0	3,440	0	0	5,400	12,661	0	12,661
RSTP		10,122	12,422	0	1,976	8,201	9,700	4,500	36,799	0	46,921
State Revenue Sharing		15,831	10,000	10,000	10,000	10,000	10,000	10,000	60,000	5,375	81,206
NVTA 70% Regional		57,564	38,760	43,881	45,040	50,239	43,480	44,763	266,163	0	323,727
NVTA 30% Local		36,486	16,405	16,878	17,368	17,877	18,401	18,944	105,873	18,629	160,988
Cash Proffers		19,152	33,391	30,349	0	2,584	0	253	66,577	0	85,729
In Kind Proffers		51,409	0	0	0	0	0	0	0	0	51,409
Fees		1,471	1,310	500	500	500	500	500	3,810	2,000	7,281
Local Gasoline Tax		2,484	0	0	0	0	0	0	0	0	2,484
Proceeds from Land Sale		5,135	0	0	0	0	0	0	0	0	5,135
Total Funding Source		900,898	273,282	216,258	132,744	233,096	166,956	232,800	1,255,136	457,864	2,613,898



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
School Capital Projects Fund											
Projects											
Elementary Schools		3,915	53,090	37,895	-	4,545	60,635	5,280	161,445	-	165,360
Middle Schools		3,000	57,820	-	-	-	-	-	57,820	-	60,820
High Schools		7,525	122,185	11,760	119,180	-	52,365	7,110	312,600	-	320,125
Other 'School Projects		-	-	-	-	-	9,570	-	9,570	-	9,570
Budgetary Cost		14,440	233,095	49,655	119,180	4,545	122,570	12,390	541,435	-	555,875
Funding Source											
Local Tax Funding		1,480	10,625	5,040	10,280	-	6,810	5,280	38,035	-	39,515
General Obligation Bonds		12,960	217,590	44,615	108,900	4,545	115,760	7,110	498,520	-	511,480
Proffers (Cash)		-	4,880	-	-	-	-	-	4,880	-	4,880
Total Funding Source		14,440	233,095	49,655	119,180	4,545	122,570	12,390	541,435	-	555,875



### **Operating Impact Analysis of Opening New Facilities in the FY 2017 – FY 2022 CIP**

The cost of opening and operating facilities needs to be analyzed as part of the decision to fund a capital project. The County needs to plan ahead for personnel, operating, utility and maintenance expenditures to staff and open a new facility.

The following table, known as the Operating Impact Analysis Table, outlines the estimated operating impacts related to facilities scheduled to open during the FY 2017 – FY 2022 CIP planning period. The table provides an analysis of:

- Additional Full Time Equivalents (FTE), or personnel, required to staff new or expanded facilities by the department operating the facility.
- Personnel costs in salaries and benefits required to staff new or expanded facilities.
- Operational costs related to operating new or expanded facilities, to include utility costs, maintenance costs, etc., for both the department operating the facility and central maintenance expenditures in the Department of General Services.
- Anticipated revenues generated by each facility.

The Operating Impact Analysis Table is formatted to present both the gross and net impact of opening, expanding or renovating capital facilities. The table presents the staffing and operational cost estimates for new construction, while providing anticipated revenues generated by each facility. The gross impact of personnel and operating costs for each facility are presented, and the net impact is calculated by subtracting the facility's anticipated revenues from its gross cost estimates.

The Operating Impact Analysis Table provides the impact of opening a facility, to include operating costs attributed to the department operating the facility, and all central services costs (ex. utility costs) attributed to the Department of General Services. In the operating budget pages, these costs will be split between the departments. The table does not take into account any additional FTE that may be required to centrally manage an expanding County facility inventory by the Department of General Services.

For new facilities, the impact of staffing and operating the facility is presented. For facility renovations and expansions, where the facility was already in operation prior to being expanded or renovated, the personnel, operating and FTE estimates represent the incremental increase above current staffing levels and costs required to operate the facility.

All expenditure and revenue estimates for each facility are calculated to represent FY 2017 costs. To provide a greater level of accuracy in estimating future operating costs, the following inflation factors are used:

- Personnel costs are escalated annually by 3% for every year after FY 2017.
- Operating costs are escalated annually by 1% for every year after FY 2017.

Each capital project page in the CIP budget document includes a summary table that reports the project's estimated gross operating and personnel cost impacts on the County's operating budget. If a capital project has no net impact to the County's operating budget, no operating impact table is provided on the project page.

The estimated number of new personnel (FTE) required to operate a facility is shown in the year in which the FTE's are projected to be hired.

An analysis of projected debt service payments in the FY 2017 – FY 2022 timeframe for projects that utilize debt financing is also provided in the summary table of operating impacts at the bottom of each CIP project page.



Operating Impact Analysis Table FY 2017 - FY 2022							
Capital (\$ in 1,000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2022	Total
<b>Administration</b>							
Land Acquisition - Eastern DS Group Residence							
Debt	-	-	12	48	47	46	153
Major Computer Systems							
Debt	38	148	144	441	1,322	1,288	3,381
<b>Administration Subtotal:</b>	<b>38</b>	<b>148</b>	<b>156</b>	<b>489</b>	<b>1,369</b>	<b>1,334</b>	<b>3,534</b>
Debt	38	148	156	489	1,369	1,334	3,534
<b>Administration Subtotal:</b>	<b>38</b>	<b>148</b>	<b>156</b>	<b>489</b>	<b>1,369</b>	<b>1,334</b>	<b>3,534</b>

Operating Impact Analysis Table FY 2017 - FY 2022							
Capital (\$ in 1,000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2022	Total
<b>General Government</b>							
Consolidated Shops and Warehouse							
General Services	955	965	974	984	993	1,003	5,873
Debt	-	-	-	100	483	731	1,314
General Office Space Purchase							
General Services	363	367	370	374	378	381	2,232
Debt	-	810	790	770	749	729	3,848
Landfill Reclamation Project							
Debt	150	718	1,208	1,661	1,841	1,792	7,370
Landfill Sequence V Closure							
Debt	-	-	34	262	629	618	1,543
Storm Water Management							
O&M	336	349	362	375	388	401	2,211
<b>General Government Subtotal:</b>	<b>1,804</b>	<b>3,208</b>	<b>3,738</b>	<b>4,526</b>	<b>5,461</b>	<b>5,655</b>	<b>24,392</b>
O&M	336	349	362	375	388	401	2,211
General Services	1,318	1,331	1,344	1,358	1,371	1,384	8,106
Debt	150	1,528	2,032	2,793	3,702	3,870	14,075
<b>General Government Subtotal:</b>	<b>1,804</b>	<b>3,208</b>	<b>3,738</b>	<b>4,526</b>	<b>5,461</b>	<b>5,655</b>	<b>24,392</b>

Operating Impact Analysis Table FY 2017 - FY 2022							
Capital (\$ in 1,000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2022	Total
<b>Health and Welfare</b>							
DS Group Residence - Eastern Loudoun							
Debt	-	-	-	-	-	59	59
DS Group Residence - Purcellville							
O&M	-	-	357	361	364	368	1,449
General Services	-	-	18	19	19	19	75
Debt	-	-	231	225	218	212	886
<b>Health and Welfare Subtotal:</b>	<b>-</b>	<b>-</b>	<b>606</b>	<b>604</b>	<b>601</b>	<b>657</b>	<b>2,469</b>
O&M	-	-	357	361	364	368	1,449
General Services	-	-	18	19	19	19	75
Debt	-	-	231	225	218	271	945
<b>Health and Welfare Subtotal:</b>	<b>-</b>	<b>-</b>	<b>606</b>	<b>604</b>	<b>601</b>	<b>657</b>	<b>2,469</b>



Operating Impact Analysis Table FY 2017 - FY 2022							
Capital (\$ in 1,000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
<b><u>Parks, Recreation and Culture</u></b>							
Ashburn Recreation and Community Center							
FTE	-	-	-	72.79	-	-	72.79
Personnel	-	-	-	3,745	3,848	3,951	11,545
One Time Outlay	-	-	-	161	-	-	161
O&M	-	-	-	696	703	710	2,109
General Services	-	-	-	249	252	254	755
Revenue	-	-	-	(3,193)	(3,224)	(3,255)	(9,672)
Debt	-	969	1,745	3,558	4,799	4,662	15,733
Ashburn Senior Center							
FTE	-	-	11.70	-	-	-	11.70
Personnel	-	-	485	499	513	527	2,024
One Time Outlay	-	-	201	-	-	-	201
O&M	-	-	101	102	103	104	410
General Services	-	-	86	83	84	85	339
Revenue	-	-	(109)	(110)	(111)	(112)	(443)
Brambleton Library							
FTE	-	33.56	-	-	-	-	33.56
Personnel	-	2,333	2,401	2,469	2,537	2,605	12,344
One Time Outlay	-	170	-	-	-	-	170
O&M	-	539	545	550	555	561	2,750
General Services	-	219	221	224	226	218	1,108
Revenue	-	(33)	(34)	(34)	(34)	(35)	(170)
Debt	-	-	-	176	693	675	1,544
Claude Moore Rec Center Pool Expansion							
General Services	-	-	-	18	18	18	53
Dulles Multipurpose Center - Phase II							
FTE	-	52.61	-	-	-	-	52.61
Personnel	-	2,669	2,746	2,824	2,902	2,980	14,121
One Time Outlay	-	97	-	-	-	-	97
O&M	-	310	313	316	319	322	1,581
General Services	-	438	443	447	451	456	2,235
Revenue	-	(1,954)	(1,974)	(1,993)	(2,012)	(2,032)	(9,965)
Dulles Multipurpose Center - Phase III							
FTE	-	10.70	-	-	-	-	10.70
Personnel	-	437	449	462	475	488	2,311
One Time Outlay	-	201	-	-	-	-	201
O&M	-	307	310	313	316	319	1,566
General Services	-	82	83	83	84	85	417
Revenue	-	(116)	(117)	(118)	(120)	(121)	(592)
Fields Farm Park							
Debt	-	-	-	-	-	338	338
Hal & Berni Hanson Regional Park							
FTE	-	-	-	16.36	-	-	16.36
Personnel	-	-	-	972	999	1,026	2,997
One Time Outlay	-	-	-	95	-	-	95
O&M	-	-	-	412	416	420	1,248
General Services	-	-	-	203	205	207	615
Revenue	-	-	-	(155)	(156)	(158)	(468)
Debt	-	-	1,700	3,650	3,545	3,445	12,340
Lovettsville Community Center Replacement							
Debt	160	631	615	599	583	567	3,155
Lovettsville District Park							
Debt	100	520	879	856	834	811	4,000



Operating Impact Analysis Table FY 2017 - FY 2022							
STEM Library							
Debt	-	-	-	-	-	590	590
Sterling Community Center Renovation							
FTE	-	-	3.00	-	-	-	3.00
Personnel	-	-	135	138	142	146	561
One Time Outlay	-	-	16	-	-	-	16
O&M	-	-	68	69	70	70	277
General Services	-	-	44	44	45	45	178
Revenue	-	-	(22)	(23)	(23)	(23)	(91)
Debt	-	-	554	539	524	514	2,131
Sterling Library							
Operating impacts for the expanded Sterling Library are detailed in the Critical List contained in the Executive Summary in Volume 1 of this document and are not a part of the FY 2017 Adopted Budget at this time.							
Capital (\$ in 1,000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2022	Total
<b>Parks, Recreation and Culture</b>							
<b>Parks and Culture Subtotal:</b>	<b>260</b>	<b>7,818</b>	<b>11,884</b>	<b>18,928</b>	<b>20,561</b>	<b>20,873</b>	<b>80,325</b>
FTE	-	96.87	14.70	89.15	-	-	200.72
Personnel	-	5,438	6,217	11,110	11,416	11,722	45,904
One Time Outlay	-	468	217	256	-	-	941
O&M	-	1,156	1,337	2,459	2,482	2,506	9,941
General Services	-	739	876	1,351	1,364	1,368	5,699
Revenue	-	(2,104)	(2,256)	(5,626)	(5,680)	(5,735)	(21,402)
Debt	260	2,120	5,493	9,378	10,978	11,602	39,831
<b>Parks and Culture Subtotal:</b>	<b>260</b>	<b>7,818</b>	<b>11,884</b>	<b>18,928</b>	<b>20,561</b>	<b>21,463</b>	<b>80,915</b>



Operating Impact Analysis Table FY 2017 - FY 2022							
Capital (\$ in 1,000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
<b>Public Safety</b>							
Animal Services Facility							
FTE	-	-	5.88	-	-	-	5.88
Personnel	-	-	357	367	377	388	1,490
One Time Outlay	-	-	24	-	-	-	24
O&M	-	-	10	10	10	11	41
General Services	-	-	139	140	141	143	563
Debt	-	711	1,201	1,605	1,566	1,512	6,595
Courts Complex Phase III							
General Services	-	-	-	-	-	524	524
Debt	250	1,388	3,268	5,719	6,890	7,290	24,805
F&R Station #04 - Round Hill Replacement							
FTE	-	-	-	-	5.60	-	5.60
Personnel	-	-	-	-	242	498	740
One Time Outlay	-	-	-	-	87	-	87
O&M	-	-	-	-	66	132	198
General Services	-	-	-	-	32	65	97
Debt	-	-	-	190	1,693	1,653	3,536
F&R Station #07 - Aldie Replacement							
FTE	-	-	5.60	-	-	-	5.60
Personnel	-	-	229	472	485	498	1,684
One Time Outlay	-	-	33	-	-	-	33
O&M	-	-	60	122	123	124	429
General Services	-	-	-	-	-	-	-
Debt	-	-	400	390	380	370	1,540
F&R Station #10 - Lucketts Replacement							
FTE	-	-	-	-	-	-	-
Personnel	-	-	34	71	73	75	253
One Time Outlay	-	-	52	-	-	-	52
O&M	-	-	48	97	98	99	342
General Services	-	-	-	-	-	-	-
Debt	-	559	845	823	802	780	3,809
F&R Station #12 - Lovettsville Replacement							
Debt	-	678	1,333	1,299	1,266	1,232	5,808
F&R Station #20 - Leesburg VFC Expansion							
Debt	-	425	409	403	387	381	2,005
F&R Station #27 - Kirkpatrick							
FTE	-	33.60	-	-	-	-	33.60
Personnel	-	2,995	3,082	3,170	3,257	3,344	15,849
One Time Outlay	-	13	-	-	-	-	13
O&M	-	203	205	207	209	211	1,035
General Services	-	101	102	103	104	105	515
F&R Station #29 - Leesburg South Station							
FTE	-	-	-	-	-	40.32	40.32
Personnel	-	-	-	-	-	3,075	3,075
One Time Outlay	-	-	-	-	-	333	333
O&M	-	-	-	-	-	162	162
General Services	-	-	-	-	-	53	53
Debt	-	-	-	-	220	1,755	1,975



Operating Impact Analysis Table FY 2017 - FY 2022							
Capital (\$ in 1,000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
<b>Public Safety</b>							
F&R Training Academy Expansion							
Debt	-	-	-	-	-	255	255
Juvenile Detention Center Phase I							
FTE	-	-	10.48	-	-	-	10.48
Personnel	-	-	679	699	718	737	2,833
One Time Outlay	-	-	12	-	-	-	12
O&M	-	-	5	5	5	5	20
General Services	-	-	45	45	46	46	182
Debt	151	795	1,375	1,335	1,305	1,264	6,225
Public Safety Firing Range							
FTE	-	6.72	-	-	-	-	6.72
Personnel	-	593	611	628	645	662	3,139
One Time Outlay	-	424	-	-	-	-	424
O&M	-	193	390	393	397	401	1,774
General Services	-	178	359	363	366	370	1,635
Debt	100	695	1,570	1,530	1,490	1,450	6,835
Sheriff's Office - Ashburn Station							
FTE	-	2.00	-	-	-	-	2.00
Personnel	-	132	136	140	143	147	698
One Time Outlay	-	12	-	-	-	-	12
O&M	-	3	3	3	3	3	15
General Services	-	99	100	101	102	103	505
<b>Public Safety Subtotal:</b>	<b>501</b>	<b>10,197</b>	<b>17,116</b>	<b>20,430</b>	<b>23,730</b>	<b>30,255</b>	<b>102,229</b>
							-
							-
FTE	-	42.32	21.96	-	5.60	40.32	110.20
Personnel	-	3,720	5,128	5,546	5,941	9,424	29,760
One Time Outlay	-	449	121	-	87	333	990
O&M	-	399	721	838	912	1,148	4,017
General Services	-	378	745	752	791	1,408	4,074
Debt	501	5,251	10,401	13,294	15,999	17,942	63,388
<b>Public Safety Subtotal:</b>	<b>501</b>	<b>10,197</b>	<b>17,116</b>	<b>20,430</b>	<b>23,730</b>	<b>30,255</b>	<b>102,229</b>



Operating Impact Analysis Table FY 2017 - FY 2022								
Capital (\$ in 1,000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2022	Total
<u>Transportation</u>								
Alder School Road	Debt	140	554	540	526	512	498	2,770
Crosstrail Boulevard	Debt	75	296	289	281	1,024	3,247	5,212
Rt 772 Transit Station Connector Bridge	Debt	233	1,142	1,774	1,729	1,683	1,638	8,199
Woodgrove & Fields Farm Road	Debt	70	277	270	263	256	249	1,385
Dulles Corridor Rapid Transit	Debt	-	3,017	3,017	3,017	3,017	3,017	15,085
Metrorail Parking Garages	Debt	-	4,000	8,900	12,675	12,350	12,025	49,950
Metro Capital Contribution	Debt	-	-	300	1,485	2,665	3,889	8,339
Park-N-Ride Lot : Leesburg	General Services	-	-	31	31	31	32	124
Park-N-Ride Lot: One Loudoun	General Services	-	-	-	-	21	21	42
Park-N-Ride Lot: Stone Ridge	General Services	-	35	36	36	36	37	180
Park-N-Ride Lot: Western Loudoun	General Services	-	-	26	26	26	26	104
Transportation Subtotal:		518	9,321	15,182	20,069	21,621	24,679	91,390
General Services		-	35	92	93	114	116	450
Debt		518	9,286	15,090	19,976	21,507	24,563	90,940
Transportation Subtotal:		518	9,321	15,182	20,069	21,621	24,679	91,390



Operating Impact Analysis Table FY 2017 - FY 2022								
Capital (\$ in 1,000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2022	Total
<b>Schools</b>								
ES - 23 Dulles North								
	O&M	-	-	-	-	-	14,399	14,399
	Debt	-	-	-	-	452	2,049	2,501
ES - 27 Dulles North								
	O&M	12,521	12,897	13,272	13,648	14,024	14,399	80,760
	Debt	-	962	1,057	1,402	1,357	1,312	6,090
ES - 28 Dulles South								
	O&M	-	12,897	13,272	13,648	14,024	14,399	68,239
	Debt	-	450	1,847	3,520	4,094	3,984	13,895
ES - 31 Dulles North								
	O&M	-	-	13,272	13,648	14,024	14,399	55,343
	Debt	-	-	282	1,437	3,354	3,795	8,868
ES - Classroom Additions								
	O&M	-	6,253	6,435	6,617	13,964	13,964	47,234
	Debt	-	1,631	1,590	1,550	1,509	3,378	9,658
MS-7 Dulles South								
	O&M	-	18,760	19,307	19,853	20,400	20,946	99,266
	Debt	-	942	3,369	4,764	6,416	6,236	21,727
MS - 09 Dulles South								
	O&M	-	18,760	19,307	19,853	20,400	20,946	99,266
	Debt	250	1,186	1,995	2,819	3,611	3,504	13,365
HS - 9 Dulles South								
	O&M	-	-	-	-	27,200	27,929	55,129
	Debt	-	-	828	3,807	8,212	10,503	23,350
HS - 11 Dulles North Area HS								
	O&M	-	-	25,743	26,472	27,200	27,929	107,344
	Debt	-	2,898	5,476	7,437	11,342	11,029	38,182
HS - Academies of Loudoun								
	O&M	-	-	14,302	14,706	15,111	15,516	59,635
	Debt	-	2,000	4,325	5,536	6,002	5,844	23,707
HS - CS Monroe Conversion								
	Debt	-	-	-	-	81	694	775
HS - Modular Classrooms (8) Dulles North & South								
	O&M	-	2,779	2,860	2,941	3,022	3,103	14,704
HS - Stadium Turf & Track Resurfacing								
	Debt	-	-	-	-	-	228	228
Division Facility Renovations								
	Debt	-	942	3,369	4,764	5,542	6,279	20,896
Division Security Improvements								
	Debt	-	-	-	-	-	842	842
<b>School Project Total:</b>		<b>12,771</b>	<b>83,357</b>	<b>151,908</b>	<b>168,422</b>	<b>221,339</b>	<b>247,606</b>	<b>885,404</b>
	O&M	12,521	72,346	127,770	131,386	169,367	187,929	701,320
	Debt	250	11,011	24,138	37,036	51,972	59,677	184,084
<b>School Project Total:</b>		<b>12,771</b>	<b>83,357</b>	<b>151,908</b>	<b>168,422</b>	<b>221,339</b>	<b>247,606</b>	<b>885,404</b>





Operating Impact Analysis Table FY 2017 - FY 2022							
Capital (\$ in 1,000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY2022	Total
<b>Operating Analysis Summary</b>							
Administration	38	148	156	489	1,369	1,334	<b>3,534</b>
General Government	1,804	3,208	3,738	4,526	5,461	5,655	<b>24,392</b>
Health & Welfare	-	-	606	604	601	657	<b>2,469</b>
Parks, Recreation and Culture	260	7,818	11,884	18,928	20,561	21,463	<b>80,915</b>
Public Safety	501	10,197	17,116	20,430	23,730	30,255	<b>102,229</b>
Transportation	518	9,321	15,182	20,069	21,621	24,679	<b>91,390</b>
<b>County Projects - Operating Costs:</b>	<b>3,121</b>	<b>30,693</b>	<b>48,682</b>	<b>65,046</b>	<b>73,343</b>	<b>84,043</b>	<b>304,928</b>
<i>County Projects - FTE</i>	-	139.19	36.66	89.15	5.60	40.32	310.92
Personnel	-	9,159	11,345	16,657	17,357	21,146	<b>75,664</b>
One Time Outlay	-	917	338	256	87	333	<b>1,931</b>
O&M	336	1,904	2,777	4,032	4,146	4,423	<b>17,619</b>
General Services	1,318	2,484	3,076	3,572	3,660	4,294	<b>18,403</b>
Revenue	-	(2,104)	(2,256)	(5,626)	(5,680)	(5,735)	<b>(21,402)</b>
Debt	1,467	18,333	33,403	46,155	53,773	59,582	<b>212,713</b>
<b>County Projects - Operating Costs:</b>	<b>3,121</b>	<b>30,693</b>	<b>48,682</b>	<b>65,046</b>	<b>73,343</b>	<b>84,043</b>	<b>304,928</b>
<i>County Projects - FTE</i>	-	139.19	36.66	89.15	5.60	40.32	310.92
Elementary Schools	12,521	54,792	73,704	80,087	93,616	113,261	<b>427,981</b>
Middle Schools	250	19,946	22,130	26,479	59,423	62,882	<b>191,111</b>
High Schools	-	8,619	56,075	61,856	68,300	70,621	<b>265,471</b>
Other School Projects	-	-	-	-	-	842	<b>842</b>
<b>School Projects - Operating Costs:</b>	<b>12,771</b>	<b>83,357</b>	<b>151,908</b>	<b>168,422</b>	<b>221,339</b>	<b>247,606</b>	<b>885,404</b>
O&M	12,521	72,346	127,770	131,386	169,367	187,929	<b>701,320</b>
Debt	250	11,011	24,138	37,036	51,972	59,677	<b>184,084</b>
<b>School Projects - Operating Costs:</b>	<b>12,771</b>	<b>83,357</b>	<b>151,908</b>	<b>168,422</b>	<b>221,339</b>	<b>247,606</b>	<b>885,404</b>



### **Schedule of Financing and Referenda**

The following projects are scheduled for general obligation bond financing requiring referendum in the FY 2017 – FY 2022 capital planning period. The referendum requires voter approval for the use of general obligation bond financing of public facilities.

<b><u>Referendum Date</u></b>	<b><u>Project</u></b>	<b><u>Amount</u></b>
<b>November 2016</b>	<b><u>County</u></b>	
	Ashburn Recreation and Community Center	\$ 44,270,000
	Lovettsville Fire Station Renovation	13,500,000
	Leesburg Fire Station #20 Expansion	\$ 4,000,000
	Braddock/Supreme/Summerall Intersection Improvements	\$ 2,000,000
	Route 7/690 Interchange	\$ 8,000,000
	Shellhorn Road	\$ 8,000,000
	<i>Subtotal, County</i>	<i>\$ 79,770,000</i>
	<b><u>Schools</u></b>	
	Dulles South Elementary School (ES-28)	\$ 38,770,000
	Elementary School Classroom Additions – Dulles	\$ 16,320,000
	Dulles South Middle School (MS-7)	\$ 60,820,000
	<i>Subtotal, Schools</i>	<i>\$ 115,910,000</i>
	<b>Total November 2016 Referendum</b>	<b>\$ 195,680,000</b>
<b>November 2017</b>	<b><u>County</u></b>	
	Aldie Fire Station Replacement	\$ 4,000,000
	Hal and Berni Hanson Regional Park	\$ 31,845,000
	<i>Subtotal, County of Loudoun</i>	<i>\$ 35,845,000</i>
	<b><u>Schools</u></b>	
	Dulles South High School (HS-9)	\$ 117,160,000
	<b>Total November 2017 Referendum</b>	<b>\$ 153,005,000</b>
<b>November 2018</b>	<b><u>County</u></b>	
	Round Hill Fire Station Replacement	\$ 15,660,000
	Metro Capital Contribution	\$ 50,000,000
	<b>Total November 2018 Referendum</b>	<b>\$ 65,660,000</b>
<b>November 2019</b>	<b><u>County</u></b>	
	Leesburg South Fire and Rescue Station	\$ 17,600,000
	Crosstrail Boulevard	\$ 41,560,000
	<b><u>Schools</u></b>	
	ES-23 Dulles North	\$ 45,420,000
	<b>Total November 2019 Referendum</b>	<b>\$ 104,580,000</b>

**November 2020****County**

Fields Farm Park	\$ 27,050,000
STEM Library	\$ 47,000,000
Fire and Rescue Training Center Expansion	\$ 7,510,000
Evergreen Mills Road - Belmont Ridge to Stone Springs	\$ 12,300,000
<i>Subtotal, County</i>	<i>\$ 93,860,000</i>

**Schools**

CS Monroe Conversion	\$ 45,090,000
Elementary School Classroom Additions – Countywide	\$ 19,100,000
HS Stadium Turf and Track Resurfacing	\$ 9,375,000
Division Security Improvements	\$ 8,430,000
<i>Subtotal, Schools</i>	<i>\$ 81,995,000</i>

**Total November 2020 Referendum** **\$ 175,855,000**

**November 2021****County**

Franklin Park to Purcellville Trail	\$ 5,000,000
Fire and Rescue Vehicle Annex	\$ 4,600,000
Philomont Fire Station Replacement	\$ 15,925,000
Atlantic Boulevard Pedestrian Improvements	\$ 6,000,000

**Total November 2021 Referendum** **\$ 31,525,000**

**Total Bond Referenda** **\$ 726,305,000**



### Previous Approved General Obligation Bond Financing FY 2011 – FY 2015

The following bond referenda were previously approved by Loudoun County voters for General Obligation Bond financing.

<u>Referendum Date</u>	<u>Project</u>	<u>Amount</u>
<b>November 2015</b>	<b><u>General Government</u></b>	
	Fire Apparatus	\$ 2,940,000
	<b><u>Schools</u></b>	
	Dulles North Elementary School (ES-31)	\$ 38,270,000
	Dulles North High School (HS-11)	\$ 112,725,000
	<b>Total November 2015 Referendum</b>	<b>\$153,935,000</b>
<b>November 2014</b>	<b><u>General Government</u></b>	
	Land Acquisition – Sterling Fire Station	\$ 2,050,000
	Animal Services Facility	\$ 15,370,000
	Sterling Fire and Rescue Station Replacement	\$ 14,430,000
	Fire Apparatus	\$ 2,840,000
	Sterling Community Center Renovation	\$ 6,085,000
	Sterling Library	\$ 4,850,000
	<i>Subtotal, General Government</i>	<i>\$ 45,625,000</i>
	<b><u>Schools</u></b>	
	Broad Run High School Renovations (VPSA Bonds)	\$ 12,205,483
	Dulles North Elementary School (ES-27)	\$ 31,540,000
	Dulles North Middle School (MS-9)	\$ 48,185,000
	Academies of Loudoun	\$ 83,175,000
	<i>Subtotal, Schools</i>	<i>\$ 175,105,483</i>
	<b>Total November 2014 Referendum</b>	<b>\$ 220,730,483</b>
<b>November 2013</b>	<b><u>General Government</u></b>	
	Fire Apparatus	\$ 2,685,000
	Belmont Ridge Road Improvements	\$ 3,180,000
	Lucketts Fire Station Replacement	\$ 11,490,000
	Dulles South Multi-Purpose Center (Phase II)	\$ 23,155,000
	Athletic Field Irrigation and Turf Improvements	\$ 2,100,000
	Lovettsville District Park	9,000,000
	<i>Subtotal, General Government</i>	<i>\$ 51,610,000</i>
	<b><u>Schools</u></b>	
	Mercer Middle School Addition	\$ 3,880,000
	Freedom High School Addition	\$ 4,510,000
	Loudoun County HS Stadium Upgrades	\$ 2,365,000
	<i>Subtotal, Schools</i>	<i>\$ 10,755,000</i>
	<b>Total November 2013 Referendum</b>	<b>\$ 62,365,000</b>

**November 2012****General Government**

Fire Apparatus	\$ 2,750,000
<i>Subtotal, General Government</i>	<i>\$ 2,750,000</i>

**Schools**

Dulles South Area Elementary School (ES-21)	\$ 28,820,000
Loudoun Valley Estates High School (HS-6)	\$ 81,215,000
Loudoun Valley High School Renovation	<u>\$ 26,115,000</u>
<i>Subtotal, Schools</i>	<i>\$ 136,150,000</i>

**Total November 2012 Referendum** **\$ 138,900,000**

**November 2011****General Government**

Fire Apparatus	\$ 3,000,000
<i>Subtotal, General Government</i>	<i>\$ 3,000,000</i>

**Schools**

Moorefield Station Elementary School (ES-16)	\$ 22,830,000
Ashburn Area Elementary School (ES-22)	22,830,000
Ashburn Area Middle School (MS-6)	39,380,000
Ashburn Area High School (HS-8)	81,010,000
Park View High School Renovation	<u>3,570,000</u>
<i>Subtotal, Schools</i>	<i>\$ 169,620,000</i>

**Total November 2011 Referendum** **\$ 172,620,000**

**Lease Revenue Financing**

The following projects are planned to be financed through Lease Revenue Financing during the FY 2017 – FY 2022 planning period and do not require a referendum.

<b><u>Planned</u></b>	<b><u>Project</u></b>	<b><u>Amount</u></b>
<b>FY 2017</b>	Courts Complex Phase III	\$ 57,100,000
	General Government Office Space Purchase	7,635,000
	Lovettsville Community Center Replacement	2,000,000
	Juvenile Detention Center Phase I	3,000,000
	<b>Total 2017</b>	<b>\$ 69,735,000</b>
<b>FY 2018</b>	County Landfill Reclamation Project	\$ 5,980,000
	DS Group Residence – Purcellville	2,025,000
	<b>Total 2018</b>	<b>\$ 8,005,000</b>



<b>FY 2019</b>	Land Acquisition – Eastern DS Group Residence	\$ 480,000
	County Landfill Sequence V Closure	1,350,000
	<b>Total 2019</b>	<b>\$ 1,830,000</b>
<b>FY 2020</b>	Major Computer System Replacement	\$ 12,000,000
	Consolidated Shops and Warehouse	4,000,000
	County Landfill Sequence V Closure	5,060,000
	Courts Complex Phase III	7,800,000
	Brambleton Library	7,030,000
	<b>Total 2020</b>	<b>\$ 35,890,000</b>
<b>FY 2021</b>	Consolidated Shops and Warehouse	\$ 3,500,000
	<b>Total 2021</b>	<b>\$ 3,500,000</b>
<b>FY 2022</b>	DS Group Residence – Eastern Loudoun	\$ 2,375,000
	<b>Total 2022</b>	<b>\$ 2,375,000</b>
<b>Total Six-Year Lease Revenue Financing</b>		<b>\$ 121,335,000</b>

#### **Previous Approved Lease Revenue Financing – FY 2012 –FY 2016**

The following projects were approved in previous years for lease revenue financing and did not require a referendum.

<b>FY 2016</b>	County Landfill Reclamation Project	\$ 5,500,000
	Public Safety CAD	1,400,000
	Public Safety Firing Range	7,000,000
	Consolidated Shops and Warehouse	21,000,000
	Dulles Corridor Rapid Transit	20,000,000
	<b>Total 2016</b>	<b>\$ 54,900,000</b>



<b>FY 2015</b>	Library Management System	\$ 2,500,000
	DS Group Residence – Round Hill	1,500,000
	Youth Shelter Renovation	2,000,000
	Dulles Corridor Rapid Transit	40,000,000
	Route 772 Metro Station Storm water	4,000,000
	Courts Phase III Structured Parking	13,000,000
	Woodgrove HS/Fields Farm Park Road	3,815,000
	<b>Total 2015</b>	<b>\$ 66,815,000</b>
<b>FY 2014</b>	Crosstrail Boulevard	\$ 17,500,000
	Dulles Corridor Rapid Transit	40,000,000
	Route 606 Widening	40,000,000
	ECC/E-911 Communications Center	4,900,000
	Lovettsville Community Center Replacement	5,380,000
	County Landfill Reclamation Project	10,000,000
	<b>Total 2014</b>	<b>\$ 117,780,000</b>
<b>FY 2013</b>	Major Computer Systems	\$ 3,000,000
	Crosstrail Boulevard	10,500,000
	Public Safety and General Office Building	5,000,000
	Belfort Area Road Improvements	8,000,000
	ECC/E-911 Communications Center	7,165,000
	Dulles Corridor Rapid Transit	40,000,000
	<b>Total 2013</b>	<b>\$ 73,665,000</b>
<b>FY 2012</b>	Allder School Road	\$ 6,400,000
	County Landfill Sequence IV Closure	3,630,000
	Courts Complex Phase III	2,000,000
	Juvenile Detention Center	10,800,000
	<b>Total 2012</b>	<b>\$ 22,830,000</b>



## 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 Capital Improvement Program with financing as indicated on the *Schedule of Major Financing—Fiscal Years 2017-2022* in the maximum amount of \$1,452,733,017. 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 Director of Finance and Procurement shall keep this intent continuously available for inspection by the general public during the County's normal business hours.





Table 2: IMPACT ON FUTURE DEBT RATIOS FY 2017 - FY 2022						
	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Beginning Net Tax Supported Debt	\$ 1,443,325,340	\$1,641,661,523	\$1,780,629,164	\$1,901,280,005	\$1,973,085,616	\$1,973,165,616
New Debt Issued	329,003,017	278,038,000	268,837,000	230,660,000	161,645,000	184,550,000
Retired Debt (Old)	130,666,834	122,410,359	115,551,159	110,024,389	96,340,000	86,635,000
Retired Debt (New)	0	16,660,000	32,635,000	48,830,000	65,225,000	73,125,000
Ending Net Tax Supported Debt	\$1,641,661,523	\$1,780,629,164	\$1,901,280,005	\$1,973,085,616	\$1,973,165,616	\$1,997,955,616
Population	385,114	394,968	404,056	412,538	420,115	428,000
Public School Enrollment	78,665	80,700	81,777	83,337	84,529	85,731
Estimated Property Value (in Millions)	\$81,396	\$85,221	\$88,898	\$92,440	\$96,023	\$99,668
Per Capita Income	\$77,948	\$82,127	\$85,117	\$87,393	\$89,682	\$92,075
Expenditures (in Thousands)	\$2,318,444,251	\$2,434,366,464	\$2,568,256,619	\$2,709,510,733	\$2,858,533,823	\$3,015,753,184
Debt Service (1)	\$184,307,070	\$203,993,502	\$224,451,121	\$244,701,327	\$250,536,075	\$249,436,367
<b>Ratios:</b>						
Debt to Estimated Property Value (Fiscal Policy Target = <3%)	2.02%	2.09%	2.14%	2.13%	2.05%	2.00%
Debt to Per Capita Income (Fiscal Policy Target = <8%)	5.47%	5.49%	5.53%	5.47%	5.24%	5.07%
Debt Service to Expenditures (Fiscal Policy Target =<10%)	7.95%	8.38%	8.74%	9.03%	8.76%	8.27%
Ten-Year Debt Payout Ratio (Fiscal Policy Target=>60%)	63.5%	62.4%	62.4%	63.1%	63.8%	65.0%
<b>Annual Debt Issuance Guideline:</b>						
Debt Issuance Guideline	\$225,000,000	\$225,000,000	\$225,000,000	\$225,000,000	\$225,000,000	\$225,000,000
Debt Issuance Projected	\$223,003,017	\$223,038,000	\$222,007,000	\$222,600,000	\$161,645,000	\$184,550,000
Remaining Debt Capacity	\$1,996,983	\$1,962,000	\$2,993,000	\$2,400,000	\$63,355,000	\$40,450,000
<b>Affordability Index: (2)</b>						
Outstanding Debt Guideline	\$2,131,931,250	\$2,256,218,534	\$2,365,127,967	\$2,463,691,136	\$2,561,317,096	\$2,662,944,800
Outstanding Debt Projected	\$1,641,661,523	\$1,780,629,164	\$1,901,280,005	\$1,973,085,616	\$1,973,165,616	\$1,997,955,616
<b>Overlapping Debt: (3)</b>						
Overlapping Debt Guideline	\$610,470,000	\$639,157,500	\$666,735,000	\$693,300,000	\$720,172,500	\$747,510,000
Overlapping Debt Projected	\$159,748,021	\$152,228,916	\$144,408,364	\$137,915,872	\$131,351,793	\$124,669,479
1) Debt Includes general obligation bonds and appropriation-based financing.						
(2) Affordability Index is the weighted average of Debt Per Capita (20%) / Debt to Estimated Property Value (45%) / Debt to Per Capita Income (35%).						
(3) Maximum Outstanding Overlapping Debt allowed per the Fiscal Policy is 0.75% of estimated property value.						
Note: The \$225 million annual debt issuance guideline does not include the projected construction costs of the Dulles Corridor Metrorail Project, the three Loudoun County-based Metrorail garages, or the County Landfill.						



### **Navigating the CIP Document**

The CIP document is divided into three sections, each containing the following program areas:

#### **1. County Capital Projects**

- **Administration** – includes land acquisition, capital vehicle procurement and technological systems acquisition projects.
- **General Government** – includes general capital projects such as government offices, warehouses, support space, storm water management, and projects at the County Landfill.
- **Public Safety** – includes capital projects in support of the Loudoun County Sheriff, the Department of Fire, Rescue and Emergency Management, the Loudoun County Courts, and the Department of Animal Services.
- **Health and Welfare** – includes capital projects for program space and group residences for the Department of Family Services and the Department of Mental Health, Substance Abuse and Developmental Services.
- **Parks, Recreation and Culture** – includes recreational capital projects such as libraries, parks, recreation centers, community centers, senior centers and teen centers.

#### **2. Transportation Capital Projects** – includes preliminary engineering, right-of-way acquisition, utility relocation and construction of roads, interchanges, 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 three programs:

- **Road Projects**
- **Transit Projects**
- **Town Projects**

#### **3. School Capital Projects** - includes design and construction funding for the Loudoun County Public Schools. The School section of the document is divided into the following programs:

- **Elementary Schools**
- **Middle Schools**
- **High Schools**
- **Other School Projects**

Summary appropriation and financing schedules for each programmatic area are found at the beginning of each section of the CIP.



Each individual capital project has its own project page that contains information regarding:

- Timing of Appropriations
- Funding Sources
- Projected expenditures related to land acquisition, design, construction, payments to Towns or other regional organizations, and furniture, fixtures and equipment (FFE) costs.
- Projected gross personnel, operations and maintenance costs to operate the facility.
- Projected number of Full Time Equivalents (FTE), or personnel, required to operate the facility.
- Projected debt service payments for principal and interest expenses related to debt issued for the facility.
- Project narratives explaining the scope of the project and relevant background information.
- Status updates for projects already in progress.
- Project map depicting the location of planned facilities. If the exact location of a facility is known, a map depicting the parcel for the facility is provided. If the location of a project is unknown, a map of the planning subarea where the project is proposed to be located is provided.

The funding table at the bottom of each project page provides:

- Estimates of the project's funding sources and expenditures for each of the six years within the CIP.
- Appropriations made by the Board of Supervisors for the project prior to FY 2017.
- Future fiscal year (FFY) funding allocations, which reflects project funding and expenditure estimates that occur beyond the six-year CIP planning period for the project.

Land acquisition, design, construction, and equipment procurement expenses for both County and School facilities are adjusted, on average, 4.0% annually to account for market inflation.

Estimated operational and maintenance costs required to operate new capital facilities have been included on each project page where applicable. Project operating impact estimates include:

- The number of personnel, or full time equivalents (FTE's), required to staff the facility by the department operating the facility.
- Personnel costs required to operate the facility.
- Operational costs to the department operating the facility and to the Department of General Services to include maintenance, internal services and utilities expenses.

Personnel cost estimates are inflated 3% annually for every year after FY 2017; operations and maintenance cost estimates are inflated 1% annually for every year after FY 2017. The estimated number of new personnel (FTE) required to operate a facility is shown in the year in which the FTE's are projected to be hired.

The operating impact table at the bottom of each capital project page also shows the projected debt service payment schedule for projects using debt financing. The debt service payment schedule is determined by the amount of debt required to finance the project, the timing of debt issuance, and the number of years in which all of the principal and interest must be paid.

The per-pupil cost for operating a school is calculated differently by the County as compared to the Public School System. The School System's calculations are based on a State formula that removes all capital facilities, pre-school, and detention center expenditures. In addition, enrollment numbers are adjusted for pre-school aged children, with only 85% of kindergarten students included in the calculations. For the purposes of the capital plan, the County calculates per-pupil costs using the School Board's FY 2017 operating budget, including the cost of capital bus leases. The School Board's appropriated per pupil cost is \$13,122 for FY 2017. The County's FY 2017 per pupil cost calculation, which includes the cost of capital leases, is \$13,492.

### **Previously Authorized and Completed Projects**

The FY 2017 – FY 2022 Capital Improvement Program includes two sections that provide information on capital projects that fall outside of the six-year CIP planning period.

#### **Completed Projects Section:**

This section provides a summary of capital projects that have been completed during the past two fiscal years. These facilities are currently in operation by the County or the Loudoun County Public Schools. For the capital project accounts that have been closed, all remaining project balances have been returned to the appropriate funds for the following uses:

- For projects with debt financing as a funding source, all remaining balance at the closure of the project is transferred to the Debt Service Fund to advance the retirement of debt obligations for the project.
- Cash proffer funding balances are returned to the Public Facilities Fund to be programmed for use on other eligible capital projects in the CIP.
- Remaining local tax funding balances for projects that did not include debt financing as a revenue source are sent to the CIP Contingency for use on projects that may require additional funding for completion.
- Local gasoline tax funding balances are returned to the Transportation District Fund for use on transportation projects.

#### **Previously Authorized Projects Section:**

This section provides general progress reports for active capital projects that received funding prior to FY 2017 that do not have appropriations in the Adopted CIP. The Capital Improvement Program eliminates project information for two fiscal years when a new six-year capital planning period is introduced. The FY 2017 – FY 2022 Capital Improvement Program eliminated information on capital projects approved in FY 2015 and FY 2016.

This section summarizes each previously authorized project's budget, phase of development, planning subarea location, election district, and project description.

The funding amounts are not subject to amendments as part of the CIP budget deliberations. These funding amounts have been appropriated by the Board of Supervisors in prior fiscal years. As such, there is an expectation that the facility will be delivered in a timely manner and within the scope presented at the time of the adoption of the project budget.



# Completed Capital Projects







GENERAL GOVERNMENT	Completion Date	Planning Subarea	Election District	Budget	Actual Cost
<b>Lower Sycolin Pump Station</b>  Description: This project constructed the Lower Sycolin Pump Station through a partnership with the Town of Leesburg. The County provided the land for the pump station. The Town of Leesburg completed construction of the pump station in August 2013. This project provides water and sewer service to the County's Government Support Center and Philip A. Bolen Memorial Park sites off of Sycolin Road in Leesburg.	Summer 2013	Leesburg	Catoctin	\$1,200,000	Land Dedication
<b>HEALTH AND WELFARE</b>					
<b>Mirror Ridge Group Residence</b>  Description: This project funds the buildout of the basement of the Mirror Ridge Group Residence to provide additional residential living and program space at the facility.	Winter 2016	Potomac	Algonkian	\$233,901	\$222,532
<b>PUBLIC SAFETY</b>					
<b>Kincora Fire &amp; Rescue Station</b>  Description: The Loudoun County Board of Supervisors accepted a Private/Public Partnership and Education Act (PPEA) proposal for the development of an 18,000 square foot Fire and Rescue Station along the Route 28 corridor. The Board selected Nokes Partners as the PPEA award winner. Construction was completed in September 2013. The land site for the station was proffered by the Kincora development.	Summer 2013	Ashburn	Broad Run	\$8,805,000	\$8,538,213
<b>Middleburg Fire &amp; Rescue Station</b>  Description: This project renovated the Middleburg Volunteer Fire and Rescue Company station to meet ADA requirements, DOL requirements, current building codes and operating standards. The project added 11,000 square feet to the existing station facility to meet these requirements.	Winter 2014	Southwest	Blue Ridge	\$6,030,000	\$5,987,275
<b>Loudoun Heights Fire &amp; Rescue Station Station 26</b>  Description: This project constructed a 14,436 square foot Fire and Rescue Station in the Loudoun Heights area of the County. Located near the intersections of Route 671 and Route 9, the station replaces the Neersville Volunteer Fire & Rescue Station.	Spring 2014	Northwest	Blue Ridge	\$5,551,754	\$5,529,695
<b>ECC/E-911 Call Center</b>  Description: This project provides for the build-out 11,000 square feet at 801 Sycolin Road in Leesburg for the E911 Emergency Communications Center. This re-locates the E911 Center from the Fire and Rescue Training building. The project was completed with operations beginning at the new location on November 3, 2015.	Fall 2015	Leesburg	Catoctin	\$12,065,000	\$11,276,343
<b>PARKS, RECREATION &amp; CULTURE</b>					
<b>Potomac Lakes Sportsplex Softball Lights</b>  Description: This project upgraded and replaced the softball field lights at the park.	Summer 2014	Potomac	Algonkian	\$330,000	\$330,000
<b>Potomac Lakes Lighting</b>  Description: This project installed athletic field lights at the park.	Summer 2014	Potomac	Algonkian	\$1,170,049	\$1,074,527
<b>Ashburn Park Restrooms</b>  Description: This project installed public restrooms where temporary facilities had been in use.	Spring 2014	Ashburn	Ashburn	\$250,044	\$175,227
<b>Gwen Thompson Briar Patch Park Restrooms</b>  Description: This project installed public restrooms where temporary facilities had been in use.	Spring 2014	Sterling	Sterling	\$275,000	\$175,747
<b>Scott Jenkins Park Phase I</b>  Description: Includes the construction of the 250 space Harmony Park and Ride Lot, grade the entire 57.77 acre site, and construct a large baseball field with associated parking.	Spring 2014	Route 7 West	Blue Ridge	\$5,288,000	\$4,750,550



PARKS, RECREATION & CULTURE		Completion Date	Planning Subarea	Election District	Budget	Actual Cost
Conklin Park Restrooms		Spring 2015	Dulles	Dulles	\$275,095	\$181,560
Restrooms	Description: This project installed public restrooms where temporary facilities had been in use.					
Byrne's Ridge Park Restrooms and Lighting		Fall 2015	Dulles	Dulles	\$2,145,000	\$2,011,031
	Description: This project installed public restrooms where temporary facilities had been in use and provided athletic field lighting for four baseball fields and two rectangular fields.					
Franklin Park Rectangular Field Lighting		Winter 2016	Route 7 West	Blue Ridge	\$2,070,000	\$2,012,070
	Description: This project designed and constructed lighting for the rectangular athletic fields at Franklin Park, including the tennis courts and inline skating areas.					
Brambleton District Park East		Winter 2016	Dulles	Dulles	\$3,125,000	\$3,118,737
	Description: This project installed public restrooms, completed three rectangular athletic fields with lighting and associated parking areas.					
PUBLIC ELEMENTARY SCHOOLS						
Cardinal Ridge Elementary School		Fall 2014	Dulles	Dulles		\$28,820,000
ES-21	Description: This project will design and construct a prototypical two story elementary school at an estimated 105,950 square feet on a School Board owned site adjacent to J. Michael Lunsford Middle School in the Dulles Planning Subarea. The elementary school will be designed for an anticipated program capacity of 928 students enrolled in kindergarten through					
Discovery Elementary School		Fall 2013	Ashburn	Broad Run		\$25,705,000
ES-22	Description: This project designed and constructed a 91,100 square foot elementary school on the County owned Farmwell Road site in Ashburn. The elementary school was designed for an anticipated program capacity of 875 students enrolled in kindergarten through the fifth grade.					
Moorefield Station Elementary School		Fall 2013	Ashburn	Dulles		\$26,330,000
ES-16	Description: This project designed and constructed a 91,100 square foot elementary school on a County owned site in the Moorefield Station development. The site was proffered to the County by the developer of Moorefield Station. The elementary school was designed for an anticipated program capacity of 875 students enrolled in kindergarten through the fifth					
PUBLIC MIDDLE SCHOOLS						
Mercer Middle School		Fall 2014	Dulles	Dulles		\$4,310,000
Addition	Description: This project constructs an addition to the Mercer Middle School that provides nine new classrooms and increases the school student capacity to 1,303 students.					
Trailside Middle School		Fall 2014	Ashburn	Ashburn		\$25,370,000
MS-6	Description: This project will construct an estimated 175,060 square foot middle school located adjacent to the Newton Lee Elementary School in Ashburn. The middle school will be designed for an anticipated program capacity of 1,184 students enrolled in grades six through eighth.					



**PUBLIC HIGH SCHOOLS**

<b>Loudoun Valley High School</b> <i>Renovation</i>	Fall 2014	Route 7 West	Blue Ridge	\$29,000,000	
Description: This project renovates the athletic facilities at Loudoun Valley High School in Purcellville. Improvements include a new baseball field, upgraded softball field, new tennis courts, and synthetic turf for the football stadium and practice field, new track, restrooms, shot put area, and additional parking. The project also includes an addition to the school for wrestling, a weight room, new lockers, orchestra classroom and administrative spaces.					
<b>Park View High School</b> <i>Stadium</i>	Fall 2014	Sterling	Sterling	\$1,000,000	
Description: This project provides an artificial turf upgrade at the Park View High School football field stadium. Funding for this project includes \$100,000 from the NFL Grassroots Grant program, \$100,000 matching grant funds from the Washington Redskins Charitable Foundation and \$800,000 appropriated by the Loudoun County Board of Supervisors to the School					
<b>Rock Ridge High School</b> <i>HS-6</i>	Fall 2014	Dulles	Dulles	\$90,240,000	
Description: This project designed and constructed an estimated 282,600 square feet two-story high school on a School Board owned site at 43460 Loudoun Reserve Drive in Ashburn. The high school will be designed for an anticipated program capacity of 1,800 students enrolled in grades nine through twelve.					
<b>Riverside High School</b> <i>HS-8</i>	Fall 2015	Ashburn	Ashburn	\$90,010,000	
Description: This project designed and constructed an estimated 282,600 square feet two-story high school on a School Board owned site at 19019 Upper Belmont Place in Lansdowne. The high school will be designed for an anticipated program capacity of 1,800 students enrolled in grades nine through twelve.					
<b>TRANSPORTATION</b>					
<b>Belfort Area Road Improvements</b>	Summer 2015	Sterling	Sterling	\$8,300,000	\$8,300,000
Description: This project provides the Virginia Department of Transportation (VDOT) road improvements to the Belfort area of the Sterling Community and is a VDOT administered project. Construction began in August 2014 and was completed this quarter. A Ribbon Cutting ceremony was held on July 30, 2015. Street name changes that were approved by the Board of Supervisors on July 17, 2015 became effective on July 24, 2015.					
<b>Crosstrail Boulevard - Segment A1</b>	Fall 2015	Catoctin	Catoctin	\$13,136,000	\$13,136,000
Description: The project entails the design and construction of Crosstrail Boulevard Segment A1. Segment A1 is from Kincaid Boulevard to Claudia Drive (including Kincaid Boulevard) on the County Government Support site. Segment A1 construction began December 2013 and was completed this quarter including additional work that was necessary for the relocation of a section of the Town's waterline that was impacted by the road construction.					
<b>Claude Moore Park</b> <i>Pedestrian Trail</i>	Summer 2014	Sterling	Sterling	\$650,012	\$643,000
Description: This project constructed approximately 5,600 linear feet of 8-foot wide asphalt trail with an additional 1,400 linear feet of 5-foot wide gravel trail within the Claude Moore Park boundaries. The ADA compliant asphalt trail provides a continuous paved surface from Cascades Parkway (Route 637) on the western boundary of the park to West Juniper Avenue on the eastern boundary of the park. The gravel trail installed improves upon an existing earthen trail that connects the Claude Moore Recreation Center to West Church Road on the southern boundary of the park.					
<b>East Gate Park/Park and Ride Lot</b>	Summer 2015	Dulles	Dulles	\$3,300,000	\$3,000,000
Description: This project designs and constructs a 220-space Park & Ride Lot co-located with a public park on a proffered site in the East Gate Community located in the Dulles Planning Subarea. Construction began Summer 2014 and the project achieved Final Completion in September 2015. The Park & Ride and transit services opened for use on August 17, 2015.					
<b>Murrays Ford Bridge</b>	Summer 2014	Ashburn, Leesburg	Blue Ridge, Catoctin	\$420,000	\$420,000
Description: This project provided funding to remove Murray's Ford Bridge from the Goose Creek. The bridge had not been in use as a road since the 1970's, and was acting as a dam on the creek which had caused harmful sediment and debris buildup.					
<b>Potomac View Road Pedestrian Improvements</b>	Spring 2013	Potomac	Algonkian	\$87,664	\$87,664
Description: This project provided a pedestrian pathway for transit riders including bus shelters along Potomac View Road.					



TRANSPORTATION	Completion Date	Planning Subarea	Election District	Budget	Actual Cost
<b>Stone Ridge Park and Ride Expansion</b>	Spring 2013	Dulles	Dulles	In-Kind Proffer	N/A
Description: This project provided a 100 space expansion to the existing Stone Ridge Park and Ride Lot along Millstream Drive in the Stone Ridge development. The Park and Ride Lot was constructed and dedicated to the County by Van Metre as an in-kind proffer.					
<b>Dulles Town Center Park and Ride Lot</b>	Spring 2015	Sterling	Sterling	In-Kind Proffer	N/A
Description: This project constructed 100 Park and Ride spaces in the vicinity of the Dulles Town Center Mall. The Park and Ride Lot was constructed and dedicated to the County by Lerner as an in-kind proffer. Future phases of the project will deliver an additional 200 spaces at the lot.					
<b>River Creek Parkway Trail</b>	Summer 2015	Dulles	Catoctin, Leesburg	\$280,900	\$280,900
Description: This project completed construction of an asphalt trail along the eastern side of River Creek Parkway between Potomac Station Drive and Riverside Parkway. The trail was opened for use in September.					
<b>Riverside Parkway - River Creek to Upper Meadow</b>	Spring 2015	Leesburg	Leesburg	\$4,261,846	\$3,187,325
Description: This project provides for the widening of Riverside Parkway from two to four lanes between River Creek Parkway and Upper Meadow Drive.					
<b>Route 7 / 287 Interchange Study</b>	Summer 2013	Route 7 West	Blue Ridge, Catoctin	\$200,000	\$200,000
Description: The Board of Supervisors approved funding for a Virginia Department of Transportation study of the Route 7 and Route 287 Interchange near the Town of Purcellville to identify solutions that would mitigate traffic problems at the interchange's exit ramp. The Virginia Department of Transportation completed the study which identified traffic improvements that VDOT constructed and are operational.					
<b>Smith Switch Road</b>		Ashburn	Broad Run	\$950,000	\$687,457
Description: This project designs and constructs the paving of Smith Switch Road and provides a ten (10) foot shared use trail between Gloucester Parkway and the W&OD Trail. The project is being administered under contract with Loudoun County by Capretti Land, LLC, the developer of Stonegate, in furtherance of the proffer to improve Smith Switch Road.					
<b>Transit Maintenance Operations Facility</b>	Winter 2014	Leesburg	Catoctin	\$12,595,506	\$12,008,614
Description: This project designed and constructed a Transit Maintenance and Operations Facility to support County transit services. The facility consist of bus maintenance bays, service areas and administrative office space. The facility is designed to meet service levels through 2030.					



# Previously Authorized County Capital Projects In Development





PUBLIC SAFETY					
	Phase	Expected Completion Date	Planning Subarea	Election District	Budget
<b>Animal Service Facility</b>	Design	TBD	Leesburg	Catoctin	\$18,614,890
Description: This project funds the design and construction of a 25,000 square foot animal services facility to replace the existing County Animal Services facility in Waterford.					
<b>Ashburn Fire &amp; Rescue Station</b>	Construction	Summer 2016	Ashburn	Broad Run	\$6,250,000
Description: This project provides a financial contribution from the County to the Ashburn Volunteer Fire and Rescue company towards the cost of the Company's station renovation project.					
<b>Ashburn Sheriff Station</b>	Construction	Summer 2017	Ashburn	Broad Run	\$14,839,890
Description: This project constructs an 18,000 square feet Sheriff Station on a county-owned site of approximately 5-acres in the One Loudoun community. The station will include offices, work rooms, interview rooms, processing areas, evidence storage and equipment storage.					
<b>Fire &amp; Rescue Training Prop Lots</b>	FFE	TBD	Leesburg	Catoctin	\$2,103,550
Description: This project constructs a training facility that provides incident training prop lots. The current phase of the project provides for the relocation of two Metro Rail Cars to a Metro Rail Car Prop and purchases a Flash-Over Simulator. These props will complete the Training Prop Lot.					
<b>Fire Station Alerting System</b>	Construction	Fall 2016	N/A	N/A	\$740,000
Description: This project upgrades existing older stations with new incident alerting technology. Stations scheduled to be upgraded include: Dulles South PSC, Hamilton, Philomont, Loudoun Rescue-Leesburg, Sterling and Leesburg Fire.					
<b>Kirkpatrick Fire &amp; Rescue Station</b>	Construction	Fall 2018	Dulles	Blue Ridge	\$12,930,000
Description: This project provides funding to design and construct a new 13,000 - 15,000 square foot Fire & Rescue Station in the Dulles Planning Subarea of the County on a proffered 5-acre site south of Braddock Road and west of Loudoun County Parkway.					
<b>Public Safety Firing Range</b>	Design	Fall 2016	Leesburg	Catoctin	\$21,300,000
Description: This project designs and constructs an indoor firing range facility to provide firearms training for public safety staff. The indoor facility will be constructed on a developer proffered land site owned by the County.					
<b>Sterling Fire &amp; Rescue Station Replacement</b>	Design	Fall 2017	Sterling	Sterling	\$18,421,000
Description: This project provides funding to design and construct a new 22,000 square foot replacement station for the Sterling Volunteer Fire and Rescue Companies.					
<b>Traffic Signal Preemption Devices</b>	Construction	TBD	Countywide	Countywide	\$1,570,000
Description: This project provides funding to equip seventy-six key intersections in the County with traffic signal preemption devices.					
<b>Western Loudoun Sheriff Station</b>	Construction	Summer 2016	Route 7 West	Blue Ridge	\$8,167,700
Description: This project constructs an 8,775 square foot Sheriff Station in the Round Hill area of the County. Located along the Route 7 corridor, the station will replace leased space in the Town of Round Hill.					



HEALTH & WELFARE					
	Phase	Expected Completion Date	Planning Subarea	Election District	Budget
<b>Round Hill Group Residence</b>	Design	Spring 2016	Route 7 West	Blue Ridge	\$1,620,000
Description: This project designs a group residence for construction on a proffered site located 17394 Arrowood Place in the Villages at Round Hill.					
<b>Youth Shelter Renovation</b>	Design	Fall 2016	Leesburg	Catoctin	\$2,000,000
Description: This project provides funding to renovate the original County Youth Shelter located at the Government Support Center site off of Sycolin Road in Leesburg.					
PARKS, RECREATION & CULTURE					
	Phase	Expected Completion Date	Planning Subarea	Election District	Budget
<b>Athletic Field Turf &amp; Irrigation</b>	Construction	Fall 2016	Countywide	Countywide	\$2,100,000
Description: This project funds turf and irrigation upgrades to 25 athletic fields at Elementary and Middle school sites throughout the County to improve playing field conditions.					
<b>Bles Park Restrooms</b>	Construction	Summer 2016	Ashburn	Algonkian	\$281,450
Description: This project provides funding to install a public restroom building in Bles Park.					
<b>Brambleton District Park West</b>	Construction	Fall 2016	Ashburn, Dulles	Dulles, Blue Ridge	\$7,874,900
Description: This project provides for the development of a proffered park site in the Brambleton community. The park will consist of a total of nine athletic fields on approximately 26-acres to the east and 33-acres to the west of Route 659, Belmont Ridge Road. This project adds fencing, paved parking lots, trails, public restrooms and athletic field lighting to the park. Additional proffers will need to be identified in order to complete the western section of the park.					
<b>Claude Moore Park Restrooms &amp; Lights</b>	Construction	TBD	Sterling	Sterling	\$460,505
Description: This project funds the installation of a public restroom building in Claude Moore Park and lights a football field in the active recreation area.					
<b>Dulles Multipurpose Center</b>	Construction	Spring 2017	Dulles	Dulles	\$42,420,000
Description: This project provides funding for the Phase II construction of an approximately 81,300 square feet aquatics and recreation center addition to the Dulles Multipurpose Center located on Riding Center Drive in the South Riding community.					
<b>Edgar Tillett Memorial Park</b>	Construction	Spring 2017	Ashburn	Blue Ridge	\$2,379,405
Description: This project provides for improvements to the 51.5-acre park site off of Belmont Ridge Road near the Broadlands development. The park currently contains two lighted baseball and two lighted softball fields with associated parking. This park project will provide ADA accessible parking and ramps, and construct new public restroom and concession facilities through the utilization of cash proffers.					
<b>E. E. Lake Store</b>	Construction	Spring 2017	Route 7 West	Blue Ridge	\$645,300
Description: This project renovates and stabilizes the circa 1901 E.E. Lake General Store to open the building as a tourist center for hikers and cyclists in the Bluemont community. Included in the work are structural repairs, improvements to address life safety and code compliance, and renovations for ADA accessibility to include public restrooms.					
<b>Lovettsville District Park</b>	Design	Spring 2016	Northwest	Catoctin	\$9,408,520
Description: This project provides for the design and construction of a District Park to serve the Lovettsville area on a 91-acre County-owned site. The park will contain seven athletic fields, restrooms, concessions, maintenance facilities and an					
<b>Lyndora Park Restrooms</b>	Construction	Summer 2016	Ashburn	Dulles	\$535,000
Description: This project funds the installation of a public restroom building in Lyndora Park. This budget includes the value of the land that was proffered.					





PARKS, RECREATION & CULTURE					
	Phase	Expected Completion Date	Planning Subarea	Election District	Budget
<b>Moorefield Station Community Park</b>	Design	Fall 2016	Ashburn	Dulles	\$7,490,000
Description: This project designs and constructs a Community Park co-located on the same site as the Moorefield Elementary School site. The community park will contain two rectangular fields, one diamond field, field lighting, trail and sidewalk network, public restrooms and concessions, and parking.					
<b>Potomac Green Community Park</b>	Design	Summer 2016	Ashburn	Broad Run	\$3,250,000
Description: This project provides funding to provide furnishings and equipment at the Potomac Green Community Park. The park is being constructed by a developer as an in-kind proffer and the 28-acre park site was proffered to the County.					
<b>Scott Jenkins Memorial Park</b> <i>Phase II</i>	Construction	Winter 2017	Route 7 West	Catoctin	\$6,488,000
Description: This project constructs Phase II park amenities which include three small baseball fields, one rectangular athletic field, associated parking, public restrooms and concessions to serve the park.					
<b>Sterling Community Center</b>	Design	TBD	Sterling	Sterling	\$15,502,000
Description: This project provides for the renovation of the community center building including the expansion of community center programming in the current Sterling Library space.					
<b>Sterling Library</b>	Construction	Summer 2016	Sterling	Sterling	\$6,500,000
Description: This project relocates the Sterling Library to a storefront or office space location in the Sterling Community in order to renovate its current location to become a larger Sterling Community Center. This project is part of the Board's adopted Sterling Public Facilities Master Plan.					
<b>Trailside Park Restrooms</b>	Construction	TBD	Ashburn	Ashburn	\$275,000
Description: This project funds the installation of a public restroom building in Trailside Park.					
<b>Waterford Mill</b>	Construction	TBD	Northwest	Catoctin	\$952,900
Description: This project provides for landscaping and scenic beautification along Virginia Scenic Byways at the Waterford Old School site.					
<b>Woodgrove Park Restrooms</b>	Construction	TBD	Route 7 West	Blue Ridge	\$384,500
Description: This project funds the installation of a public restroom building in Woodgrove Park.					
PUBLIC HIGH SCHOOLS					
	Phase	Expected Completion Date	Planning Subarea	Election District	Budget
<b>Freedom High School</b> <i>Addition</i>	Construction	Fall 2015	Dulles	Dulles	\$5,010,000
Description: This project adds ten classrooms to Freedom High School in South Riding. The additional classrooms will increase the student capacity at the high school to 1,846 students.					
<b>Loudoun County High School</b> <i>Stadium</i>	Construction	Fall 2015	Leesburg	Leesburg	\$2,630,000
Description: This project provides upgrades to the Loudoun County High School stadium in Leesburg. The improvements include synthetic turf and new restrooms.					
<b>Riverside High School</b> <i>HS-8</i>	Construction	Fall 2015	Ashburn	Ashburn	\$90,010,000
Description: This project will design and construct an estimated 275,380 square feet high school on a School Board owned site at 19019 Upper Belmont Place in the Lansdowne community. The high school will be designed for an anticipated program capacity of 1,600 students enrolled in grades nine through twelve.					



TRANSPORTATION		Phase	Expected Completion Date	Planning Subarea	Election District	Budget
Allder School Road Paving	Land Acquisition	Summer 2016	Route 7 West	Blue Ridge	\$8,395,500	
	Description: This project provides for the paving of Allder School Road (Route 711) from Woodgrove Road (Route 719) to Hillsboro Road (Route 690). Currently, Allder School Road is unpaved from its intersection with Woodgrove Road to approximately 0.3 miles west of its intersection with Hillsboro Road. The project includes a 21-foot wide, 16-foot long bridge which carries Allder School Road over the South Fork of Catoclin Creek.					
Ashburn Road Sidewalks	Land Acquisition	Fall 2016	Ashburn	Broad Run	\$638,000	
	Description: This project provides funding to design and construct a sidewalk along the eastern side of Ashburn Road between Partlow Road and the W&OD Trail.					
Belmont Ridge Rd - Truro Parish Signal	Construction	Summer 2016	Ashburn	Broad Run, Blue Ridge	\$29,950	
	Description: This project designs a traffic signal to be installed at Belmont Ridge and Truro Parish Drive.					
Claiborne Parkway	Construction	Fall 2017	Ashburn	Dulles	\$7,785,450	
	Description: This project provides funding to design and construct the segment of Claiborne Parkway between Ryan Road and Croson Lane. This is the final section of Claiborne Parkway necessary to complete the road, allowing for a continuous facility from Route 7 to Loudoun County Parkway.					
Croson Lane	Construction	Spring 2017	Ashburn	Broad Run	\$5,653,500	
	Description: This project provides for the construction of Croson Lane from Old Ryan Road to the future Route 772 Metro Station. The road will be designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.					
Crosstrail Boulevard - Segment A2	Construction	Summer 2018	Leesburg	Catoctin	\$19,758,500	
	Description: The project entails the design and construction of Crosstrail Boulevard Segment A2. Segment A2 is from Claudia Drive to Sycolin Road. Crosstrail Boulevard is proposed as a four lane divided highway.					
Edgewater Street & Poland Road Intersection	Design	Spring 2017	Dulles	Dulles	\$950,000	
	Description: This project provides for the construction of a permanent roundabout at the intersection of Edgewater Street and Poland Road. This project will be administered by VDOT.					
Gloucester Parkway	Construction	Summer 2016	Ashburn	Broad Run	\$40,000,000	
	Description: This project designs and constructs a four-lane missing link of Gloucester Parkway between Loudoun County Parkway and Pacific Boulevard. This project is being administered by VDOT as a design-build project.					
Gloucester/Smith Switch/Ashby Ponds Intersection	Construction	Spring 2017	Ashburn	Broad Run	\$478,600	
	Description: This project includes the traffic signal warrant study and the design of a new traffic signal at Gloucester Parkway and Smith Switch Road/Ashby Ponds Boulevard.					
Loudoun County Parkway and Center Street Intersection	Design	Spring 2016	Dulles	Dulles	\$600,000	
	Description: The purpose of this project is to conduct a study to determine safety improvements to mitigate angle crashes at the intersection of Loudoun County Parkway and Center Street.					
Metro Parking Garages	Design	Summer 2016	Ashburn	Broad Run	\$133,000,000	
	Description: This project designs three Metro parking structures to serve the two Metro Silver Line stations in Loudoun County.					





TRANSPORTATION		Expected			
	Phase	Completion Date	Planning Subarea	Election District	Budget
<b>Northstar Boulevard and Ryan Road Intersection</b>	Construction	Fall 2016	Dulles	Blue Ridge	\$534,700
Description: This project includes the installation of a new traffic signal at Northstar Boulevard and Ryan Road.					
<b>Pleasant Valley Dr. &amp; Braddock Rd. Intersection</b>	Construction	Spring 2016	N/A	N/A	\$1,200,000
Description: This project designs and constructs a roundabout at the intersection of Pleasant Valley Drive and Braddock Road in Fairfax County. This project is being administered by VDOT as a design-build project.					
<b>Stone Ridge Park and Ride Lot</b>	Construction	Spring 2017	Dulles	Dulles	\$5,695,400
Description: This project provides funding to design and construct a 300 + space lot on a County owned five acre site on proffered land in the Stone Ridge development.					
<b>Riverside Parkway</b> <i>Loudoun County Parkway to Lexington</i>	Design	Spring 2016	Ashburn	Algonkian	\$15,174,400
Description: This project funds the design and construction of a 4 lane divided road segment between Loudoun County Parkway and Lexington Drive, a new Loudoun Water main along Smith Circle, and a temporary traffic signal at Loudoun County Parkway and George Washington Boulevard.					
<b>Riverside Parkway</b> <i>Lexington Drive to Janelia Farm</i>	Construction	Summer 2018	Ashburn	Ashburn, Algonkian	\$3,750,000
Description: This project constructs the missing link segment of Riverside Parkway/Lexington Drive Extension at Janelia Farm. The missing link segment is proposed as an interim four lane median divided roadway of approximately 1,550 linear feet. The ultimate planned condition is for a six-lane median divided roadway.					
<b>Round Hill to Franklin Park Trail</b>	Land Acquisition	Fall 2016	Route 7 West	Blue Ridge	\$2,639,950
Description: This project involves the construction of sidewalks and a mixed use trail to provide pedestrian and bicycle connectivity between the Town of Round Hill and Franklin Park.					
<b>Route 7 / Ashburn Village Boulevard</b> <i>Interchange</i>	Construction	Summer 2018	Ashburn	Ashburn, Broad Run, Algonkian	\$7,253,450
Description: This project provides cash proffers to the developer of One Loudoun to off-set the costs of utility relocation, storm water management, wetlands mitigation, permitting costs and traffic management plans at the intersection of Route 7 and Ashburn Village Boulevard.					
<b>Route 7 / Route 659</b> <i>Interchange &amp; Widening</i>	Construction	Summer 2018	Ashburn	Ashburn	\$73,129,800
Description: This project provides funding to complete the design and construction of the Route 7/Route 659 Interchange, and the realignment and widening of Belmont Ridge Road (Route 659) from two to four lanes between Route 7 and Gloucester Parkway.					
<b>Route 28 Hot Spot</b>	Construction	TBD	Ashburn, Dulles, Sterling	Broad Run, Dulles	\$12,400,000
Description: This project constructs an additional southbound lane of Route 28 from Sterling Boulevard to the Dulles Toll Road.					
<b>Route 772 Connector Bridge</b>	Design/Build	Winter 2018	Ashburn	Broad Run	\$26,528,400
Description: This project funds the design of the Route 772 Connector Bridge which connects Croson Lane on the western Side of the Greenway to Shellhorn Road on the Eastern side of the Greenway. The bridge is an integral connection to provide access to the planned parking garages for the Dulles Metrorail Station.					



TRANSPORTATION					
	Phase	Expected Completion Date	Planning Subarea	Election District	Budget
<b>Russell Branch Parkway</b>	Construction	Summer 2016	Ashburn	Broad Run	\$6,012,400
Description: This project designs and constructs a section of Russell Branch Parkway between Ashburn Road and Ashburn Village Boulevard.					
<b>Sterling Area Sidewalks</b>	Land Acquisition	Fall 2016	Sterling	Sterling	\$138,450
Description: This project provides for the design and construction of sidewalk improvements in the Sterling Area.					
<b>Sterling Boulevard Beautification</b>	Construction	Summer 2016	Sterling	Sterling	\$286,500
Description: This project installs landscaping along both sides of Sterling Boulevard between Route 7 and E. Holly Avenue. In addition the project scope includes constructing sidewalk and crosswalk connections to provide safe pedestrian movements.					
<b>Sterling Boulevard Sidewalk</b>	Construction	Fall 2016	Sterling	Sterling	\$47,400
Description: This project provides funding to design and construct a missing sidewalk link along the western side of Sterling Boulevard between the Washington & Old Dominion Trail and the Chase Heritage Apartments.					
<b>Tall Cedars Parkway</b>	Construction	Winter 2018	Dulles	Dulles	\$11,675,800
Description: This project designs and constructs a four lane section of Tall Cedars Parkway between Pinebrook Road and Gum Springs Road, completing the full connection of Tall Cedars Parkway from the East Gate development through the Stone Ridge development in the Dulles Planning Subarea. The project also provides for the construction of a half-section of Tall Cedars Parkway between Pinebrook Road and Riding Center Drive.					
<b>Tall Cedars Parkway and Poland Road Intersection</b>	Construction	Fall 2016	Dulles	Dulles	\$625,000
Description: This project includes the installation of a new traffic signal and a westbound turn-lane on Tall Cedars Parkway to southbound Poland Road.					
<b>Traffic Signal Emergency Backup System</b>	Design	Spring 2016	Countywide	Countywide	\$865,000
Description: This project provides funding to equip specific, high priority traffic volume intersections in the County with backup, emergency power to keep key traffic signals in operation in the event of a prolonged widespread power outage.					
<b>Waxpool Road</b>	Construction	Fall 2016	Ashburn	Ashburn, Broad Run	\$5,486,000
Description: This project designs and constructs a four-lane section of Waxpool Road between Faulkner Parkway and Unbridled Way in the Ashburn Planning Subarea of the County. The project also includes the installation of a traffic signal at the intersection of Waxpool Road and Ashburn Village Parkway.					
<b>Waxpool Road Intersection Improvements</b>	Land Acquisition	Fall 2016	Ashburn	Broad Run	\$7,400,000
Description: This project designs and constructs intersection improvements and turn lanes at Waxpool Road and Pacific Boulevard, and Waxpool Road and Broderick Drive.					

The Expected Completion Date is subject to change. The expected completion date reported for these projects is based upon information provided in the FY 2016, Third Quarter CIP Project Status Report provided to the Board's Finance, Government Operations and Economic Development Committee Meeting on April 12, 2016.



# County Capital Projects

## Contents

Administration	10-7
General Government	10-11
Health and Welfare	10-21
Parks, Recreation and Culture	10-27
Public Safety	10-41





## County CAPITAL PROJECTS

### TABLE OF CONTENTS

<b>Administration Projects Summary</b>	<b>10-7</b>
Land Acquisition Fund .....	10-09
Major Computer Systems .....	10-10
<b>General Government Projects Summary</b>	<b>10-11</b>
Capital Project Management .....	10-13
Consolidated Shops and Warehouse .....	10-14
General Government Office Space .....	10-15
General Government Office Space Purchase .....	10-16
County Landfill Reclamation Project .....	10-17
County Landfill Sequence V Closure .....	10-18
Storm Water Management .....	10-19
Water/ Wastewater Fund .....	10-20
<b>Health and Welfare Projects Summary</b>	<b>10-21</b>
Adolescent Independent Living Residence .....	10-23
DS Group Residence - Eastern Loudoun .....	10-24
DS Group Residence - Purcellville .....	10-25
<b>Parks, Recreation and Culture Projects Summary</b>	<b>10-27</b>
Ashburn Recreation and Community Center .....	10-29
Ashburn Senior Center .....	10-30
Brambleton Library .....	10-31
Claude Moore Recreation Pool Seating Expansion .....	10-32
Fields Farm Park .....	10-33
Franklin Park to Purcellville Trail .....	10-34
Hal and Berni Hanson Regional Park .....	10-35
Lovettsville Community Center Replacement .....	10-36
STEM Library .....	10-37
Town of Leesburg - Veteran's Park .....	10-38
Town of Round Hill - Sleeter Lake Park .....	10-39



## County CAPITAL PROJECTS

### TABLE OF CONTENTS

<b>Public Safety Projects Summary</b>	<b>10-41</b>
Courts Complex Phase III .....	10-43
Fire and Rescue Capital Apparatus .....	10-44
Fire and Rescue Station #04 - Round Hill Station Replacement .....	10-45
Fire and Rescue Station #07 - Aldie Station Replacement .....	10-46
Fire and Rescue Station #08 - Philomont Station Replacement .....	10-47
Fire and Rescue Station #10 - Lucketts Station Replacement .....	10-48
Fire and Rescue Station #12 - Lovettsville Station Replacement .....	10-49
Fire and Rescue Station #20 - Leesburg VFC Station Expansion .....	10-50
Fire and Rescue Station #28 - Leesburg South Station .....	10-51
Fire and Rescue Station #29 - Route 606 .....	10-52
Fire and Rescue Training Academy Expansion .....	10-53
Fire and Rescue Training Tower .....	10-54
Fire and Rescue Vehicle Annex .....	10-55
Juvenile Detention Center Phase I .....	10-56
Juvenile Detention Center Phase II .....	10-57



## Capital Improvement Program by Functional Area

## Schedule of Appropriations

Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP	Total
<b>General Capital Projects Fund</b>												
<b>Budgetary Cost</b>												
Administration		306,317	0	1,000	1,480	13,500	0	0	15,980	0		322,297
General Government		140,734	23,463	20,690	18,540	26,845	21,845	19,125	130,508	308,595		579,837
Health and Welfare		0	0	2,025	0	0	0	2,375	4,400	6,145		10,545
Parks, Recreation and Culture		18,700	43,693	95,095	0	7,100	13,250	69,800	228,938	0		247,638
Public Safety		188,198	81,840	7,000	4,900	27,260	19,280	12,340	152,620	54,020		394,838
Transportation		249,214	124,286	90,448	107,824	158,391	112,581	129,160	722,690	120,904		1,092,808
Budgetary Cost		903,163	273,282	216,258	132,744	233,096	166,956	232,800	1,255,136	489,664		2,647,963
<b>Funding Source</b>												
Local Tax Funding		204,554	20,758	18,710	21,190	22,785	25,345	22,125	130,913	85,685		421,152
Local Tax Funding - Roads		18,935	15,000	15,000	15,000	15,000	15,000	15,000	90,000	6,600		115,535
Fund Balance		88,794	10,000	0	0	0	0	0	10,000	0		98,794
General Obligation Bonds		93,865	41,180	72,435	15,900	69,520	40,530	108,440	348,005	326,235		768,105
Lease Revenue Financing		258,968	69,735	8,005	1,830	35,890	3,500	2,375	121,335	11,340		391,643
State Grant		36,593	500	500	500	500	500	500	3,000	2,000		41,593
CMAQ		-	3,821	0	3,440	0	0	5,400	12,661	0		12,661
RSTP		10,122	12,422	0	1,976	8,201	9,700	4,500	36,799	0		46,921
State Revenue Sharing		15,831	10,000	10,000	10,000	10,000	10,000	10,000	60,000	5,375		81,206
NVTA 70% Regional		57,564	38,760	43,881	45,040	50,239	43,480	44,763	266,163	31,800		355,527
NVTA 30% Local		36,486	16,405	16,878	17,368	17,877	18,401	18,944	105,873	18,629		160,988
Cash Proffers		19,152	33,391	30,349	0	2,584	0	253	66,577	0		85,729
In Kind Proffers		51,409	0	0	0	0	0	0	0	0		51,409
Fees		1,471	1,310	500	500	500	500	500	3,810	2,000		7,281
Local Gasoline Tax		4,284	0	0	0	0	0	0	0	0		4,284
Proceeds from Land Sale		5,135	0	0	0	0	0	0	0	0		5,135
Total Funding Source		903,163	273,282	216,258	132,744	233,096	166,956	232,800	1,255,136	489,664		2,647,963







# County Capital Projects Administration



**Capital Improvement Program by Functional Area  
Schedule of Appropriations**

Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
<b>Administration</b>											
<b><u>Projects</u></b>											
Land Acquisition Fund		247,317	-	1,000	1,480	1,500	-	-	3,980	-	251,297
Major Computer Systems		59,000	-	-	-	12,000	-	-	12,000	-	71,000
Budgetary Cost		306,317	-	1,000	1,480	13,500	-	-	15,980	-	322,297
<b><u>Funding Source</u></b>											
Local Tax Funding		95,316	-	1,000	1,000	1,500	-	-	3,500	-	98,816
Fund Balance		76,934	-	-	-	-	-	-	-	-	76,934
General Obligation Bonds		52,475	-	-	-	-	-	-	-	-	52,475
Lease Revenue Financing		23,730	-	-	480	12,000	-	-	12,480	-	36,210
Proffers (Cash)		1,855	-	-	-	-	-	-	-	-	1,855
Proffers (In-Kind)		51,409	-	-	-	-	-	-	-	-	51,409
State Capital Assistance		4,598	-	-	-	-	-	-	-	-	4,598
Total Funding Source		306,317	-	1,000	1,480	13,500	-	-	15,980	-	322,297



## Land Acquisition Fund

### Project Description

To develop the facilities in the Capital Plan, the County utilizes land sites already owned by the County and the Loudoun County School Board, proffered land sites planned to be dedicated to the County, and sites that need to be acquired. This project page outlines the projects where land sites still need to be acquired to develop facilities in the six-year CIP timeframe.

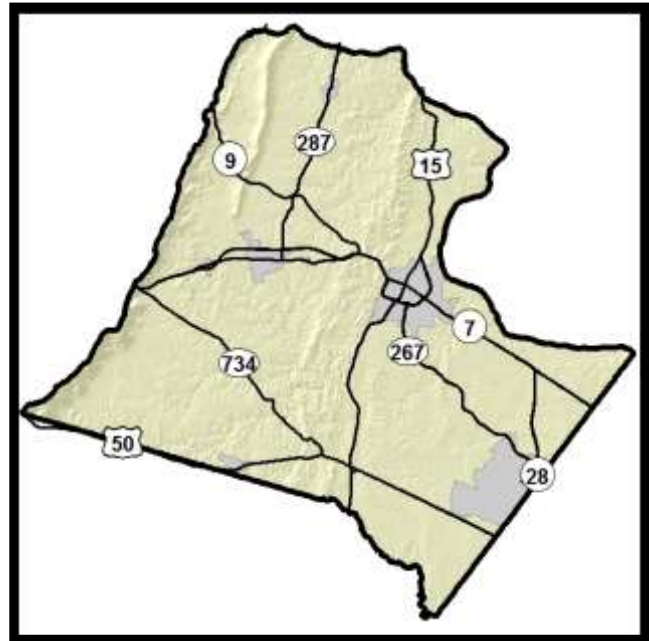
During the FY 2017 - FY 2022 capital planning period, site acquisitions are planned for the following facilities:

FY 2018 Courts Complex  
 FY 2019 Eastern DS Group Residence, Courts Complex  
 FY 2020 Courts Complex

Operational expenses required to support the County's land acquisition program are shown as part of the Capital Project Management budget page.

### Funding Plan

This project is funded using local tax funding and lease revenue financing.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land Acquisition - County Projects	118,435	-	1,000	1,480	1,500	-	-	3,980	-	122,415
Land Acquisition - School Projects	128,882	-	-	-	-	-	-	-	-	128,882
Total Cost	247,317	-	1,000	1,480	1,500	-	-	3,980	-	251,297
Local Tax Funding	94,216	-	1,000	1,000	1,500	-	-	3,500	-	97,716
Fund Balance	36,934	-	-	-	-	-	-	-	-	36,934
General Obligation Bonds	52,475	-	-	-	-	-	-	-	-	52,475
Lease Revenue Financing	5,830	-	-	480	-	-	-	480	-	6,310
Proffers (Cash)	1,855	-	-	-	-	-	-	-	-	1,855
Proffers (In-Kind)	51,409	-	-	-	-	-	-	-	-	51,409
State Capital Assistance	4,598	-	-	-	-	-	-	-	-	4,598
Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
Total Financing	247,317	-	1,000	1,480	1,500	-	-	3,980	-	251,297
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
Debt Service		-	-	12	48	47	46	153		
Total Impact		-	-	12	48	47	46	153		



## Major Computer Systems

### Project Description

This project plans for the acquisition or replacement of major computer systems that cost more than \$500,000 per system. Prior to FY 2012, both major and minor computer system replacements were treated as a component part of the Capital Asset Preservation Program (CAPP), a sub fund within the Capital Projects Fund. In November of 2010, to accurately capitalize costs, the major computer systems currently being acquired were reclassified from the CAPP to the Capital Improvement Program (CIP) as a Capital Fund allocation.

Planned major computer systems acquisitions include costs related to Microsoft system upgrades, Public Safety Microwave system replacement, and the replacement of Public Safety non-handheld radios.

The annual cost for incremental operations and maintenance as a result of these projects will be incorporated into the Department of Information Technology's base operating budget.

### Funding Plan

This project is funded using lease revenue financing.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	59,000	-	-	-	12,000	-	-	12,000	-	71,000
<b>Total Cost</b>	<b>59,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,000</b>	<b>-</b>	<b>-</b>	<b>12,000</b>	<b>-</b>	<b>71,000</b>
Local Tax Funding	1,100	-	-	-	-	-	-	-	-	1,100
Fund Balance	40,000	-	-	-	-	-	-	-	-	40,000
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	17,900	-	-	-	12,000	-	-	12,000	-	29,900
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Proffers (In-Kind)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>59,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,000</b>	<b>-</b>	<b>-</b>	<b>12,000</b>	<b>-</b>	<b>71,000</b>
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
Debt Service		38	148	144	441	1,322	1,288	3,381		
<b>Total Impact</b>		<b>38</b>	<b>148</b>	<b>144</b>	<b>441</b>	<b>1,322</b>	<b>1,288</b>	<b>3,381</b>		



# County Capital Projects General Government



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
<b>General Government</b>											
<b>Projects</b>											
Capital Project Management		60,648	8,868	8,835	9,080	9,335	9,535	9,945	55,598	41,985	158,231
Consolidated Shops & Warehouse		31,000	-	-	-	4,000	3,500	-	7,500	-	38,500
General Office Space Purchase		5,965	7,635	-	-	-	-	-	7,635	-	13,600
General Office Space - Sycolin Rd		-	-	-	-	-	-	-	-	234,910	234,910
Landfill Debt Service		1,471	1,310	-	-	-	-	-	1,310	-	2,781
Landfill Reclamation Project		15,500	-	5,980	-	-	-	-	5,980	-	21,480
Landfill Sequence V Closure		-	-	-	1,350	5,060	-	-	6,410	-	6,410
Storm Water Management		25,850	3,500	3,675	5,860	6,150	6,460	6,780	32,425	21,600	79,875
Water/Wastewater Fund		300	2,150	2,200	2,250	2,300	2,350	2,400	13,650	10,100	24,050
Budgetary Cost		140,734	23,463	20,690	18,540	26,845	21,845	19,125	130,508	308,595	579,837
<b>Funding Source</b>											
Local Tax Funding		96,098	14,518	14,710	17,190	17,785	18,345	19,125	101,673	73,685	271,456
Fund Balance		700	-	-	-	-	-	-	-	-	700
General Obligation Bonds		-	-	-	-	-	-	-	-	234,910	234,910
Lease Revenue Financing		41,665	7,635	5,980	1,350	9,060	3,500	-	27,525	-	69,190
Proffers (Cash)		800	-	-	-	-	-	-	-	-	800
Fees		1,471	1,310	-	-	-	-	-	1,310	-	2,781
Total Funding Source		140,734	23,463	20,690	18,540	26,845	21,845	19,125	130,508	308,595	579,837



## Capital Project Management

### Project Description – C00030, C02011

Capital Project Management is provided by several County departments, with the Department of Transportation and Capital Infrastructure functioning as the primary staff contact for matters relating to the County's capital projects including land acquisition, planning, budgeting, design, engineering, construction management and project support.

Resources in the Office of the County Attorney and the Department of Finance and Procurement also provide support to the County's capital projects. These resources are included as part of the Capital Project Management budget.

Additional information on the Department of Transportation and Capital Infrastructure, the Office of the County Attorney, and the Department of Finance and Procurement may be found in the operating budget section of this document.

Due to the high volume of design and construction projects, the County has added local tax funding from FY 2017 to FY 2022 to hire consulting services from private firms to help deliver construction projects on time.

The Capital Plan also includes annual local tax funding to maintain a sustainable capital project contingency commensurate with a \$2 billion capital financing plan.



### Funding Plan

Capital Project Management is funded using local tax funding and is utilized to meet the Board of Supervisors' 10% Pay As You Go financing policy in the Capital Improvement Program.

Capital (\$ in 1000s)	Prior							6 Year	Future	Project
	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Professional Services	6,763	1,000	750	750	750	750	750	4,750	3,000	14,513
Transfer to General Fund	32,094	5,868	6,085	6,330	6,585	6,785	7,195	38,848	30,985	101,927
CIP Contingency	1,400	2,000	2,000	2,000	2,000	2,000	2,000	12,000	8,000	21,400
Operating Support (Staffing)	20,391	-	-	-	-	-	-	-	-	20,391
Operations & Maintenance	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>60,648</b>	<b>8,868</b>	<b>8,835</b>	<b>9,080</b>	<b>9,335</b>	<b>9,535</b>	<b>9,945</b>	<b>55,598</b>	<b>41,985</b>	<b>158,231</b>
Local Tax Funding	60,448	8,868	8,835	9,080	9,335	9,535	9,945	55,598	41,985	158,031
Fund Balance	200	-	-	-	-	-	-	-	-	200
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>60,648</b>	<b>8,868</b>	<b>8,835</b>	<b>9,080</b>	<b>9,335</b>	<b>9,535</b>	<b>9,945</b>	<b>55,598</b>	<b>41,985</b>	<b>158,231</b>



## Consolidated Shops and Warehouse Facility

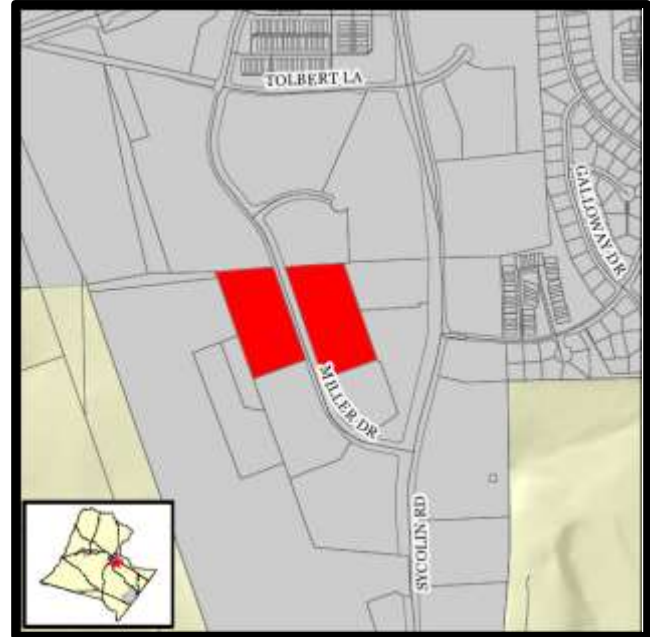
### Project Description – C02071

The Consolidated Shops and Warehouse Facility will provide storage and warehouse space for all County Government departments; eliminating the use of leased warehouse, shop and storage space spread throughout the County, and centralize all storage and warehouse functions into one facility. The facility will provide functional, secure warehousing space for Fire, Rescue and Law Enforcement equipment, surplus materials awaiting disposition, technician shops for the outfitting of emergency response vehicles, and inside storage/shop space areas for technicians providing for countywide mechanical, building and security systems. Public Works infrastructure maintenance crews will use part of the facility for work and support space, outside material staging areas, and storage areas for protective equipment. In addition, the facility will also house the County's surplus store, providing storage for high value items, and climate controlled space for archived records.

Project appropriations include \$24,500,000 from a prior fiscal year to purchase existing facilities at 750 and 751 Miller Drive totaling 176,250 square feet, and \$6,500,000 to provide initial renovations of the space not occupied by leases from non-County tenants. The County is also using a portion of the renovation appropriations to buildout the Fire and Rescue CPAT Center, Public Safety Health and Wellness Center, within a portion of the 751 Miller Drive facility. An additional \$4,000,000 is planned in FY 2020 and \$3,500,000 in FY 2021 to renovate all remaining space vacated by current tenants as their leases within the facility expire.

### Funding Plan

This project is funded using local tax funding and lease revenue financing.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	24,500	-	-	-	-	-	-	-	-	24,500
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	6,500	-	-	-	4,000	3,500	-	7,500	-	14,000
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>31,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,000</b>	<b>3,500</b>	<b>-</b>	<b>7,500</b>	<b>-</b>	<b>38,500</b>
Local Tax Funding	10,000	-	-	-	-	-	-	-	-	10,000
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	21,000	-	-	-	4,000	3,500	-	7,500	-	28,500
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>31,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,000</b>	<b>3,500</b>	<b>-</b>	<b>7,500</b>	<b>-</b>	<b>38,500</b>

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
O&M	955	965	974	984	993	1,003	5,873
Debt Service	-	-	-	100	483	731	1,314
<b>Total Impact</b>	<b>955</b>	<b>965</b>	<b>974</b>	<b>1,084</b>	<b>1,476</b>	<b>1,734</b>	<b>7,187</b>





## General Government Office Space

### Project Description

This project proposes to provide funding to design and construct up to 425,000 square feet of new County government office space at the Government Support Center site along Sycolin Road in the Leesburg Planning Subarea in a future fiscal year, and provide funding to acquire a Community Services Center in eastern Loudoun.

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 acquisition of an appropriate Community Service Center in Eastern Loudoun sufficient to deliver satellite public services to include the Commissioner of Revenue, Treasurer, Family Services, Health Department, Workforce Resources, and Mental Health and Substance Abuse and Developmental Services. 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.

### Funding Plan

This project is funded in a future fiscal year.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	30,220	30,220
Construction	-	-	-	-	-	-	-	-	186,240	186,240
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	18,450	18,450
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	-	-	234,910	234,910
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	234,910	234,910
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	-	-	234,910	234,910



## General Government Office Space Purchase

### Project Description – C02119

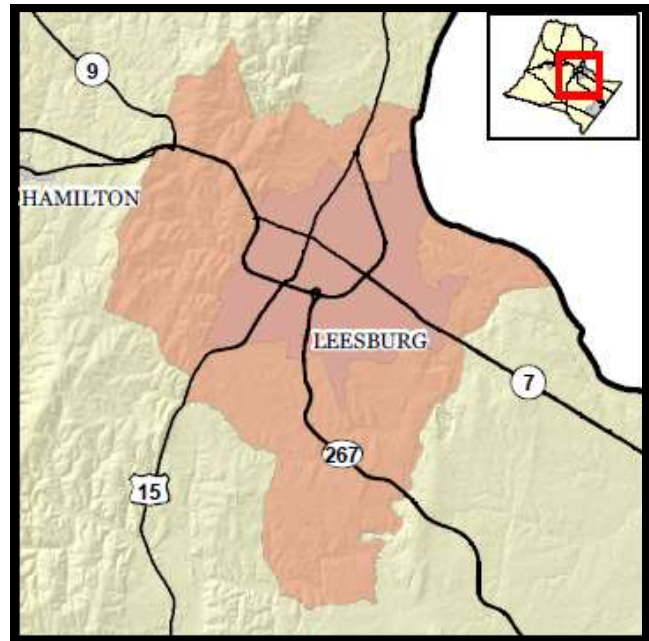
This project proposes to acquire 67,000 square feet of office space in two separate building purchases for County government office space needs in the Leesburg Planning Subarea.

The Board directed staff to develop a Government Office Space Transition Strategy, which includes the acquisition of existing office or commercial buildings in specific areas of the County that provide synergy between the County seat in Leesburg and high population densities in eastern Loudoun. The acquisitions acquire facilities in a targeted area of the County, and allow the County to move current County operations out of leased space into owned space, at a significant long-term cost savings to the County.

Project appropriations include \$5,165,000 in lease revenue financing and \$800,000 in cash proffer interest in prior fiscal year appropriations to purchase one of the buildings, and provide an earnest deposit on the other, and \$7,635,000 in lease revenue financing to purchase the second building and renovate the existing space in FY 2017.

### Funding Plan

This project is funded using lease revenue financing and cash proffer interest.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	5,965	7,635	-	-	-	-	-	7,635	-	13,600
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>5,965</b>	<b>7,635</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,635</b>	<b>-</b>	<b>13,600</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	5,165	7,635	-	-	-	-	-	7,635	-	12,800
Proffers (Cash)	800	-	-	-	-	-	-	-	-	800
Fees	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>5,965</b>	<b>7,635</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,635</b>	<b>-</b>	<b>13,600</b>
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
O&M		363	367	370	374	378	381	2,232		
Debt Service		-	810	790	770	749	729	3,848		
<b>Total Impact</b>		<b>363</b>	<b>1,177</b>	<b>1,160</b>	<b>1,144</b>	<b>1,127</b>	<b>1,110</b>	<b>6,080</b>		



## Landfill Reclamation Project

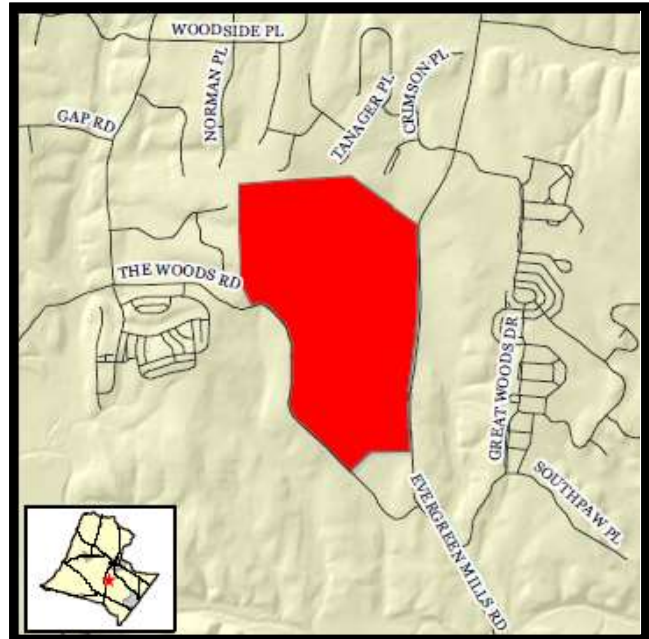
### Project Description – C00214

This reclamation project is a voluntary remediation of the oldest, un-lined portion of the County Landfill, which is located in the middle of the existing landfill between Phases I and II.

This existing, unlined area is the accepted source of pollutants in facility groundwater and poses a future remediation liability. This project consists of first removing solid waste and cover soil from the earliest disposal areas within the facility. Following the removal and relocation of the waste to other lined areas of the landfill, the reclaimed site would then be lined per current regulatory standards and used for new disposal operations. Fees generated by the additional capacity gained from the reclamation will offset the majority of costs associated with the project.

The anticipated benefits of executing this project are to: 1. remove the source of groundwater contamination at the landfill; 2. remediate current groundwater contamination; and 3. gain cost effective, new landfill capacity without expanding the disposal footprint or constructing new infrastructure. This project is anticipated to be phased over a multi-year period utilizing contracted services.

The Department of General Services manages the Loudoun County Solid Waste Management Facility (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. No additional operational resources are required for the reclamation project.



### Funding Plan

This project is funded using lease revenue financing.

Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	15,500	-	5,980	-	-	-	-	5,980	-	21,480
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>15,500</b>	<b>-</b>	<b>5,980</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,980</b>	<b>-</b>	<b>21,480</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	15,500	-	5,980	-	-	-	-	5,980	-	21,480
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>15,500</b>	<b>-</b>	<b>5,980</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,980</b>	<b>-</b>	<b>21,480</b>

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
O&M	-	-	-	-	-	-	-
Debt Service	150	718	1,208	1,661	1,841	1,792	7,370
<b>Total Impact</b>	<b>150</b>	<b>718</b>	<b>1,208</b>	<b>1,661</b>	<b>1,841</b>	<b>1,792</b>	<b>7,370</b>



## Landfill Sequence V Closure

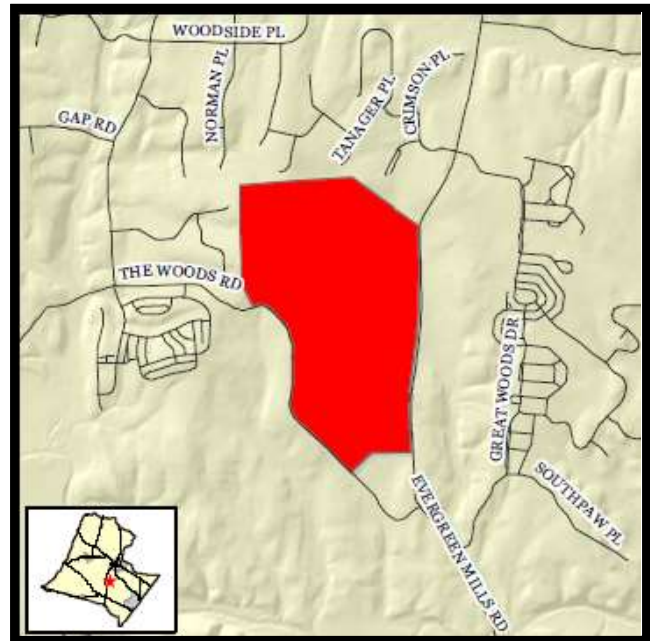
### Project Description

This project funds the engineering, design and construction of the final cap and closure of a 15-acre site at the Loudoun County Landfill Disposal Unit. Closure of the Loudoun County Landfill disposal unit was initially proposed in four sequences. To minimize erosion and to improve storm water management controls, the fourth sequence closure was divided into two smaller projects, Sequence IV and Sequence V.

The Department of General Services manages the Loudoun County Solid Waste Management Facility (Landfill). Closure operations and maintenance costs include maintenance of closed, lined and capped disposal space, erosion control structures and environmental monitoring in accordance with approved permit conditions, closure plan requirements and State regulations. No additional operational resources are required for the closure project.

### Funding Plan

This project is funded using lease revenue financing.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	1,350	-	-	-	1,350	-	1,350
Construction	-	-	-	-	5,060	-	-	5,060	-	5,060
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	1,350	5,060	-	-	6,410	-	6,410
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	1,350	5,060	-	-	6,410	-	6,410
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	1,350	5,060	-	-	6,410	-	6,410
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
O&M		-	-	-	-	-	-	-		
Debt Service		-	-	34	262	629	618	1,543		
<b>Total Impact</b>		-	-	34	262	629	618	1,543		



## Storm Water Management

### Project Description – C00003

As part of its standard operating regimen, the County routinely updates its storm water infrastructure inventory as facilities are added through new development. The County has developed and implemented an overall storm water management program to meet 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.

These capital funds support the restoration and management of storm water infrastructure the County identified in the storm water management strategic plan. 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.

Beginning in FY 2019 and extending over a ten year period, additional funding is required to support the County's State and Federal TMDL (Total Maximum Daily Load) and MS4 (Municipal Separate Storm Sewer System) Chesapeake Bay requirements. The TMDL was issued by the EPA and is a mandate on the bay states. The Phase II Watershed Implementation Plan (WIP) was Virginia's answer to the EPA requirement. The County's Phase II WIP study was completed in 2012. Loudoun's share of the WIP requirement would be \$20 million (2012 dollars) in storm water retrofit projects by 2028. The increase in CIP funding is needed to meet that requirement.



### Funding Plan

This project is funded using local tax funding.

	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	25,850	-	-	-	-	-	-	-	-	25,850
Construction	-	3,500	3,675	5,860	6,150	6,460	6,780	32,425	21,600	54,025
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>25,850</b>	<b>3,500</b>	<b>3,675</b>	<b>5,860</b>	<b>6,150</b>	<b>6,460</b>	<b>6,780</b>	<b>32,425</b>	<b>21,600</b>	<b>79,875</b>
Local Tax Funding	25,350	3,500	3,675	5,860	6,150	6,460	6,780	32,425	21,600	79,375
Fund Balance	500	-	-	-	-	-	-	-	-	500
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>25,850</b>	<b>3,500</b>	<b>3,675</b>	<b>5,860</b>	<b>6,150</b>	<b>6,460</b>	<b>6,780</b>	<b>32,425</b>	<b>21,600</b>	<b>79,875</b>
<b>Operating Impact (\$ in 1000s)</b>		<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>Total</b>		
O&M		336	349	362	375	388	401	2,211		
Debt Service		-	-	-	-	-	-	-		
<b>Total Impact</b>		<b>336</b>	<b>349</b>	<b>362</b>	<b>375</b>	<b>388</b>	<b>401</b>	<b>2,211</b>		





## Water/Wastewater Fund

### Project Description – C02091

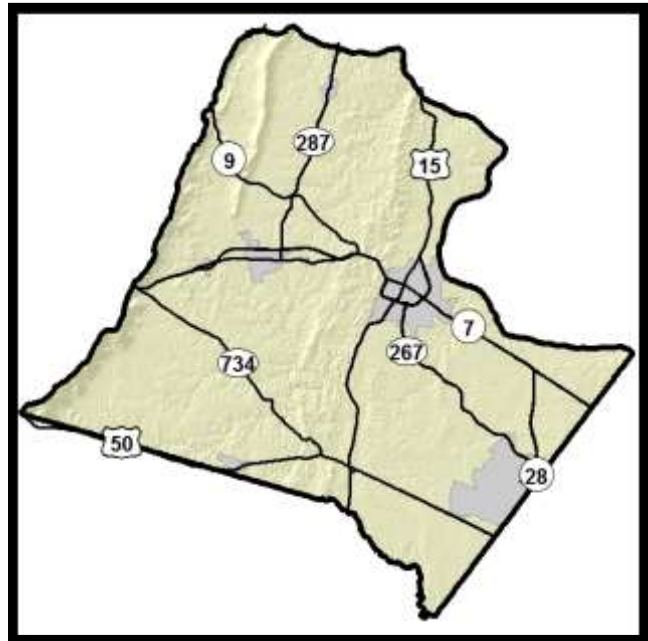
In 2007, the Board of Supervisors directed staff to develop a Water and Wastewater Needs Assessment to identify communities in Loudoun County with water and/or wastewater issues. The Needs Assessment identified 36 at-risk communities in the County and was completed in 2010. In 2012, the Board of Supervisors approved the Needs Assessment Implementation Work Plan, which included a plan to develop a process to prioritize and fund communities for County assistance. In 2015, the Board of Supervisors approved the Water and Wastewater Funding Policy which established a Capital Fund to pay for community water and wastewater solutions for at-risk communities.

This project funds water and wastewater feasibility studies, designs, construction costs and utility connections for at-risk communities throughout the County, based on a community's ability to pay.

No operating expenses will be incurred during the six-year CIP planning period.

### Funding Plan

This project is funded using local tax funding.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	300	310	325	340	350	365	380	2,070	1,670	4,040
Construction	-	1,840	1,875	1,910	1,950	1,985	2,020	11,580	8,430	20,010
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>300</b>	<b>2,150</b>	<b>2,200</b>	<b>2,250</b>	<b>2,300</b>	<b>2,350</b>	<b>2,400</b>	<b>13,650</b>	<b>10,100</b>	<b>24,050</b>
Local Tax Funding	300	2,150	2,200	2,250	2,300	2,350	2,400	13,650	10,100	24,050
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>300</b>	<b>2,150</b>	<b>2,200</b>	<b>2,250</b>	<b>2,300</b>	<b>2,350</b>	<b>2,400</b>	<b>13,650</b>	<b>10,100</b>	<b>24,050</b>



# County Capital Projects Health and Welfare



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Health and Welfare											
Projects											
Adolescent Independent Living Residence		-	-	-	-	-	-	-	-	6,145	6,145
DS Group Residence - Eastern Loudoun		-	-	-	-	-	-	2,375	2,375	-	2,375
DS Group Residence - Purcellville		-	-	2,025	-	-	-	-	2,025	-	2,025
Budgetary Cost		-	-	2,025	-	-	-	2,375	4,400	6,145	10,545
Funding Source											
Lease Revenue Financing		-	-	2,025	-	-	-	2,375	4,400	6,145	10,545
Total Funding Source		-	-	2,025	-	-	-	2,375	4,400	6,145	10,545





## Adolescent Independent Living Residence

### Project Description

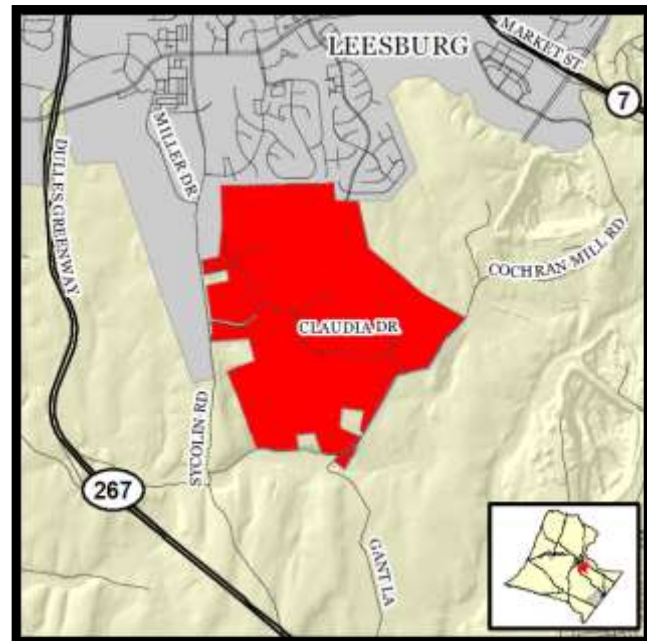
This project provides for the construction of a 9,000 square foot building with a 12 bed capacity to serve youth, ages 16 to 21, which have no realistic expectation of returning to their home environment.

The program will place an emphasis on preparing youth for living independently within the community. The program will address key areas such as: housing, vocational/educational services, independent living skills, and/or community networking. It is anticipated that youth participating in this program will be referred primarily from Foster Care, Child Protective Services, and Family Connections.

The facility will be operated by the Department of Family Services and is proposed to be located at the County Government Support Center off of Sycolin Road in the Leesburg Planning Subarea.

### Funding Plan

This project is funded using lease revenue financing in a future fiscal year.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	840	840
Construction	-	-	-	-	-	-	-	-	4,665	4,665
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	640	640
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	-	-	6,145	6,145
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	6,145	6,145
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	-	-	6,145	6,145



## Developmental Services Group Residence – Eastern Loudoun

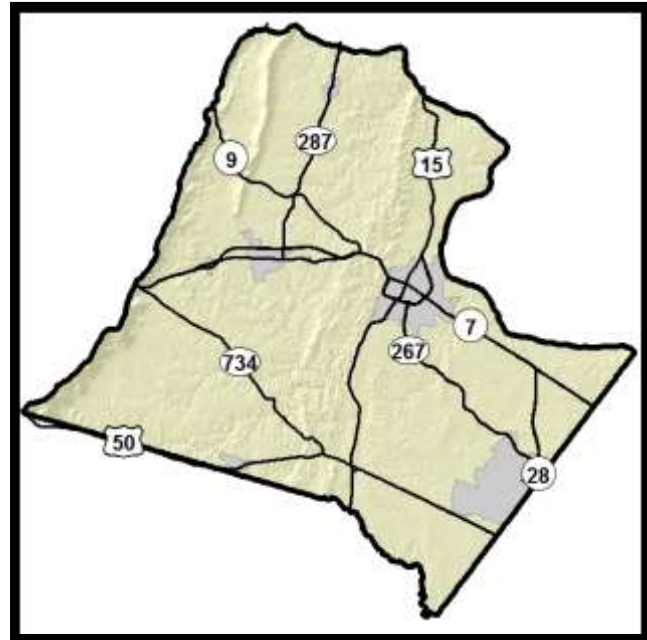
### Project Description

The Department of Mental Health, Substance Abuse and Developmental Services' Residential Services Division provides long term residential support including training, supervision and individualized assistance with daily living and community access. The residential group home system is a mix of County owned and operated, and private vendor operated residences. The group home team develops and implements a person centered support plan with input from the individual resident, family and/or guardian and friends, while providing coordination of all medical, behavioral, mental health and therapeutic services as needed. Each program is operated 24 hours a day, 7 days a week. Much of the funding for the residential group home system comes from the Medicaid Home and Community Based Waiver program.

This project involves the design and construction of a single level, 3,400 square foot house in Eastern Loudoun to serve four to five clients with associated staff office space. This would be a County owned residence but client services are proposed to be contracted to a private vendor.

### Funding Plan

This project is funded using lease revenue financing.

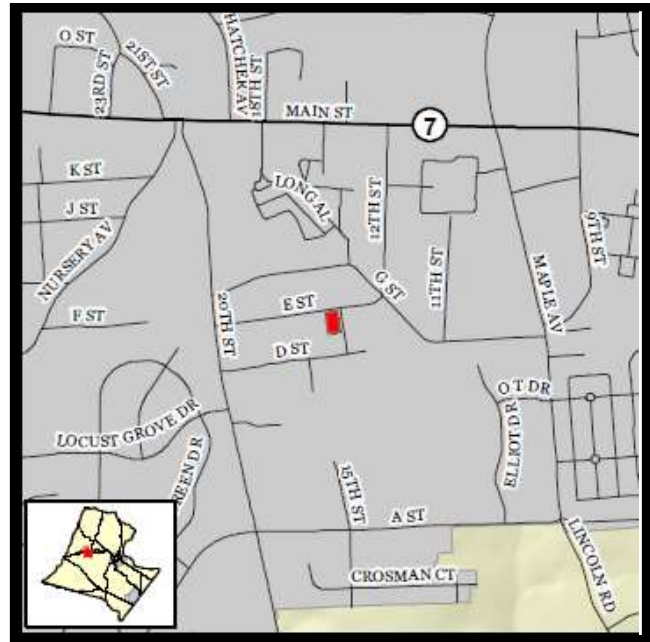


	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	2,375	2,375	-	2,375
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	2,375	2,375	-	2,375
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	2,375	2,375	-	2,375
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	2,375	2,375	-	2,375
<b>Operating Impact (\$ in 1000s)</b>										
O&M		-	-	-	-	-	-	-	-	-
Debt Service		-	-	-	-	-	59	59		
<b>Total Impact</b>		-	-	-	-	-	59	59		

## Project Description

This project involves the demolition of an existing Developmental Services Group Residence in the Town of Purcellville, and the design and construction of an enlarged barrier free, ADA compliant Group Residence in its place. The Group Residence would total approximately 3,400 square feet, and is planned to serve four to five clients with associated staff office space. This would be a County owned residence but client services are proposed to be contracted to a private vendor. Existing staff and clients at this facility will be transferred to the new DS Group Residence in Round Hill to accommodate the construction of the new facility.

This project is funded using lease revenue financing.

Health and Welfare





# County Capital Projects Parks, Recreation and Culture



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Parks, Recreation and Culture											
Projects											
Ashburn Recreation and Community Center	-	9,680	61,250	-	-	-	-	-	70,930	-	70,930
Ashburn Senior Center	-	8,285	-	-	-	-	-	-	8,285	-	8,285
Brambleton Library	-	-	-	-	-	7,100	-	-	7,100	-	7,100
Claude Moore Rec Center Pool Expansion	-	-	2,000	-	-	-	-	-	2,000	-	2,000
Fields Farm Park	1,860	-	-	-	-	-	3,350	23,700	27,050	-	28,910
Franklin Park to Purcellville Trail	520	-	-	-	-	-	-	5,000	5,000	-	5,520
Hal and Berni Hanson Regional Park	8,940	23,555	31,845	-	-	-	-	-	55,400	-	64,340
Lovettsville Community Center Replacement	7,380	2,000	-	-	-	-	-	-	2,000	-	9,380
STEM Library	-	-	-	-	-	-	5,900	41,100	47,000	-	47,000
Town of Leesburg - Veteran's Park	-	-	-	-	-	-	4,000	-	4,000	-	4,000
Town of Round Hill - Sleeter Lake Park	-	173	-	-	-	-	-	-	173	-	173
Budgetary Cost		18,700	43,693	95,095	-	7,100	13,250	69,800	228,938	-	247,638
Funding Source											
Local Tax Funding		1,110	-	-	-	-	4,000	-	4,000	-	5,110
Fund Balance		3,360	-	-	-	-	-	-	-	-	3,360
General Obligation Bonds		-	9,680	66,435	-	-	9,250	69,800	155,165	-	155,165
Lease Revenue Financing		5,380	2,000	-	-	7,030	-	-	9,030	-	14,410
Proffers (Cash)		3,850	32,013	28,660	-	70	-	-	60,743	-	64,593
Proceeds from Land Sale		5,000	-	-	-	-	-	-	-	-	5,000
Total Funding Source		18,700	43,693	95,095	-	7,100	13,250	69,800	228,938	-	247,638



## Ashburn Recreation and Community Center

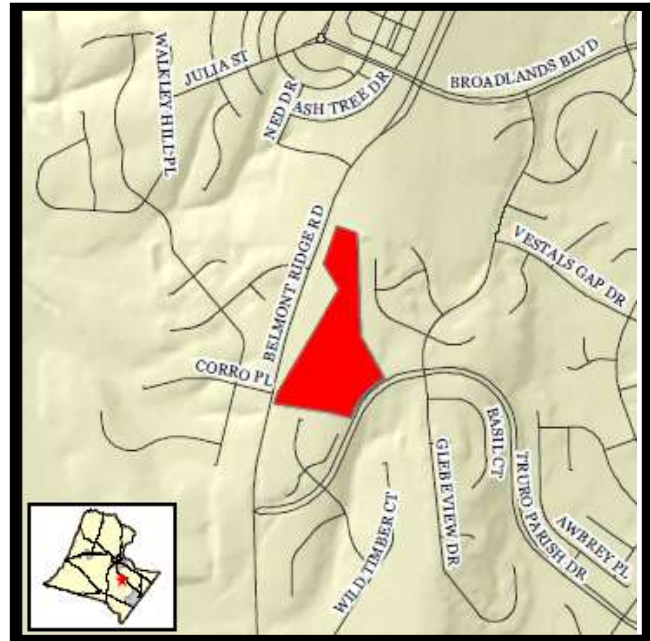
### Project Description – C02142

This project provides funding to develop a Recreation Center on an approximately 18 acre proffered site in the Ashburn Planning Subarea off of Belmont Ridge Road.

The Recreation Center combines recreation and community center program space in an approximately 100,000 square foot facility to include meeting rooms, classrooms, administrative office space, a gymnasium, a kitchen, a fitness center, multi-purpose rooms, and a running track. The facility would also include an aquatics center with a 50 meter sized pool, leisure pool, pool seating areas, 2 wet classrooms, and associated locker rooms.

### Funding Plan

This project is funded using cash proffers and general obligation bonds. The general obligation bonds will be scheduled for placement on the November 2016 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	9,680	-	-	-	-	-	9,680	-	9,680
Construction	-	-	61,250	-	-	-	-	61,250	-	61,250
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	<b>9,680</b>	<b>61,250</b>	-	-	-	-	<b>70,930</b>	-	<b>70,930</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	9,680	34,590	-	-	-	-	44,270	-	44,270
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	26,660	-	-	-	-	26,660	-	26,660
Proffers (In-Kind)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	<b>9,680</b>	<b>61,250</b>	-	-	-	-	<b>70,930</b>	-	<b>70,930</b>
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
FTE		-	-	-	72.79	-	-	72.79		
Personnel		-	-	-	3,745	3,848	3,951	11,545		
O&M		-	-	-	1,107	955	964	3,025		
Debt Service		-	969	1,745	3,558	4,799	4,662	15,733		
<b>Total Impact</b>		-	<b>969</b>	<b>1,745</b>	<b>8,410</b>	<b>9,602</b>	<b>9,577</b>	<b>30,303</b>		





## Ashburn Senior Center

### Project Description – C02105

This project provides funding to construct a Senior Center of up to 15,000 square feet on a 5-acre proffered site in the Ashburn Planning Subarea. The 5 acre site was dedicated to the County by the developer of the Regency at Ashburn (ZMAP-2005-0023).

The Senior Center would provide administrative and program space for staff and volunteers at the Center, as well as a small gymnasium, large multi-purpose room with an adjoining commercial kitchen, exercise/fitness room, classrooms, a game room, computer lab, arts and craft room, restrooms and storage areas.

### Funding Plan

This project is funded using cash proffers.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	1,100	-	-	-	-	-	1,100	-	1,100
Construction	-	6,475	-	-	-	-	-	6,475	-	6,475
Furniture, Fixtures & Equip	-	710	-	-	-	-	-	710	-	710
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>-</b>	<b>8,285</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,285</b>	<b>-</b>	<b>8,285</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	8,285	-	-	-	-	-	8,285	-	8,285
Proffers (In-Kind)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>-</b>	<b>8,285</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,285</b>	<b>-</b>	<b>8,285</b>
<b>Operating Impact (\$ in 1000s)</b>		<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>Total</b>		
FTE		-	-	11.70	-	-	-	11.70		
Personnel		-	-	485	499	513	527	2,024		
O&M		-	-	388	185	187	189	949		
Debt Service		-	-	-	-	-	-	-		
<b>Total Impact</b>		<b>-</b>	<b>-</b>	<b>873</b>	<b>685</b>	<b>700</b>	<b>716</b>	<b>2,974</b>		





## Brambleton Library

### Project Description

This project provides for a one-time development fee payment from the County to the developer of Brambleton for the design, construction and furnishing of a 40,000 square foot library in office condominium space in the Brambleton community.

The library space was proffered to the County in the Brambleton Town Center as part of the Brambleton Land Bays 1, 3 and 5 rezoning application (ZMAP-2012-0013) and the Brambleton Town Center zoning concept plan amendment (ZCPA-2012-0006). The Board of Supervisors approved an agreement to accelerate the development of the library. The developer of Brambleton, in consultation with the County, will design, construct and furnish the library, with an estimated opening date January of 2018. The County will provide Brambleton with an annual lease payment in FY 2018 and FY 2019 until July 1, 2019, (FY 2020) when the County makes a final development fee payment to have the library conveyed to the County.

The Brambleton community is split between the Ashburn and Dulles Planning Subareas. Based on the County's population projections, a third library, in addition to the Ashburn Library and the Gum Spring Library, is needed in the Ashburn and Dulles Subareas in the CIP planning period. The Brambleton community is the ideal location to serve both the southern Ashburn and northern Dulles communities.

The Brambleton Library will have dedicated areas for adults, children and teens, with ample reading, research, and studying space. Meeting rooms, group study rooms, and conference rooms are essential to connecting the library and the community. In these spaces, community groups will meet, and the library will hold educational programs for children, teens, and adults. Public access computers and other technologies that enhance lifelong learning and community building are also an important component of the library, including a dedicated "maker space" that includes innovative technology and programs to foster creativity and inventiveness for residents of all ages.



### Funding Plan

This project is funded using cash proffers and lease revenue financing.

	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	7,100	-	-	7,100	-	7,100
<b>Total Cost</b>	-	-	-	-	7,100	-	-	7,100	-	7,100
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	7,030	-	-	7,030	-	7,030
Proffers (Cash)	-	-	-	-	70	-	-	70	-	70
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	7,100	-	-	7,100	-	7,100
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
FTE		-	34	-	-	-	-	33.56		
Personnel		-	2,333	2,401	2,469	2,537	2,605	12,344		
O&M		-	929	766	774	781	779	4,028		
Debt Service		-	-	-	176	693	675	1,544		
<b>Total Impact</b>		-	3,261	3,167	3,418	4,011	4,059	17,916		



## Claude Moore Recreation Center - Pool Seating Expansion

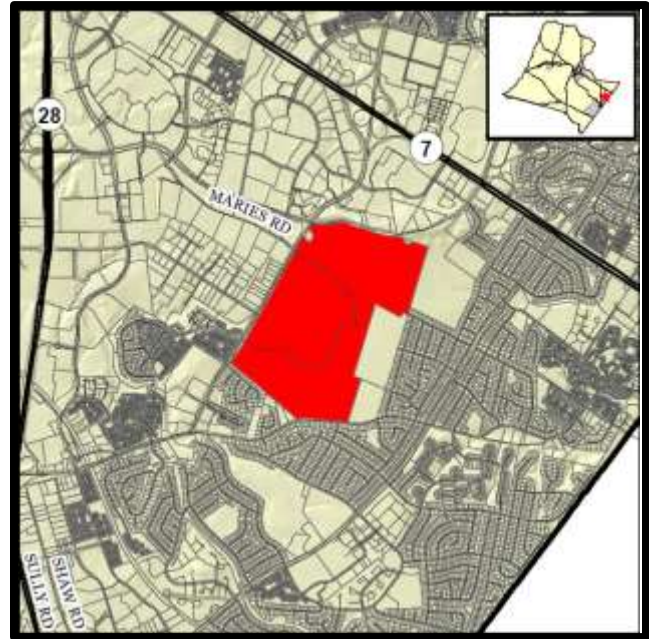
### Project Description

This project provides funding to expand the seating area, HVAC and air evacuation systems for the competition swimming pool area at the Claude Moore Recreation Center in the Sterling Planning Subarea.

The intent is to provide a permanent seating area for the competition pool, allowing for a storage area underneath the seating area for pool equipment, which is currently stored outdoors, and to add HVAC and air evacuation systems for the expanded pool area. This will allow for better seating during swim meets and practices at the competition pool for swim teams and spectators.

### Funding Plan

This project is funded using cash proffers.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	300	-	-	-	-	300	-	300
Construction	-	-	1,700	-	-	-	-	1,700	-	1,700
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	2,000	-	-	-	-	2,000	-	2,000
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	2,000	-	-	-	-	2,000	-	2,000
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	2,000	-	-	-	-	2,000	-	2,000

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
FTE	-	-	-	-	-	-	-
Personnel	-	-	-	-	-	-	-
O&M	-	-	-	18	18	18	53
Debt Service	-	-	-	-	-	-	-
<b>Total Impact</b>	-	-	-	18	18	18	53



## Fields Farm Park

### Project Description – C00098

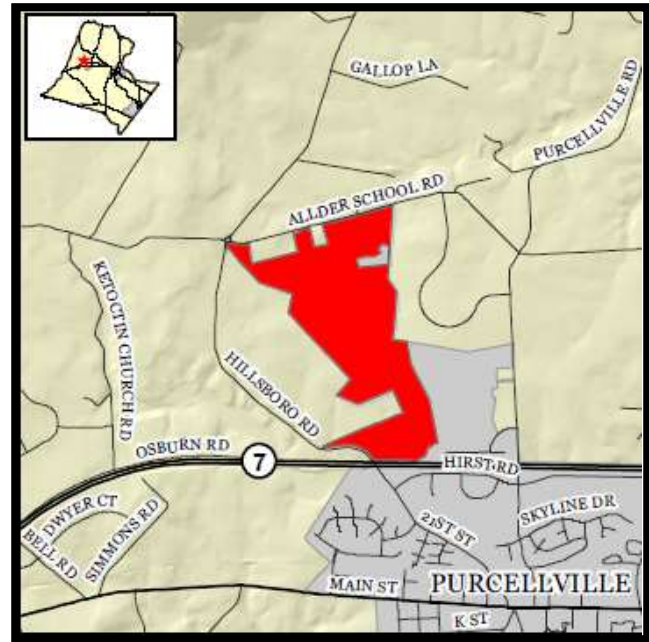
This project provides funding to develop a park facility within a County owned tract of land, known as Fields Farm, in the Route 7 West Planning Subarea. The park is located on the southernmost portion of the parcel along Route 7 and Hillsboro Road.

The Park will include up to ten athletic fields – four diamond fields and six rectangular fields. Supporting amenities will include athletic field lighting, fencing, public utilities, parking, access from a public road, landscaping, public restrooms, concessions, groundwater wells, irrigation, staff offices, meeting rooms, storage, scorekeeper and umpire areas, maintenance facility, picnic pavilions, and bleachers.

The FY 2008 Budget included \$300,000 to light two softball fields on the southern portion of the property. The Board of Supervisors appropriated \$1.56 million in FY 2013 to develop a lighted football field on the park property.

### Funding Plan

This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2020 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	1,860	-	-	-	-	3,350	-	3,350	-	5,210
Construction	-	-	-	-	-	-	21,000	21,000	-	21,000
Furniture, Fixtures & Equip	-	-	-	-	-	-	2,700	2,700	-	2,700
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>1,860</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,350</b>	<b>23,700</b>	<b>27,050</b>	<b>-</b>	<b>28,910</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	1,860	-	-	-	-	-	-	-	-	1,860
General Obligation Bonds	-	-	-	-	-	3,350	23,700	27,050	-	27,050
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>1,860</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,350</b>	<b>23,700</b>	<b>27,050</b>	<b>-</b>	<b>28,910</b>

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
FTE	-	-	-	-	-	-	-
Personnel	-	-	-	-	-	-	-
O&M	-	-	-	-	-	-	-
Debt Service	-	-	-	-	-	338	338
<b>Total Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>338</b>	<b>338</b>



## Franklin Park to Purcellville Trail

### Project Description – C02036

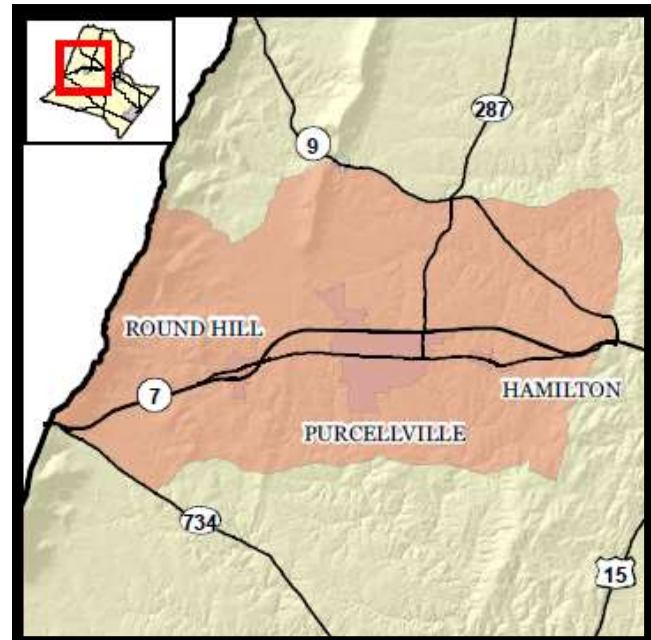
This project is part of a larger Purcellville to Round Hill Trail project. The larger project involves the design and construction of sidewalks and mixed use asphalt trails to provide pedestrian and bicycle connectivity between the Town of Round Hill, Franklin Park, and the Town of Purcellville.

This project provides funding for construction and easement acquisition to complete the sidewalks and trails needed to connect Franklin Park to the Town of Purcellville. Funding in FY 2015 was provided for design of the trail.

Prior year funding to construct the portion of the trail from the intersection of Main and West Loudoun Streets in Round Hill to Franklin Park has been obtained from a Virginia Department of Transportation (VDOT) Transportation Enhancement grant (TEA-21), now known as MAP -21, and is tracked as a separate project in the Previously Authorized Projects section of the CIP.

### Funding Plan

Design funding was provided in FY 2015 using local tax funding. Construction funding is provided using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2021 referendum.

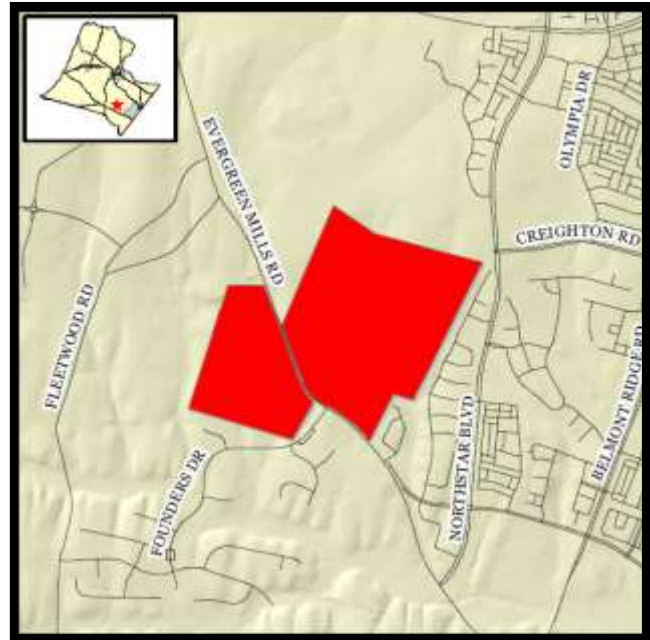


	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	1,250	1,250	-	1,250
Professional Services	520	-	-	-	-	-	-	-	-	520
Construction	-	-	-	-	-	-	3,750	3,750	-	3,750
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>520</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>5,520</b>
Local Tax Funding	520	-	-	-	-	-	-	-	-	520
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	5,000	5,000	-	5,000
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>520</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000</b>	<b>5,000</b>	<b>-</b>	<b>5,520</b>



### Project Description – C00089

The Loudoun County Board of Supervisors approved the Master Plan for the park on October 3, 2012. The Special Exception for the Park was approved on July 2, 2014. Construction of the park is scheduled to begin in FY 2018.



The construction phase of the project is funded using cash proffers and general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2017 referendum.

	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	5,000	-	-	-	-	-	-	-	-	5,000
Professional Services	3,940	-	-	-	-	-	-	-	-	3,940
Construction	-	23,555	31,845	-	-	-	-	55,400	-	55,400
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Cost	8,940	23,555	31,845	-	-	-	-	55,400	-	64,340
Local Tax Funding	90	-	-	-	-	-	-	-	-	90
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	31,845	-	-	-	-	31,845	-	31,845
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	3,850	23,555	-	-	-	-	-	23,555	-	27,405
Proffers (In-Kind)	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Proceeds from Land Sale	5,000	-	-	-	-	-	-	-	-	5,000
Federal Funding	-	-	-	-	-	-	-	-	-	-
Total Financing	8,940	23,555	31,845	-	-	-	-	55,400	-	64,340

Operating Impact ( \$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
FTE	-	-	-	16.36	-	-	16.36
Personnel	-	-	-	972	999	1,026	2,997
O&M	-	-	-	615	621	627	1,863
Debt Service	-	-	1,700	3,650	3,545	3,445	12,340
<b>Total Impact</b>	<b>-</b>	<b>-</b>	<b>1,700</b>	<b>5,237</b>	<b>5,165</b>	<b>5,098</b>	<b>17,200</b>



## Lovettsville Community Center Replacement

### Project Description – C00245

This project provides funding to design and construct a new Lovettsville Community Center on the site of the current community center. The Board of Supervisors approved this option during the FY 2014 CIP budget deliberations as a cost effective way of delivering a modern, community center facility for County residents without additional land acquisition costs.

The new Community Center is approximately 15,000 square feet and is anticipated to have a full size gymnasium, 5 classrooms, a multipurpose room, a senior's room, fitness room, small kitchen, administrative offices, meeting space and storage areas.

Additional local tax funding was provided in FY 2016 to pay for tap fees, utility fees and third party testing. \$1.5 million in FY 2015 fund balance was provided in FY 2016 to provide for a fitness room and senior program space in the facility and a new pool house. \$2 million in additional lease revenue financing is provided in FY 2017 to cover added project costs due to site constraints, additional construction staging costs, and conditions of approval placed on the facility during the review process.

### Funding Plan

This project is funded using local tax funding and lease revenue financing.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	500	-	-	-	-	-	-	-	-	500
Construction	6,880	2,000	-	-	-	-	-	2,000	-	8,880
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>7,380</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,000</b>	<b>-</b>	<b>9,380</b>
Local Tax Funding	500	-	-	-	-	-	-	-	-	500
Fund Balance	1,500	-	-	-	-	-	-	-	-	1,500
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	5,380	2,000	-	-	-	-	-	2,000	-	7,380
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Proffers (In-Kind)	-	-	-	-	-	-	-	-	-	-
Fees	-	-	-	-	-	-	-	-	-	-
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>7,380</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,000</b>	<b>-</b>	<b>9,380</b>
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
FTE		-	1.50	-	-	-	-	1.50		
Personnel		-	49	51	52	54	55	262		
O&M		-	4	4	4	4	4	21		
Debt Service		160	631	615	599	583	567	3,155		
<b>Total Impact</b>		<b>160</b>	<b>684</b>	<b>670</b>	<b>655</b>	<b>641</b>	<b>626</b>	<b>3,437</b>		



## STEM Library

### Project Description

This project provides funding to design and construct a 52,000 square foot public STEM (Science, Technology, Engineering and Mathematics) library in the Leesburg Planning Subarea. This public library is proposed to be co-located with the Academies of Loudoun, providing a STEM-focused library that provides broad access to STEM resources and supports and complements the Academies' curriculum. This co-location will enable synergy among LCPS and LCPL programs and creates a STEM-focused "campus" in close proximity to the rapidly growing tech industries of Loudoun County.

In addition to a STEM-focused collection for all ages in all formats, this library will have ample seating and study space, numerous meeting rooms of varying sizes for library programs and community groups, and a 500-seat auditorium for high-profile author events, performances, and other educational programs. This library will offer state-of-the-art technology and equipment, allowing patrons of all ages to participate in hands-on STEM learning and form learning communities through activities and resources provided in and by the library. The STEM Library will have several multipurpose rooms where students and other library users can work interactively and collaboratively, using tools, technology, and materials to pursue lifelong learning. It will provide opportunities for all Loudoun children, teens and adults to develop essential skills for school, work, and professional success.

### Funding Plan

This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2020 referendum.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	5,900	-	5,900	-	5,900
Construction	-	-	-	-	-	-	34,600	34,600	-	34,600
Furniture, Fixtures & Equip	-	-	-	-	-	-	6,500	6,500	-	6,500
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	5,900	41,100	47,000	-	47,000
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	5,900	41,100	47,000	-	47,000
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	5,900	41,100	47,000	-	47,000

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
FTE	-	-	-	-	-	-	-
Personnel	-	-	-	-	-	-	-
O&M	-	-	-	-	-	-	-
Debt Service	-	-	-	-	-	590	590
<b>Total Impact</b>	-	-	-	-	-	590	590



## Town of Leesburg – Veteran's Park

### Project Description

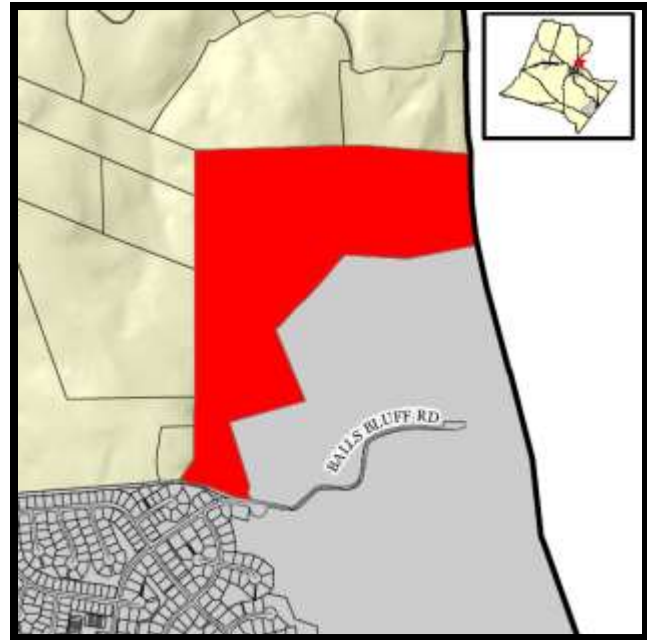
Each year, the County solicits capital project funding requests from Towns within the County for facilities: 1. owned by, or located within, the Town but operated by the County; or 2. for local pedestrian/transportation related improvements that benefit the County. As a capital expense, the funding for the projects is shown in the County's CIP.

This project proposes to provide 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 park is directly adjacent to Balls Bluff Regional Park. 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.

### Funding Plan

This project is funded using local tax funding.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	4,000	-	4,000	-	4,000
<b>Total Cost</b>	-	-	-	-	-	4,000	-	4,000	-	4,000
Local Tax Funding	-	-	-	-	-	4,000	-	4,000	-	4,000
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	4,000	-	4,000	-	4,000





## Town of Round Hill – Sleeter Lake Park

### Project Description – C02123

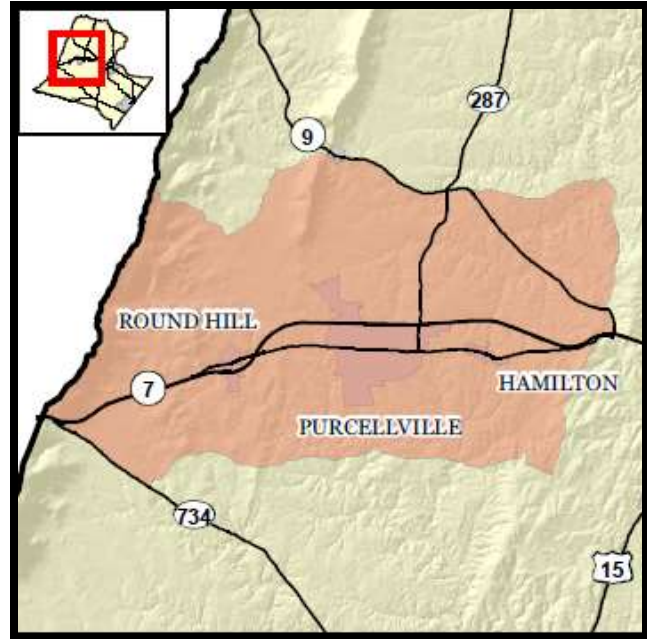
As part of the County's Regional Organization Program, the County solicits capital project funding requests from Towns within the County for facilities: 1. owned by, or located within, the Town but operated by the County; or 2. for local pedestrian/transportation related improvements that benefit the County. As a capital expense, the funding for the projects is shown in the County's CIP. This project provides proffer funding in FY 2017 for the following project in the Town of Round Hill:

#### Sleeter Lake Road and Pedestrian Improvements

This request provides for the construction of improvements to the existing road network and development of a new system of trails to facilitate the opening of Sleeter Lake Park by October of 2016.

### Funding Plan

This project is funded using cash proffer interest.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	173	-	-	-	-	-	173	-	173
<b>Total Cost</b>	-	<b>173</b>	-	-	-	-	-	<b>173</b>	-	<b>173</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	173	-	-	-	-	-	173	-	173
Proceeds from Land Sale	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	<b>173</b>	-	-	-	-	-	<b>173</b>	-	<b>173</b>





# County Capital Projects Public Safety



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
<b>Public Safety</b>											
<b>Projects</b>											
Courts Complex Phase III		22,310	57,100	-	-	7,800	-	-	64,900	-	87,210
F&R - Capital Apparatus		30,073	3,000	3,000	3,000	3,000	3,000	3,000	18,000	12,000	60,073
F&R - Station #04 - Round Hill Replacement		-	-	-	1,900	13,760	-	-	15,660	-	15,660
F&R - Station #07 - Aldie Replacement		14,860	-	4,000	-	-	-	-	4,000	-	18,860
F&R - Station #08 - Philomont Replacement		-	-	-	-	-	-	2,200	2,200	13,725	15,925
F&R - Station #10 - Lucketts Replacement		11,490	1,240	-	-	-	-	-	1,240	-	12,730
F&R - Station #12 - Lovettsville Replacement		1,000	13,500	-	-	-	-	-	13,500	-	14,500
F&R - Station #20 - Leesburg VFC Expansion		-	4,000	-	-	-	-	-	4,000	-	4,000
F&R - Station #28 - Leesburg South Station		-	-	-	-	2,200	15,400	-	17,600	-	17,600
F&R - Station #29 - Route 606 Station		-	-	-	-	-	-	-	-	19,010	19,010
F&R - Training Academy Expansion		-	-	-	-	-	880	6,630	7,510	-	7,510
F&R - Training Tower		-	-	-	-	500	-	-	500	-	500
F&R - Vehicle Annex		-	-	-	-	-	-	510	510	4,090	4,600
Juvenile Detention Center Phase I		12,015	3,000	-	-	-	-	-	3,000	-	15,015
Juvenile Detention Center Phase II		-	-	-	-	-	-	-	-	5,195	5,195
Budgetary Cost		91,748	81,840	7,000	4,900	27,260	19,280	12,340	152,620	54,020	298,388
<b>Funding Source</b>											
Local Tax Funding		8,365	4,240	3,000	3,000	3,500	3,000	3,000	19,740	12,000	40,105
General Obligation Bonds		38,210	17,500	4,000	1,900	15,960	16,280	9,340	64,980	36,825	140,015
Lease Revenue Financing		45,173	60,100	-	-	7,800	-	-	67,900	5,195	118,268
State Grant		-	-	-	-	-	-	-	-	-	-
Total Funding Source		91,748	81,840	7,000	4,900	27,260	19,280	12,340	152,620	54,020	298,388



## Courts Complex (Phase III)

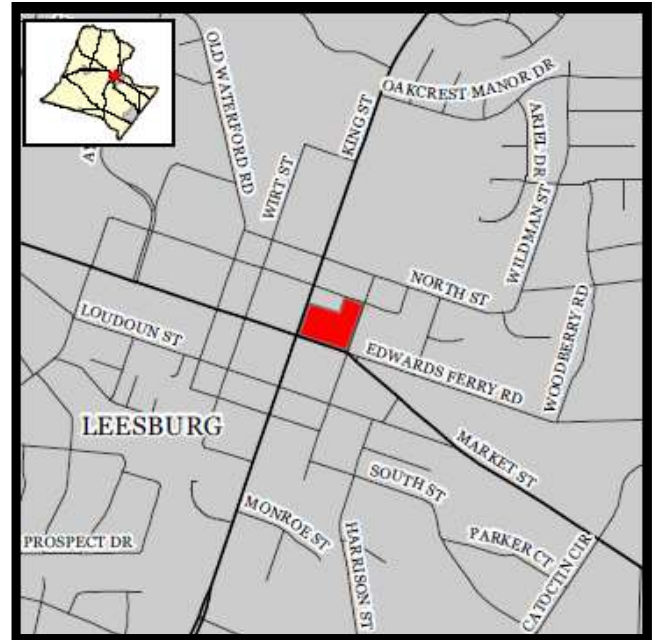
### Project Description – C02140

This project provides funding to construct a new 92,000 square foot facility for the General District Court and court administrative support functions, a 725 space parking garage, and the renovation of approximately 40,000 square feet of the current Courts Complex facility in the Town of Leesburg.

Funding in prior fiscal years provided for the design of all components of the Phase III project, and the construction of a 530 space parking garage on the site of the Pennington Parking Lot adjacent to the Courts Complex. Funding in FY 2017 would construct the 92,000 square foot Phase III addition to the Court Complex, and provide a 195 space expansion to the structured parking facility at the Pennington Lot. Funding in FY 2020 would renovate approximately 40,000 square feet of the Phase I and II Courts Complex.

The volume and pace of growth impacts judicial system demands for service (caseloads), judgeship requirements, staff needs, and ultimately, space requirements. A new General District Court building was recommended in a 1997 court study. Phases I and II of the Courts Complex expansion included the renovation of the old courts and administration buildings, and the construction of new court facilities from FY 1998 through FY 2004.

A Courts Facility Assessment and Expansion Plan were developed to define the scope of the Phase III Courts Complex expansion. The design phase began in FY 2014 and is scheduled over a two year period to coordinate land use, planning and transportation issues with the Town of Leesburg.



### Funding Plan

This project is funded using lease revenue financing.

	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	9,310	-	-	-	-	-	-	-	-	9,310
Construction	13,000	52,100	-	-	7,800	-	-	59,900	-	72,900
Furniture, Fixtures & Equip	-	5,000	-	-	-	-	-	5,000	-	5,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>22,310</b>	<b>57,100</b>	<b>-</b>	<b>-</b>	<b>7,800</b>	<b>-</b>	<b>-</b>	<b>64,900</b>	<b>-</b>	<b>87,210</b>
Local Tax Funding	2,010	-	-	-	-	-	-	-	-	2,010
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	20,300	57,100	-	-	7,800	-	-	64,900	-	85,200
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>22,310</b>	<b>57,100</b>	<b>-</b>	<b>-</b>	<b>7,800</b>	<b>-</b>	<b>-</b>	<b>64,900</b>	<b>-</b>	<b>87,210</b>

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
FTE	-	-	-	-	-	-	-
Personnel	-	-	-	-	-	-	-
O&M	-	-	-	-	-	524	524
Debt Service	250	1,388	3,268	5,719	6,890	7,290	24,805
<b>Total Impact</b>	<b>250</b>	<b>1,388</b>	<b>3,268</b>	<b>5,719</b>	<b>6,890</b>	<b>7,814</b>	<b>25,329</b>



## Fire and Rescue Capital Apparatus

### Project Description

This project provides for the procurement of new ambulances and heavy fire and rescue apparatus for the combined fire and rescue system. This project also provides for County contributions toward volunteer fire department purchases, where the volunteer department may or may not hold title depending on the percentage of the County's contribution towards the apparatus purchase. Capital vehicle ownership involves apparatus repair and maintenance, and is determined by Loudoun County Fire and Rescue System guidelines.

Fire and Rescue Capital Apparatus FY 2017 Procurement:

#### County System

Tanker	Kirkpatrick	\$533,651
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#### Volunteer System

EMS Transport	Ashburn	\$162,250
EMS Transport	Ashburn	\$162,250
Engine	Arcola (59% funding)	\$391,708
Engine	Hamilton (100%)	\$804,475
Engine	Leesburg (59%)	\$391,708
Engine	Philomont (59%)	\$391,708
EMS Transport	Sterling (59%)	\$162,250

FY 2017 Total		\$3,000,000
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### Funding Plan

This project is funded using local tax funding in the six-year CIP planning period.



Capital (\$ in 1000s)	Prior							6 Year	Future	Project
	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	30,073	3,000	3,000	3,000	3,000	3,000	3,000	18,000	12,000	60,073
<b>Total Cost</b>	<b>30,073</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>18,000</b>	<b>12,000</b>	<b>60,073</b>
Local Tax Funding	-	3,000	3,000	3,000	3,000	3,000	3,000	18,000	12,000	30,000
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	17,215	-	-	-	-	-	-	-	-	17,215
Lease Revenue Financing	12,858	-	-	-	-	-	-	-	-	12,858
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>30,073</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>3,000</b>	<b>18,000</b>	<b>12,000</b>	<b>60,073</b>



## Fire and Rescue – Station 04

### Round Hill Fire Station Replacement

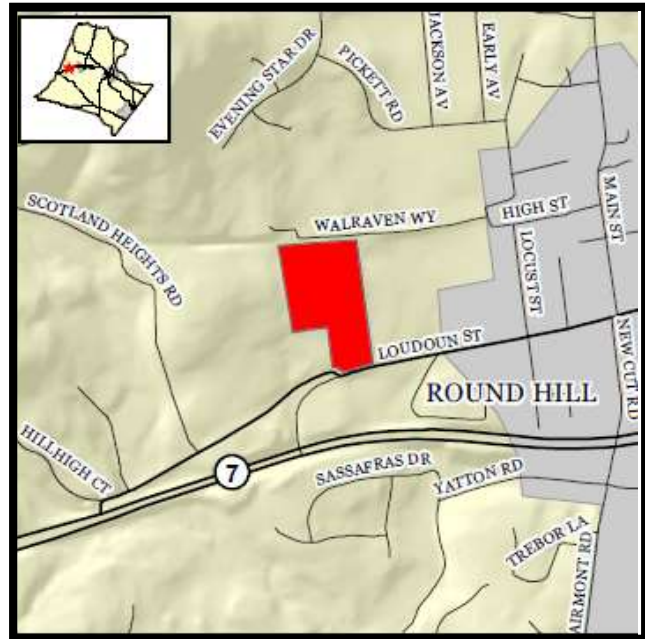
#### Project Description

This project provides funding to design and construct a new Round Hill Fire Station on a County-owned site adjacent to the Town of Round Hill, for Round Hill Fire and Rescue Company #4.

The Station would be approximately 18,500 square feet co-located with the Western Loudoun Sheriff's Station on approximately 14 acres. 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, fitness room, offices and a repair shop.

#### Funding Plan

This project is funded using general obligation bonds. The general obligation bonds will be scheduled for placement on the November 2018 referendum.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	1,900	-	-	-	1,900	-	1,900
Construction	-	-	-	-	13,760	-	-	13,760	-	13,760
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	1,900	13,760	-	-	15,660	-	15,660
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	1,900	13,760	-	-	15,660	-	15,660
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	1,900	13,760	-	-	15,660	-	15,660

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
FTE	-	-	-	-	5.60	-	5.60
Personnel	-	-	-	-	242	498	740
O&M	-	-	-	66	251	197	514
Debt Service	-	-	-	190	1,693	1,653	3,536
<b>Total Impact</b>	-	-	-	256	2,186	2,348	4,790





## Fire and Rescue – Station 07 Aldie Station Replacement

### Project Description – C00140

This project provides funding to design and construct a new Aldie Fire Station on a County-owned site to replace the Aldie Fire and Rescue Company #7 Station.

The Station would be approximately 18,000 square feet on 6.5 acres. 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, fitness room, offices and a repair shop.

Original appropriations for the project were part of the FY 2008 and FY 2009 CIP budgets, with an additional \$3.6 million in fund balance appropriated in the FY 2014 CIP for land acquisition. In the Fall of 2015 the County acquired three contiguous sites for the replacement station. \$4 million in additional appropriations is being requested to cover the extensive site development costs and the costs of retaining walls required to build the new station.

### Funding Plan

This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2017 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	4,590	-	-	-	-	-	-	-	-	4,590
Professional Services	900	-	-	-	-	-	-	-	-	900
Construction	7,870	-	4,000	-	-	-	-	4,000	-	11,870
Furniture, Fixtures & Equip	1,500	-	-	-	-	-	-	-	-	1,500
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>14,860</b>	<b>-</b>	<b>4,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,000</b>	<b>-</b>	<b>18,860</b>
Local Tax Funding	5,355	-	-	-	-	-	-	-	-	5,355
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	9,505	-	4,000	-	-	-	-	4,000	-	13,505
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>14,860</b>	<b>-</b>	<b>4,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,000</b>	<b>-</b>	<b>18,860</b>

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
FTE	-	-	5.60	-	-	-	5.60
Personnel	-	-	229	472	485	498	1,684
O&M	-	-	93	122	123	124	462
Debt Service	-	-	400	390	380	370	1,540
<b>Total Impact</b>	<b>-</b>	<b>-</b>	<b>722</b>	<b>984</b>	<b>988</b>	<b>992</b>	<b>3,686</b>





## Fire and Rescue – Station 08 Philomont Station Replacement

### Project Description

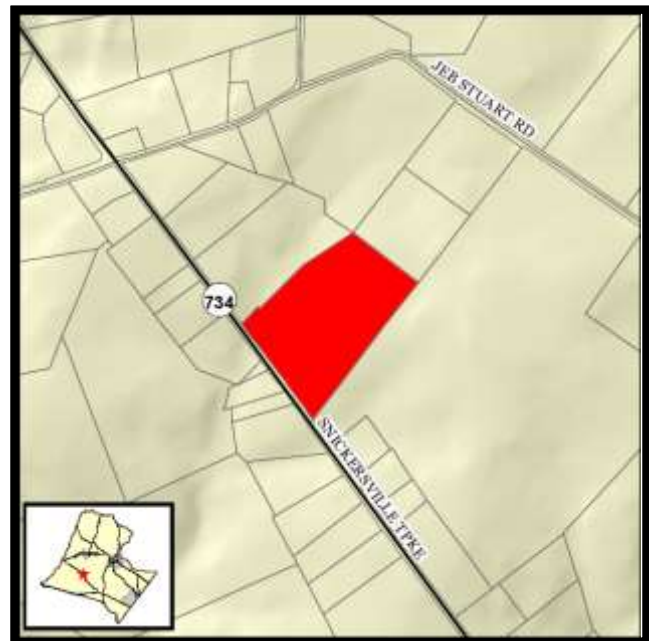
This project provides funding to design and construct an approximately 18,500 square foot station to replace the current Philomont Volunteer Fire and Rescue Company #8 Station.

The Philomont Volunteer Fire Company made an official request to the County for CIP funding to replace their current Station, with funding to begin in FY 2022. The fire station is planned to be located on a site of approximately 7 acres owned by the Philomont Volunteer Fire Company, and will require a Special Exception. The County is providing design funding in FY 2022 and construction funding in FY 2023 for the project.

The facility would include apparatus bays, bunkroom facilities, a training/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, fitness room, offices, and a repair shop. Staffing at a minimum for the fire and rescue station will be 24 hour, 7 days a week pumper and tanker, with the potential for additional resources as service demand dictates.

### Funding Plan

This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2021 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	2,200	2,200	-	2,200
Construction	-	-	-	-	-	-	-	-	12,125	12,125
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	1,600	1,600
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	2,200	2,200	13,725	15,925
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	2,200	2,200	13,725	15,925
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	2,200	2,200	13,725	15,925



## Fire and Rescue – Station 10 Lucketts Station Replacement

### Project Description – C00239

This project provides funding to design and construct a new Lucketts Fire Station in the Route 15 North Planning Subarea of the County, in the vicinity of the Village of Lucketts, for Lucketts Fire and Rescue Company #10.

The Station would be approximately 18,500 square feet on a site of approximately 4 acres. 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, fitness room, offices and a repair shop.

Funding for land acquisition for this fire station replacement was provided in FY 2013 in the Land Acquisition Fund using fund balance.

### Funding Plan

This project is funded using local tax funding and general obligation bond financing. Funding for design of the facility was provided in FY 2014; funding for construction, furnishings and equipment was provided in FY 2015. The general obligation bonds were approved on the November 2013 referendum. Local tax funding is provided in FY 2017 to cover project cost escalation related to delays in land acquisition for the station.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	1,370	-	-	-	-	-	-	-	-	1,370
Construction	7,920	1,240	-	-	-	-	-	1,240	-	9,160
Furniture, Fixtures & Equip	2,200	-	-	-	-	-	-	-	-	2,200
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>11,490</b>	<b>1,240</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,240</b>	<b>-</b>	<b>12,730</b>
Local Tax Funding	-	1,240	-	-	-	-	-	1,240	-	1,240
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	11,490	-	-	-	-	-	-	-	-	11,490
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>11,490</b>	<b>1,240</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,240</b>	<b>-</b>	<b>12,730</b>

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
FTE	-	-	-	-	-	-	-
Personnel	-	-	34	71	73	75	253
O&M	-	-	100	97	98	99	393
Debt Service	-	559	845	823	802	780	3,809
<b>Total Impact</b>	<b>-</b>	<b>559</b>	<b>979</b>	<b>991</b>	<b>973</b>	<b>953</b>	<b>4,455</b>



## Fire and Rescue – Station 12

### Lovettsville Station Replacement

#### Project Description – C02103

This project provides funding to design and construct an approximately 18,500 square foot fire station to replace the Lovettsville Fire and Rescue Company #12 Station.

In 2005, a comprehensive engineering report of the County's fire-rescue facilities was completed to evaluate existing conditions and programmatic shortages of current facilities and provide recommendations for facility improvements to ensure the operational success of the County's Fire and Rescue System. Lovettsville Fire-Rescue Station #12 was among the properties evaluated and found to be in need of facility expansion and comprehensive renovation.

A two-phased project was agreed to by the County and Volunteer Fire Department leadership, incorporating the short term use of modular units to provide crew quarters, followed by the VFD's request for a new station.

During the FY 2016 budget deliberations, the Lovettsville Volunteer Fire Company requested funding to completely replace the existing station, with design and construction to be managed by the County.

#### Funding Plan

This project is funded using local tax funding and general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2016 referendum.



Capital (\$ in 1000s)	Prior							6 Year	Future	Project
	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	2,025	-	-	-	-	-	2,025	-	2,025
Construction	600	10,125	-	-	-	-	-	10,125	-	10,725
Furniture, Fixtures & Equip	400	1,350	-	-	-	-	-	1,350	-	1,750
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>1,000</b>	<b>13,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,500</b>	<b>-</b>	<b>14,500</b>
Local Tax Funding	1,000	-	-	-	-	-	-	-	-	1,000
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	13,500	-	-	-	-	-	13,500	-	13,500
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>1,000</b>	<b>13,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,500</b>	<b>-</b>	<b>14,500</b>

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
FTE	-	-	-	-	-	-	-
Personnel	-	-	-	-	-	-	-
O&M	-	-	-	-	-	-	-
Debt Service	-	678	1,333	1,299	1,266	1,232	5,808
<b>Total Impact</b>	<b>-</b>	<b>678</b>	<b>1,333</b>	<b>1,299</b>	<b>1,266</b>	<b>1,232</b>	<b>5,808</b>



## Fire and Rescue – Station 20 Leesburg Station Expansion

### Project Description – C02139

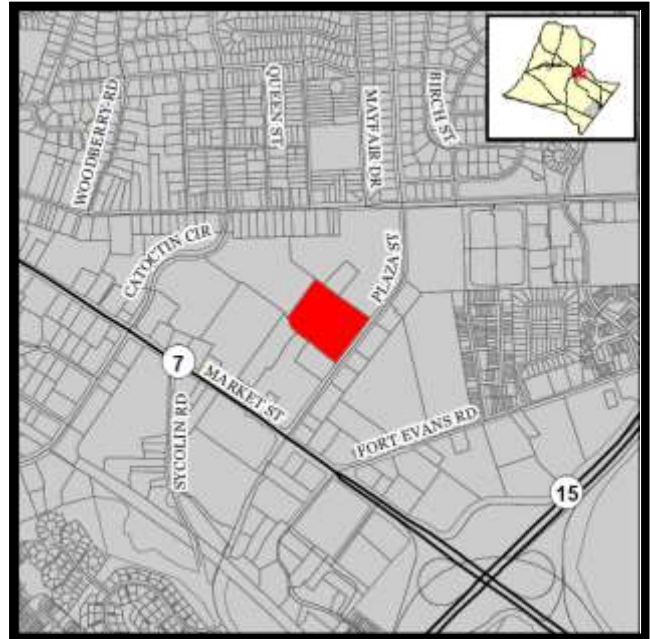
This project provides funding to construct an approximately 8,100 square foot expansion to the Leesburg Fire and Rescue Station #20.

The Leesburg Volunteer Fire Company made an official request to the County for CIP funding to expand their current station, with construction funding in FY 2017. The expansion is crucial to adequately accommodate the firefighters, support equipment and vehicles now that the Station houses a 24-hour heavy rescue squad.

The facility expansion would include a 6,300 square foot addition to accommodate two drive through apparatus bays, updated bunkroom facilities, restrooms, a kitchen, a fitness room, offices, and a full WestNet system for the station. An additional 1,800 square foot addition would be added to the building for equipment storage as well.

### Funding Plan

This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2016 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	3,750	-	-	-	-	-	3,750	-	3,750
Furniture, Fixtures & Equip	-	250	-	-	-	-	-	250	-	250
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	<b>4,000</b>	-	-	-	-	-	<b>4,000</b>	-	<b>4,000</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	4,000	-	-	-	-	-	4,000	-	4,000
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	<b>4,000</b>	-	-	-	-	-	<b>4,000</b>	-	<b>4,000</b>
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
FTE		-	-	-	-	-	-	-		
Personnel		-	-	-	-	-	-	-		
O&M		-	-	-	-	-	-	-		
Debt Service		-	425	409	403	387	381	2,005		
<b>Total Impact</b>		-	<b>425</b>	<b>409</b>	<b>403</b>	<b>387</b>	<b>381</b>	<b>2,005</b>		

## Fire and Rescue – Station 28 Leesburg South Station

### Project Description

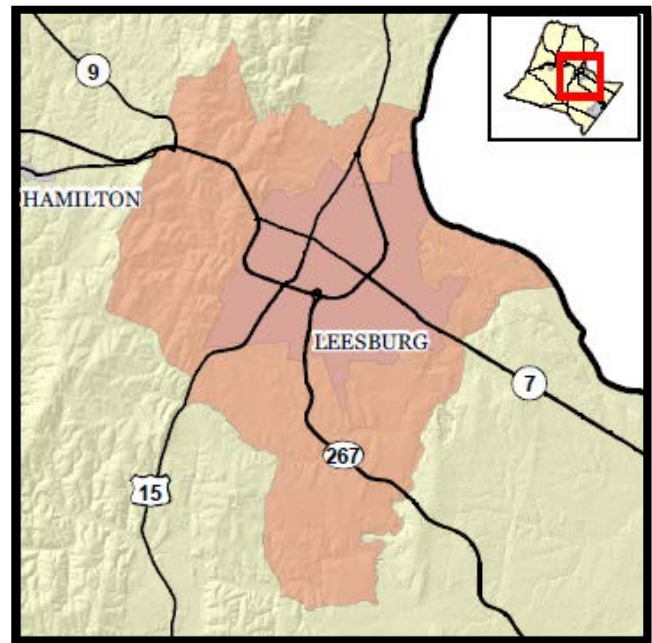
This project provides funding to construct an approximately 18,500 square foot fire and rescue station at an appropriately zoned, five acre site in the Leesburg Planning Subarea.

The fire station was originally planned to be co-located with the Public Safety Firing Range on a 19-acre site proffered to the County as part of the Leesburg West rezoning application, ZMAP-2008-0009. Significant identified deficiencies of Shreve Mill Road, coupled with an evaluation of the County's ISO rating in the subarea suggesting more impactful locations, have prompted the Department to request permission from the Board of Supervisors to research alternative site locations in the Evergreen Mills corridor for the station location. The Department is actively exploring alternate locations that avoid the identified roadway restrictions on Shreve Mill Road for large vehicles, and extend the County's improved ISO rating to more communities.

The facility would 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, fitness room, offices, and a repair shop. Staffing for the fire and rescue station will be 24 hour, 7 days a week pumper, ambulance, and tanker, with the potential for a special service (aerial truck or heavy rescue squad) as service demands require.

### Funding Plan

This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2019 referendum.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	2,200	-	-	2,200	-	2,200
Construction	-	-	-	-	-	15,400	-	15,400	-	15,400
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	2,200	15,400	-	17,600	-	17,600
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	2,200	15,400	-	17,600	-	17,600
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	2,200	15,400	-	17,600	-	17,600

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
FTE	-	-	-	-	-	40.32	40.32
Personnel	-	-	-	-	-	3,075	3,075
O&M	-	-	-	-	-	548	548
Debt Service	-	-	-	-	220	1,755	1,975
<b>Total Impact</b>	-	-	-	-	220	5,378	5,598



## Fire and Rescue – Station 29

### Route 606 Station

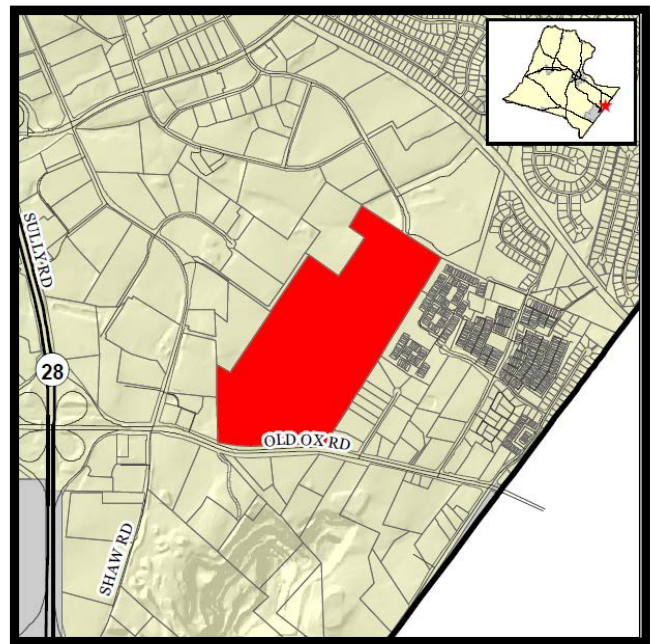
#### Project Description

This project provides funding to design and construct a new Route 606 Fire Station on a five acre proffered site in the Sterling Planning Subarea. The site will be proffered to the County by the developer of Waterside, ZMAP-2012-0006, and will be subdivided from the parcel highlighted in red on the map to the right.

The Station would be approximately 18,500 square feet on a site of up to 5 buildable acres. 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, fitness room, offices and a repair shop.

#### Funding Plan

This project is funded in a future fiscal year using general obligation bond financing.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	2,400	2,400
Construction	-	-	-	-	-	-	-	-	12,540	12,540
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	4,070	4,070
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	-	-	19,010	19,010
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	19,010	19,010
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	-	-	19,010	19,010



## Fire and Rescue Training Academy Expansion

### Project Description

This project provides funding to design and construct an 11,500 square foot addition to the Fire and Rescue Training Academy, located at the Government Support Center site along Sycolin Road. The facility would be constructed as either an addition to the existing classroom/administration building, or as a new freestanding facility adjacent to the existing Fire and Rescue classroom building.

Phase II development of the Fire-Rescue Training Center provided a scope of design services that included a new burn building, a high bay field house, and a two-story addition to the Fire and Rescue Administration building. At the time of construction bidding, prevailing material costs were unusually high, requiring a scope reduction to align the project within the appropriated budget, which necessitated the elimination of plans to construct a 14,000 square foot addition to the Administration building.

Despite temporary relief of the prevailing space shortage attributed to the relocation of the Department of Fire, Rescue and Emergency Management's headquarters to 801 Sycolin Road, the Fire-Rescue training calendar is constrained by the limited availability of space at the Training Center, impacting the Department's ability to provide the training opportunities necessary to ensure a fully capable career and volunteer force of emergency responders.

The adopted 2005 Board of Supervisors' 20 Year Fire and Rescue System Service Plan incorporated a detailed analysis of unmet needs and future forecasts for classroom/administration space at the training campus. In addition, the more recently developed Training Center Master Plan, developed by the Department of Fire and Rescue Emergency Management, further justifies the need for additional classroom space and training props. The Master Plan not only offers details of the unmet needs but also establishes the location of the buildings and props on the existing training academy campus. The Special Exception (SPEX) for the uses proposed on the Master Plan was approved by the Board of Supervisors in December of 2015.



### Funding Plan

This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2020 referendum.

	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	880	-	880	-	880
Construction	-	-	-	-	-	-	5,710	5,710	-	5,710
Furniture, Fixtures & Equip	-	-	-	-	-	-	920	920	-	920
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	880	6,630	7,510	-	7,510
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	880	6,630	7,510	-	7,510
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	880	6,630	7,510	-	7,510
<b>Operating Impact (\$ in 1000s)</b>		<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>Total</b>		
O&M		-	-	-	-	-	-	-		
Debt Service		-	-	-	-	-	255	255		
<b>Total Impact</b>		-	-	-	-	-	255	255		



## Fire and Rescue Training Tower

### Project Description

This project provides for the construction of a Tower prop to simulate a range of potential threats or emergencies in high-rise or multi-story buildings. The Tower prop lot will provide a safe, realistic and effective environment for public safety personnel to train in the efficient response to, and mitigation of, difficult and dangerous events.

The prop lot will be developed at the County owned Government Support Center site along Sycolin Road based on the adopted 2005 Board of Supervisors' 20 Year Fire and Rescue System Service Plan. The plan included a non-station facility needs assessment and proposed the development of a public safety training facility that included incident training prop lots.

More recently, to further justify the need for additional classroom space and training props, the Department of Fire and Rescue Emergency Management developed a Master Plan for the Training Center. The Master Plan not only offers details of the unmet needs but also establishes the location of the buildings and props on the existing training academy campus. The Special Exception (SPEX) for the uses proposed on the Master Plan was approved by the Board of Supervisors December of 2015. A site plan amendment, SPAM, would be required to permit location of this facility at the existing fire-rescue parcel within the Government Support Center site.

### Funding Plan

This project is funded using local tax funding.



Capital (\$ in 1000s)	Prior							6 Year	Future	Project
	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	500	-	-	500	-	500
<b>Total Cost</b>	-	-	-	-	500	-	-	500	-	500
Local Tax Funding	-	-	-	-	500	-	-	500	-	500
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	500	-	-	500	-	500





## Fire and Rescue Vehicle Annex

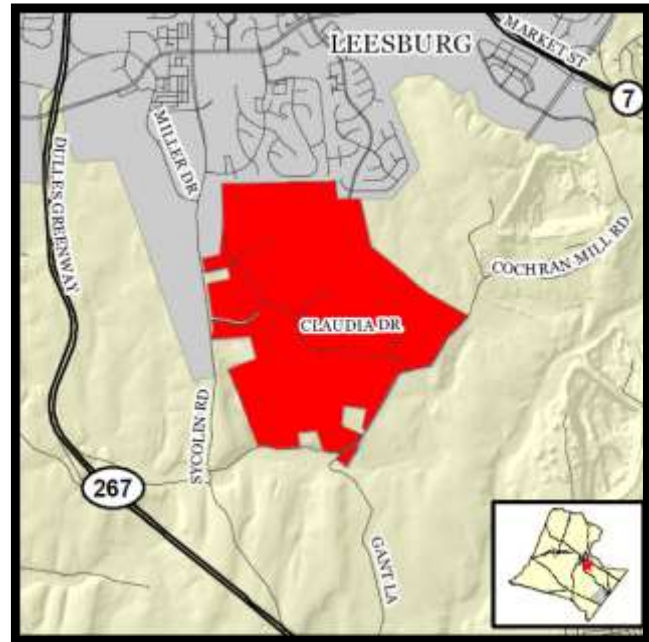
### Project Description

This project provides funding to design and construct a 10,400 square foot Vehicle Annex facility at the existing Fire-Rescue Training Center property on Sycolin Road. The facility, to be located in proximity to the current structural burn building, training props, and high bay building, would provide climate-protected garaging for Training Division, Ready Reserve, and other specialized apparatus, as well as provide support facilities for drill grounds-centric training exercises/programs. The facility would include five vehicle bays, two classrooms, and six skill lab breakout rooms.

The project is envisioned as a pre-engineered steel structure with bay doors servicing double-depth apparatus bays, partitioned walls, and systems to address essential program needs of the designated support spaces. The Master Plan for the Training Center, developed by the Department of Fire and Rescue Emergency Management, offers details of unmet needs and also establishes the location of the buildings and props on the existing training academy campus. The Special Exception (SPEX) for the uses proposed on the Master Plan was approved by the Board of Supervisors in December of 2015. A site plan amendment, SPAM, would be required to permit location of this facility at the existing fire-rescue parcel within the Government Support Center site.

### Funding Plan

This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2021 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	510	510	-	510
Construction	-	-	-	-	-	-	-	-	3,485	3,485
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	605	605
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	510	510	4,090	4,600
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	510	510	4,090	4,600
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	510	510	4,090	4,600



## Juvenile Detention Center (Phase I)

### Project Description – C00146

This project provides additional funding to construct Phase I of the Juvenile Detention Center (JDC) located at the Government Support Center off of Sycolin Road. Supplemental funding is required due to project delays related to approval of the special exception application for the Government Support Center Master Plan. The Board of Supervisors approved the Government Support Center Master Plan special exception on December 2, 2015, allowing design of the project to be re-activated.

Phase I of the Juvenile Detention Center project was originally proposed in the FY 2007- FY 2012 CIP as an addition/renovation project to the existing 15,000 square foot Juvenile Detention Center. In November 2006, the Board of Supervisors adopted a Public Safety Master Plan, which identified future expansion phases of the Adult Detention Center (ADC) that would encroach on the existing JDC facility. An alternative site for the JDC is identified on the adopted Government Support Center Master Plan for construction of a new Juvenile Detention Center to replace the existing facility.

The JDC is a secure residential program for court ordered juveniles ages 11 up to 18 awaiting court disposition. The final concept of the JDC, which has been approved by the Virginia Department of Juvenile Justice, meets state requirements for construction of this type of facility. The JDC is managed by the Department of Family Services.



### Funding Plan

This project is funded using lease revenue financing.

Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	1,215	-	-	-	-	-	-	-	-	1,215
Construction	10,600	3,000	-	-	-	-	-	3,000	-	13,600
Furniture, Fixtures & Equip	200	-	-	-	-	-	-	-	-	200
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>12,015</b>	<b>3,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,000</b>	<b>-</b>	<b>15,015</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	12,015	3,000	-	-	-	-	-	3,000	-	15,015
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>12,015</b>	<b>3,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,000</b>	<b>-</b>	<b>15,015</b>

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
FTE	-	-	10.48	-	-	-	10.48
Personnel	-	-	679	699	718	737	2,833
O&M	-	-	50	50	51	51	202
Debt Service	151	795	1,375	1,335	1,305	1,264	6,225
<b>Total Impact</b>	<b>151</b>	<b>795</b>	<b>2,104</b>	<b>2,084</b>	<b>2,074</b>	<b>2,052</b>	<b>9,260</b>



## Juvenile Detention Center (Phase II)

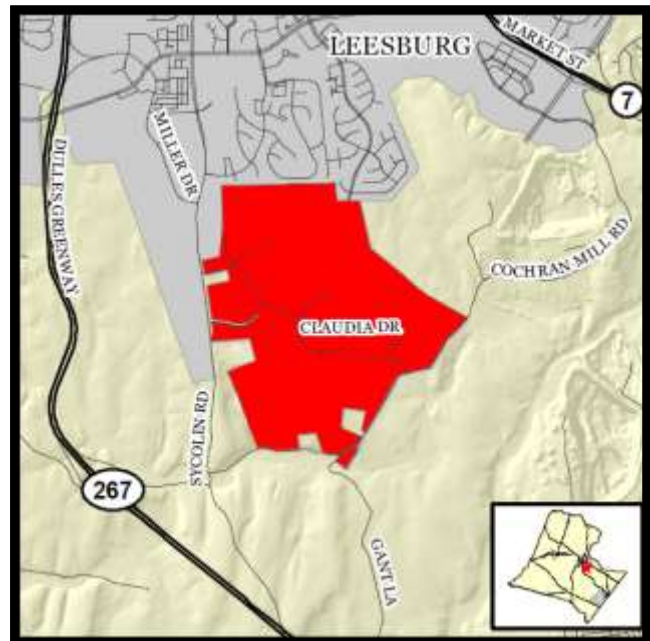
### Project Description – C00146

This project provides funding to construct a 5,000 square foot addition to the new Juvenile Detention Center (JDC) located at the Government Support Center off of Sycolin Road. The addition will include increased bed capacity, program areas, as well as a Juvenile Assessment Center.

The JDC is a secure residential program for court ordered juveniles between the ages of 11 and 17 awaiting court disposition. The final concept of the JDC, which has been approved by the Virginia Department of Juvenile Justice, meets state requirements for construction of this type of facility. The JDC is managed by the Department of Family Services.

### Funding Plan

This project is funded in a future fiscal year using lease revenue financing.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	5,195	5,195
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	-	-	5,195	5,195
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	5,195	5,195
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	-	-	5,195	5,195





# County Capital Projects Transportation







# TRANSPORTATION CAPITAL PROJECTS

## TABLE OF CONTENTS

### Transportation Capital Projects Summary 11-1

#### Road Projects

Arcola Boulevard - Route 50 to Dulles West Boulevard.....	11-6
Arcola Boulevard - Dulles West Boulevard to Route 606.....	11-8
Belmont Ridge Road - Gloucester Parkway to Hay Road.....	11-10
Belmont Ridge Road - Truro Parish Drive to Croson Lane.....	11-12
Braddock Road/Summerall/Supreme Intersection Improvements.....	11-14
Crosstrail Boulevard - Kincaid Boulevard to Russell Branch Parkway.....	11-16
Dulles West Boulevard - Arcola Boulevard to Loudoun County Parkway.....	11-18
Dulles West Boulevard - Arcola Boulevard to Northstar Boulevard.....	11-20
Evergreen Mills Road - Arcola Boulevard to Loudoun County Parkway.....	11-22
Evergreen Mills Road - Belmont Ridge Road to Stone Springs Boulevard.....	11-24
Evergreen Mills Road - Northstar Boulevard to Belmont Ridge Road.....	11-26
Evergreen Mills Road - Stone Springs Boulevard to Arcola Boulevard.....	11-28
Farmwell Road - Smith Switch Road to Ashburn Road.....	11-30
George Washington Boulevard Overpass.....	11-32
Moorefield Boulevard - Moorview Parkway to Moorefield Station.....	11-34
Mooreview Parkway - Croson Lane to Old Ryan Road.....	11-36
Northstar Boulevard - Route 50 to Tall Cedars Parkway.....	11-38
Northstar Boulevard - Shreveport Drive to Route 50.....	11-40
Northstar Boulevard - Tall Cedars Parkway to Braddock Road.....	11-42
Prentice Drive / Lockridge Road West.....	11-44
Route 7 / Route 287 Interchange.....	11-46
Route 7 / Route 690 Interchange.....	11-48
Route 7 / Battlefield Parkway.....	11-50
Route 9 / Route 287 Roundabout.....	11-52
Route 15 Bypass / Battlefield Parkway.....	11-54
Route 15 Bypass / Edwards Ferry Road .....	11-56
Route 606 Widening.....	11-58
Shaw Road.....	11-60
Shellhorn Road - Loudoun County Parkway to Moran Road.....	11-62
Sterling Boulevard Extension - Pacific Boulevard to Randolph Drive.....	11-64
Waxpool Road/ Loudoun County Parkway Intersection Improvements.....	11-66
Waxpool Road / Smith Switch Road / Farmwell Road Intersection Improvements.....	11-68
Westwind Drive - State Street to Ladbrook Drive.....	11-70
Woodgrove High School / Fields Farm Park Road.....	11-72
Northstar Boulevard - Belmont Ridge Road Traffic Signal.....	11-74
Sidewalks - Atlantic Boulevard .....	11-75
Contingency Accounts .....	11-76

#### Town Projects

Town of Hamilton Drainage and Pedestrian Improvements on Route 7.....	11-77
Town of Hillsboro Traffic Calming and Pedestrian Safety.....	11-78
Town of Leesburg Battlefield Parkway - Route 15 to Dulles Greenway.....	11-79
Town of Leesburg NVTA Funding.....	11-80
Town of Middleburg Crosswalk Project.....	11-81
Town of Purcellville NVTA Funding.....	11-82

#### Transit Projects

Bus Acquisition - Transit.....	11-83
Leesburg Park and Ride Lot.....	11-84
Metro Capital Contribution.....	11-85
Metro Station Area Pedestrian Improvements.....	11-86
New Electronic Payments Program (NEPP).....	11-87
One Loudoun Park and Ride Lot.....	11-88
Western Loudoun Park and Ride Lot.....	11-89



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Transportation											
Projects											
Arcola Blvd (Rt 50 - Dulles West Blvd)	-	-	-	-	8,132	-	-	-	8,132	-	8,132
Arcola Blvd (Dulles West - Evergreen Mills)	-	-	-	-	-	3,400	11,826	10,000	25,226	-	25,226
Atlantic Blvd Pedestrian Improvements	-	-	-	-	-	-	-	6,061	6,061	-	6,061
Belmont Ridge Rd (Gloucester to Hay)	48,015	13,015	-	-	-	-	-	-	13,015	-	61,030
Belmont Ridge Rd (Truro Parish to Croson)	22,863	-	15,000	-	-	-	-	-	15,000	-	37,863
Braddock/Summerall/Supreme Intersec	-	2,000	-	-	-	-	-	-	2,000	-	2,000
Crosstrail Blvd	31,300	2,000	-	-	-	41,560	-	-	43,560	-	74,860
Evergreen Mills Rd (Belmont Ridge - Stone Spr	-	-	-	-	-	-	2,000	10,300	12,300	-	12,300
Evergreen Mills Rd (Stone Springs - Arcola)	-	-	-	-	-	-	-	10,400	10,400	-	10,400
Evergreen Mills Rd (Arcola to Lo.Co. Pkwy)	-	-	-	-	-	-	-	19,051	19,051	-	19,051
Evergreen Mills Rd (Northstar - Belmont Ridge)	-	-	-	-	-	-	-	-	-	54,500	54,500
Farmwell Rd (Smith Switch to Ashburn Rd)	7,864	-	10,000	7,000	-	-	-	-	17,000	-	24,864
George Washington Blvd Overpass	1,367	4,132	-	1,976	8,201	8,500	3,000	3,000	25,809	-	27,176
Dulles West Blvd (Arcola - Lo.Co. Pkwy)	-	-	-	8,100	9,114	-	-	-	17,214	-	17,214
Dulles West Blvd (Arcola - Northstar)	-	-	-	-	-	-	-	23,100	23,100	-	23,100
Moorefield Blvd	-	-	-	4,200	-	-	-	-	4,200	-	4,200
Mooreview Pkwy	6,300	1,579	-	-	-	-	-	-	1,579	-	7,879
Northstar Blvd (Rt 50 - Tall Cedars)	5,432	-	20,560	10,000	-	-	-	-	30,560	-	35,992
Northstar Blvd (Rt 50 - Shreveport)	11,459	10,000	11,081	27,440	-	-	-	-	48,521	-	59,980
Northstar Blvd (Tall Cedars - Braddock)	-	-	-	-	-	-	-	10,855	10,855	-	10,855
Northstar/Belmont Ridge Traffic Signal	35	510	-	-	-	-	-	-	510	-	545
Prentice Rd	-	9,000	-	-	-	20,000	60,650	-	89,650	-	89,650
Route 15 Bypass/ Battlefield Pkwy	-	-	2,000	-	-	-	-	-	2,000	-	2,000
Route 15 Bypass/ Edwards Ferry Rd	2,000	-	-	-	-	-	1,200	1,500	2,700	-	4,700
Route 606 Widening	32,912	8,574	-	-	-	-	-	-	8,574	-	41,486
Route 7/ Battlefield Pkwy	13,000	38,760	6,240	-	-	-	-	-	45,000	-	58,000
Route 7/ Route 287 Interchange	-	-	-	-	-	-	-	11,000	11,000	-	11,000
Route 7/ Route 690 Interchange	1,500	4,000	2,000	2,000	2,000	15,100	10,000	-	33,100	-	34,600
Route 9/ Route 287 Roundabout	1,228	-	-	-	-	-	-	-	-	10,750	11,978
Shaw Rd	-	-	2,622	-	-	-	-	-	2,622	-	2,622
Shellhorn Rd	-	8,000	4,000	4,000	4,000	8,000	-	-	24,000	-	24,000
Sterling Blvd Extension	14,101	10,028	-	-	-	-	-	-	10,028	-	24,129
Waxpool/ Loudoun County Pkwy Intersec	1,235	1,146	3,489	-	-	-	-	-	4,635	-	5,870
Waxpool/Smith Switch/Farmwell Rd Intersec	-	-	-	4,300	-	-	-	-	4,300	-	4,300
Westwind Dr (State Street to Ladbrook)	-	-	-	8,000	35,696	-	-	-	43,696	-	43,696
Woodgrove & Fields Farm Rd	3,815	-	2,500	-	-	-	-	-	2,500	-	6,315
Roads Subtotal:	204,426	112,744	79,492	85,148	141,071	94,176	105,267	617,898	65,250	-	887,574
Contingency - Sidewalk	-	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	-	6,000
Contingency - Traffic Calming	-	100	100	100	100	100	100	100	600	-	600
Contingency - Traffic Signal	-	500	500	500	500	500	500	500	3,000	-	3,000
Contingency Subtotal:	-	1,600	1,600	1,600	1,600	1,600	1,600	1,600	9,600	-	9,600
Town of Hamilton Pedestrian Improvements	-	566	-	-	-	-	-	-	566	-	566
Town of Hillsboro Pedestrian Safety	-	-	4,800	-	-	-	-	-	4,800	-	4,800
Town of Leesburg Battlefield Pkwy	-	-	1,000	-	-	-	-	-	1,000	-	1,000
Town of Leesburg NVTa Local Distribution	5,591	2,036	2,099	2,165	2,234	2,304	2,377	13,215	10,964	-	29,770
Town of Middleburg Crosswalk Project	1,205	585	-	-	-	-	-	-	585	-	1,790
Town of Purcellville NVTa Local Distribution	1,169	444	457	471	486	501	516	2,875	2,290	-	6,334
Towns - NVTa 30% Local Subtotal:	7,965	3,631	8,356	2,636	2,720	2,805	2,893	23,041	13,254	-	44,260
Transit Buses (2)	32,523	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	42,523
Leesburg Area Park and Ride Lot	2,500	1,490	-	-	-	-	-	-	1,490	-	3,990
Metro Capital Contribution	-	-	-	12,000	12,000	13,000	13,000	13,000	50,000	-	50,000
Metro Station Area Pedestrian Improvements	-	-	-	-	-	-	-	5,400	5,400	6,600	12,000
NEPP	-	-	-	2,000	-	-	-	-	2,000	-	2,000
One Loudoun Park and Ride Lot	-	-	-	3,290	-	-	-	-	3,290	-	3,290
Western Loudoun Park and Ride Lot	-	3,821	-	150	-	-	-	-	3,971	-	3,971
Transit Subtotal:	35,023	6,311	1,000	18,440	13,000	14,000	19,400	19,400	72,151	10,600	117,774
Transportation Budgetary Cost	247,414	124,286	90,448	107,824	158,391	112,581	129,160	129,160	722,690	89,104	1,059,208





Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Transportation											
Funding Source											
Local Tax Funding		1,700	2,000	-	-	-	-	-	2,000	-	3,700
Local Tax Funding - Roads		18,935	15,000	15,000	15,000	15,000	15,000	15,000	90,000	6,600	115,535
Fund Balance		7,800	10,000	-	-	-	-	-	10,000	-	17,800
General Obligation Bonds		3,180	14,000	2,000	14,000	53,560	15,000	29,300	127,860	54,500	185,540
Lease Revenue Financing		62,465	-	-	-	-	-	-	-	-	62,465
State Capital Assistance		18,065	500	500	500	500	500	500	3,000	2,000	23,065
CMAQ		-	3,821	-	3,440	-	-	5,400	12,661	-	12,661
RSTP		10,122	12,422	-	1,976	8,201	9,700	4,500	36,799	-	46,921
Revenue Sharing		15,831	10,000	10,000	10,000	10,000	10,000	10,000	60,000	5,375	81,206
NVTA 70% Regional		57,564	38,760	43,881	45,040	50,239	43,480	44,763	266,163	-	323,727
NVTA 30% Local		36,486	16,405	16,878	17,368	17,877	18,401	18,944	105,873	18,629	160,988
Proffers (Cash)		12,647	1,378	1,689	-	2,514	-	253	5,834	-	18,481
Transit Fees		-	-	500	500	500	500	500	2,500	2,000	4,500
Local Gasoline Tax		2,484	-	-	-	-	-	-	-	-	2,484
Proceeds from Sale of Land		135	-	-	-	-	-	-	-	-	135
Total Funding Source		247,414	124,286	90,448	107,824	158,391	112,581	129,160	722,690	89,104	1,059,208

## Arcola Boulevard – Route 50 to Dulles West Boulevard

### Project Description

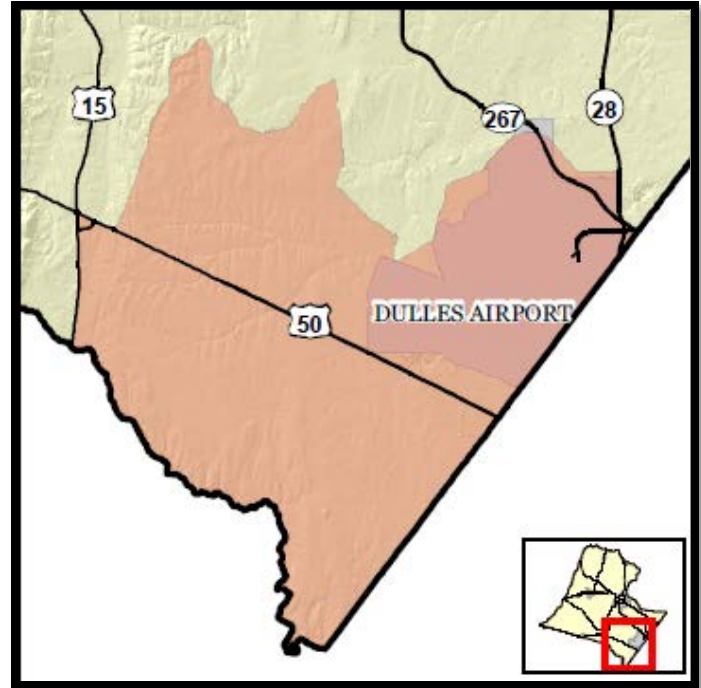
This project provides for the planning, design, right-of-way acquisition and construction of a major collector roadway from John Mosby Highway (Route 50) to Dulles West Boulevard. The project entails the construction of a four-lane median divided roadway within a 120 foot right of way, and intersection improvements at John Mosby Highway (Route 50).

This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

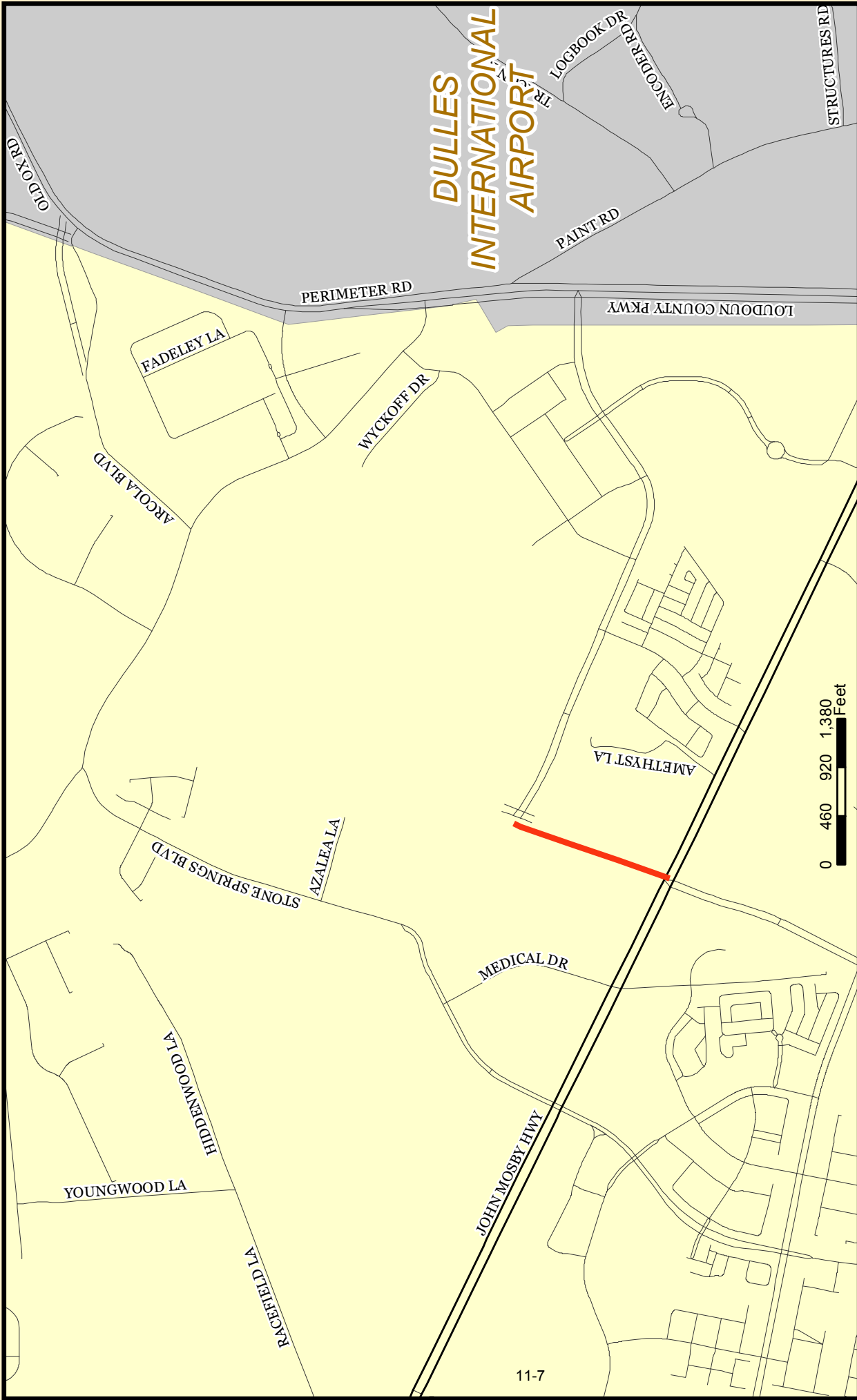
This is a planned roadway included in the 2010 Countywide Transportation Plan.

### Funding Plan

This project is funded using Local Tax Funding, NVTA 70% Regional funds, and NVTA 30% Local funds. NVTA 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding on County road projects are subject to award of the funding to the County by NVTA. All proposed uses of NVTA 30% local funding on County road projects are subject to allocation of the funds to the County by NVTA.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	1,500	-	-	-	1,500	-	1,500
Preliminary Engineering	-	-	-	1,500	-	-	-	1,500	-	1,500
Construction	-	-	-	5,132	-	-	-	5,132	-	5,132
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	<b>8,132</b>	-	-	-	<b>8,132</b>	-	<b>8,132</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	2,100	-	-	-	2,100	-	2,100
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	4,000	-	-	-	4,000	-	4,000
NVTA 30% (Local)	-	-	-	2,032	-	-	-	2,032	-	2,032
<b>Total Financing</b>	-	-	-	<b>8,132</b>	-	-	-	<b>8,132</b>	-	<b>8,132</b>



11-7



**LOUDOUN COUNTY GOVERNMENT**  
 FY 2017- FY 2022 Capital Improvements Program Projects  
**ARCOLA BLVD (DULLES WEST BLVD TO RT 50)**  
 The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.

Map Number 2016-071  
 Loudoun County Office of Mapping and Geographic Information



## Arcola Boulevard – Dulles West Boulevard to Route 606

### Project Description

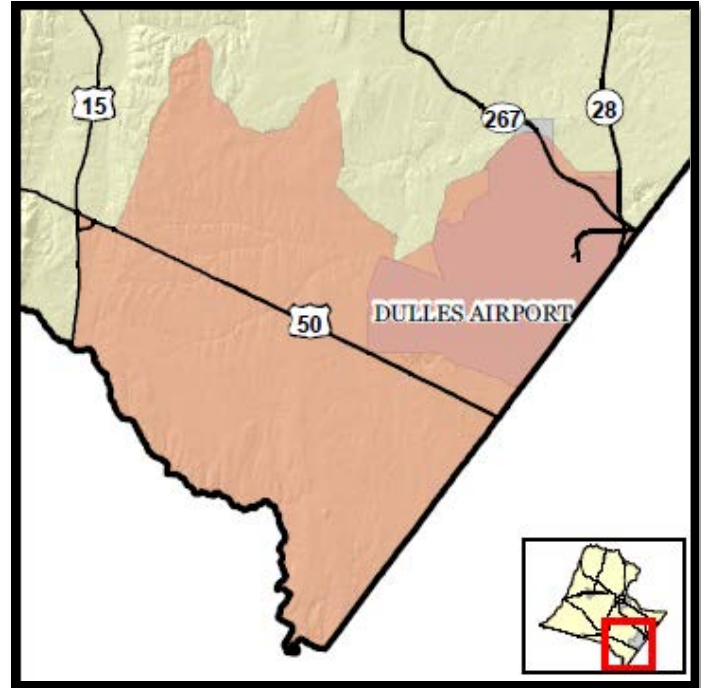
This project provides for the construction of a major collector roadway from Dulles West Boulevard to Route 606. The project entails the construction of a four-lane median divided roadway within a 120 foot right of way.

This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

This is a planned roadway included in the 2010 Countywide Transportation Plan.

### Funding Plan

This project is funded using State Revenue Sharing funds, NVTA 70% Regional funds, and NVTA 30% Local funds. State Revenue Sharing and NVTA 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding and State Revenue Sharing funding on County road projects are subject to award of the funding to the County by NVTA and VDOT, respectively. All proposed uses of NVTA 30% local funding on County road projects are subject to allocation of the funds to the County by NVTA.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	-	3,400	-	-	3,400	-	3,400
Preliminary Engineering	-	-	-	-	-	3,200	-	3,200	-	3,200
Construction	-	-	-	-	-	8,626	10,000	18,626	-	18,626
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,400</b>	<b>11,826</b>	<b>10,000</b>	<b>25,226</b>	<b>-</b>	<b>25,226</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	5,000	5,000	10,000	-	10,000
NVTA 70% (Regional)	-	-	-	-	3,400	-	-	3,400	-	3,400
NVTA 30% (Local)	-	-	-	-	-	6,826	5,000	11,826	-	11,826
<b>Total Financing</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,400</b>	<b>11,826</b>	<b>10,000</b>	<b>25,226</b>	<b>-</b>	<b>25,226</b>



# LOUDOUN COUNTY GOVERNMENT

FY 2017- FY 2022 Capital Improvements Program Projects

ARCOLA BLVD (DULLES WEST BLVD TO RT 606)

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2016-070  
Loudoun County Office of Mapping  
and Geographic Information



## Belmont Ridge Road – Gloucester Parkway to Hay Road

### Project Description – C00217

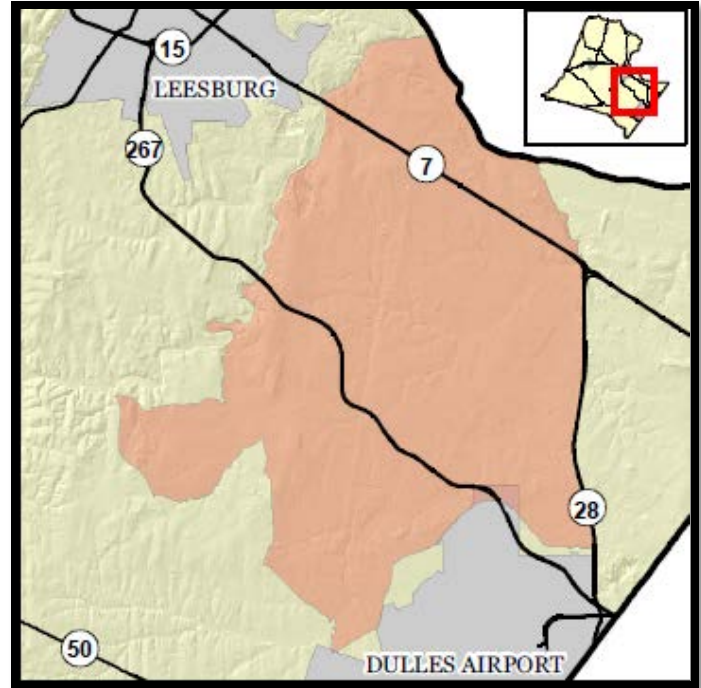
This project provides funding to design and construct two additional lanes to Belmont Ridge Road north of the Dulles Greenway, from Gloucester Parkway to Hay Road, increasing the overall capacity of Belmont Ridge Road from two lanes to four lanes to include a grade separated bridge over the W&OD Trail, and shared use paths along Belmont Ridge Road. The Virginia Department of Transportation (VDOT) is administering the project as design-build under a Project Agreement with Loudoun County.

Funding for design occurred in FY 2014 using general obligation bonds approved on the November 2013 referendum. NVTA 70% regional funds and NVTA 30% local funds were appropriated to this project in FY 2014 for construction. Additional funding for construction is appropriated in FY 2017 to take advantage of the Board of Supervisors' allocation of \$0.02 of the tax rate for transportation improvement projects.

This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance. VDOT awarded the design-build contract in September 2015.

### Funding Plan

This project is funded using general obligation bond financing, cash proffers, local tax funding, State Revenue Sharing, NVTA 70% Regional funds, and NVTA 30% Local funds. The general obligation bonds were approved on the November 2013 referendum for design of the road.



Capital (\$ in 1000s)	Prior							6 Year	Future	Project
	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	2,100	-	-	-	-	-	-	-	-	2,100
Construction	45,915	13,015	-	-	-	-	-	13,015	-	58,930
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>48,015</b>	<b>13,015</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,015</b>	<b>-</b>	<b>61,030</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	13,000	13,015	-	-	-	-	-	13,015	-	26,015
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	2,100	-	-	-	-	-	-	-	-	2,100
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	279	-	-	-	-	-	-	-	-	279
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	1,831	-	-	-	-	-	-	-	-	1,831
NVTA 70% (Regional)	20,000	-	-	-	-	-	-	-	-	20,000
NVTA 30% (Local)	10,805	-	-	-	-	-	-	-	-	10,805
<b>Total Financing</b>	<b>48,015</b>	<b>13,015</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,015</b>	<b>-</b>	<b>61,030</b>





# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects  
BELMONT RIDGE RD - GLOUCESTER PKWY TO HAY RD

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-053  
Loudoun County Office of Mapping  
and Geographic Information



## Belmont Ridge Road – Truro Parish Drive to Croson Lane

### Project Description – C02043

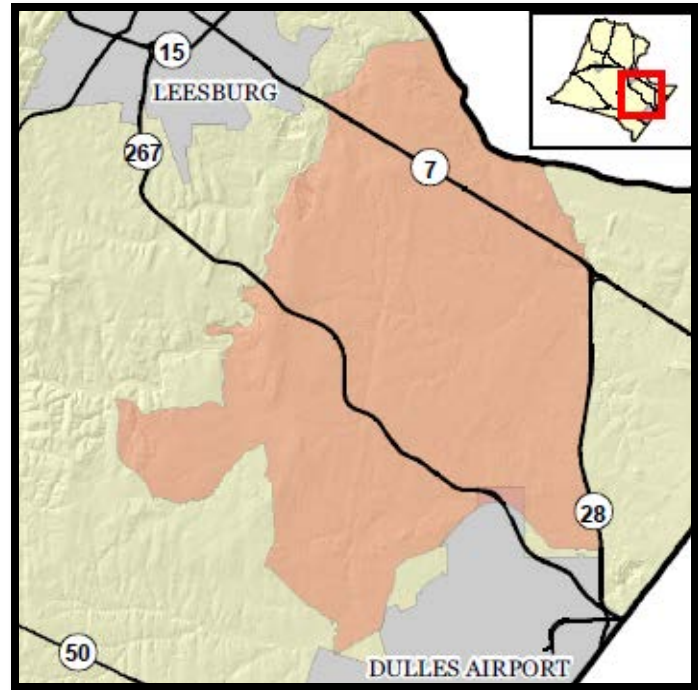
This project provides funding to design and construct two additional lanes to Belmont Ridge Road from Truro Parish Drive to Croson Lane, increasing the overall capacity of Belmont Ridge Road. The section will be a 4 lane median divided roadway.

Funding for design occurred in FY 2014 using general obligation bonds approved on the November 2013 referendum. Funding for construction is appropriated over three years - in FY 2015, FY 2016 and FY 2018 to take advantage of multiple funding sources to fully fund the project while minimizing debt issuance. In FY 2015, the County allocated NVTa 70% regional funds and local tax funding. In FY 2016, the County allocated cash proffers to the project. In FY 2018, the project will be funded using Board of Supervisors' allocation of \$0.02 of the tax rate for transportation improvements and State Revenue Sharing funds.

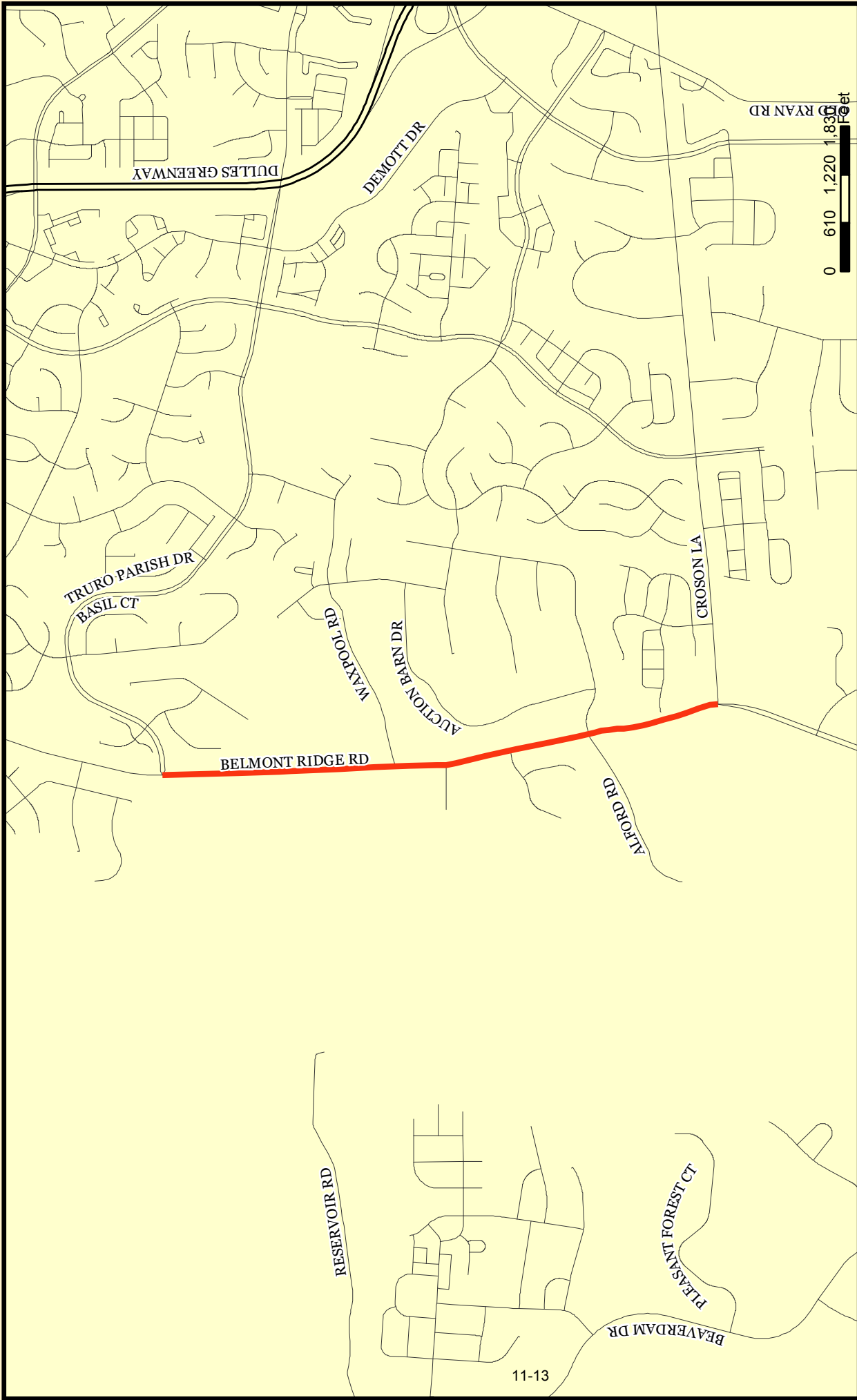
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

### Funding Plan

This project is funded using cash proffers, general obligation bonds, local tax funding, State Revenue Sharing funds and NVTa 70% Regional funds. State Revenue Sharing and NVTa 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTa regional funding and State Revenue Sharing funding on County road projects are subject to award of the funding to the County by NVTa and VDOT, respectively.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	1,700	-	-	-	-	-	-	-	-	1,700
Preliminary Engineering	2,230	-	-	-	-	-	-	-	-	2,230
Construction	18,933	-	15,000	-	-	-	-	15,000	-	33,933
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>22,863</b>	<b>-</b>	<b>15,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,000</b>	<b>-</b>	<b>37,863</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	1,000	-	13,600	-	-	-	-	13,600	-	14,600
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	1,080	-	-	-	-	-	-	-	-	1,080
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	1,283	-	-	-	-	-	-	-	-	1,283
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	1,400	-	-	-	-	1,400	-	1,400
NVTa 70% (Regional)	19,500	-	-	-	-	-	-	-	-	19,500
NVTa 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>22,863</b>	<b>-</b>	<b>15,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,000</b>	<b>-</b>	<b>37,863</b>



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

**BELMONT RIDGE RD - TRURO PARISH DR TO CROSON LA**

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-052  
Loudoun County Office of Mapping  
and Geographic Information

## Braddock Road/Summerall/Supreme Intersection Improvements

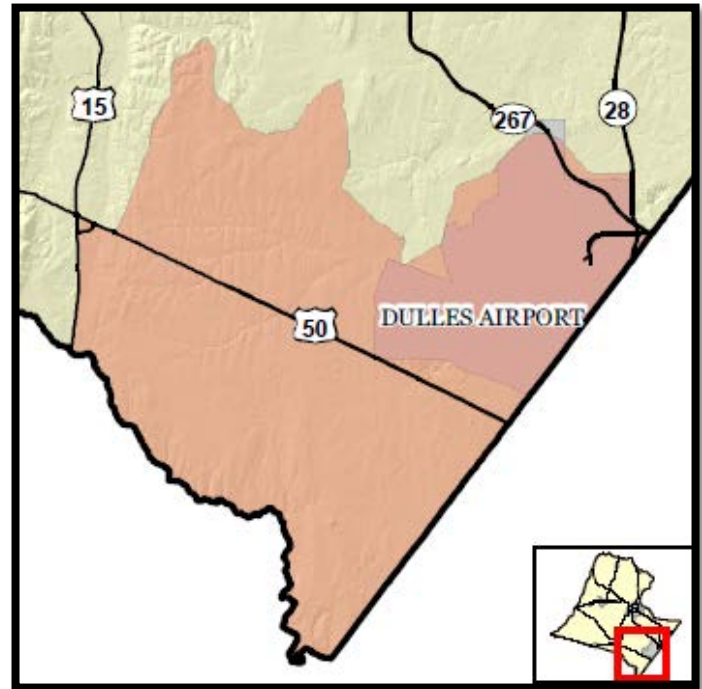
### Project Description

This project provides for the installation of a traffic signal and turn lanes at the intersection of Braddock Road (Route 620) and Supreme Drive (Route 1257)/Summerall Drive (Route 1258). The missing half-section of Braddock Road near the subject intersection will be widened from two lanes to four lanes, the ultimate roadway condition of Braddock Road per the 2010 Countywide Transportation Plan, with bicycle/pedestrian facilities on both sides of the roadway.

This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

### Funding Plan

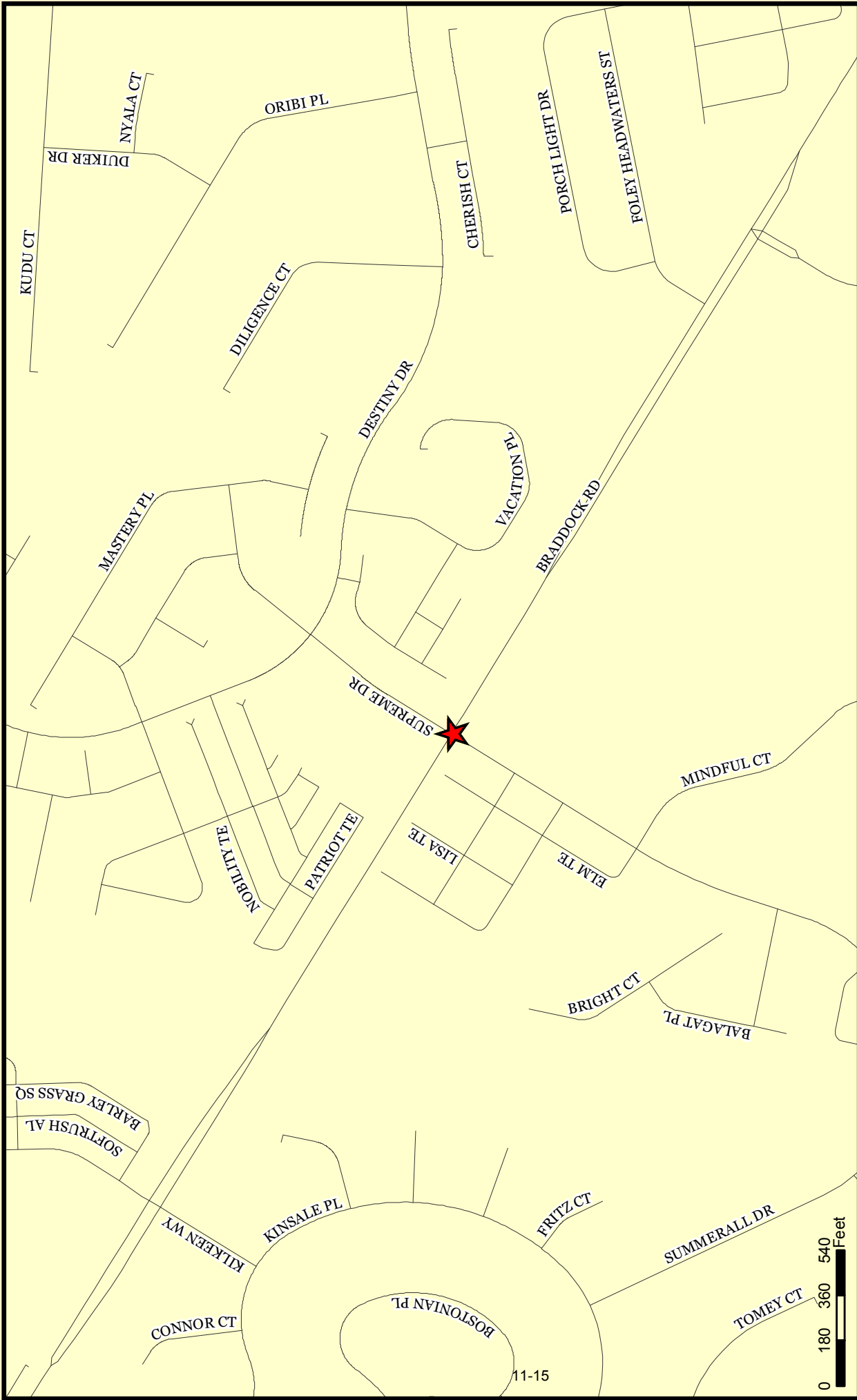
This project is funded using general obligation bonds. The general obligation bonds will be scheduled for placement on the November 2016 referendum.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	300	-	-	-	-	-	300	-	300
Preliminary Engineering	-	300	-	-	-	-	-	300	-	300
Construction	-	1,400	-	-	-	-	-	1,400	-	1,400
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	<b>2,000</b>	-	-	-	-	-	<b>2,000</b>	-	<b>2,000</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	2,000	-	-	-	-	-	2,000	-	2,000
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	<b>2,000</b>	-	-	-	-	-	<b>2,000</b>	-	<b>2,000</b>

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Debt Service	-	200	195	190	185	180	950
<b>Total Impact</b>	-	<b>200</b>	<b>195</b>	<b>190</b>	<b>185</b>	<b>180</b>	<b>950</b>



Map Number 2015-316  
Loudoun County Office of Mapping  
and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2017 - FY 2022 Capital Improvement Program Projects

BRADDOCK RD/SUMMERALL RD/SUPREME RD INTERSECTION IMPROVEMENTS

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



## Crosstrail Boulevard – Kincaid Boulevard to Russell Branch Parkway

### Project Description – C00046 & C02069

This project constructs segments of Crosstrail Boulevard in the vicinity of Philip A. Bolen Memorial Park and the Leesburg Airport in the Leesburg Planning Subarea. This project provides funding to construct four lanes of Crosstrail Boulevard from Kincaid Boulevard to Russell Branch Parkway near Route 7 in the vicinity of the Villages at Leesburg.

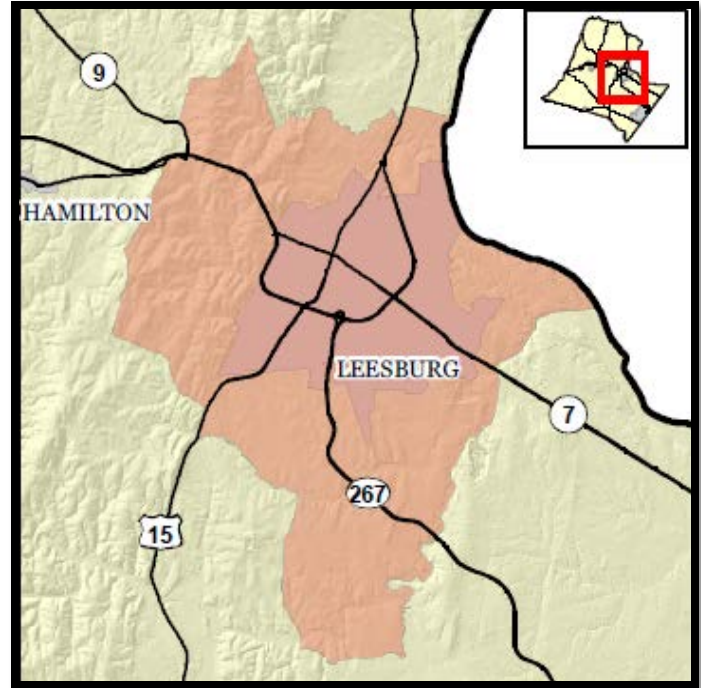
The design of Crosstrail Boulevard from Sycolin Road to Kincaid Boulevard is complete, with construction underway. Design of the section of Crosstrail Boulevard from the boundary of the County-owned property to Russell Branch Parkway is 100% complete.

This infrastructure project completes roads required to develop land bays for public facilities at the County owned Government Support Center site in Leesburg and implements the 2010 Countywide Transportation Plan for road infrastructure to serve this area of the County.

This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

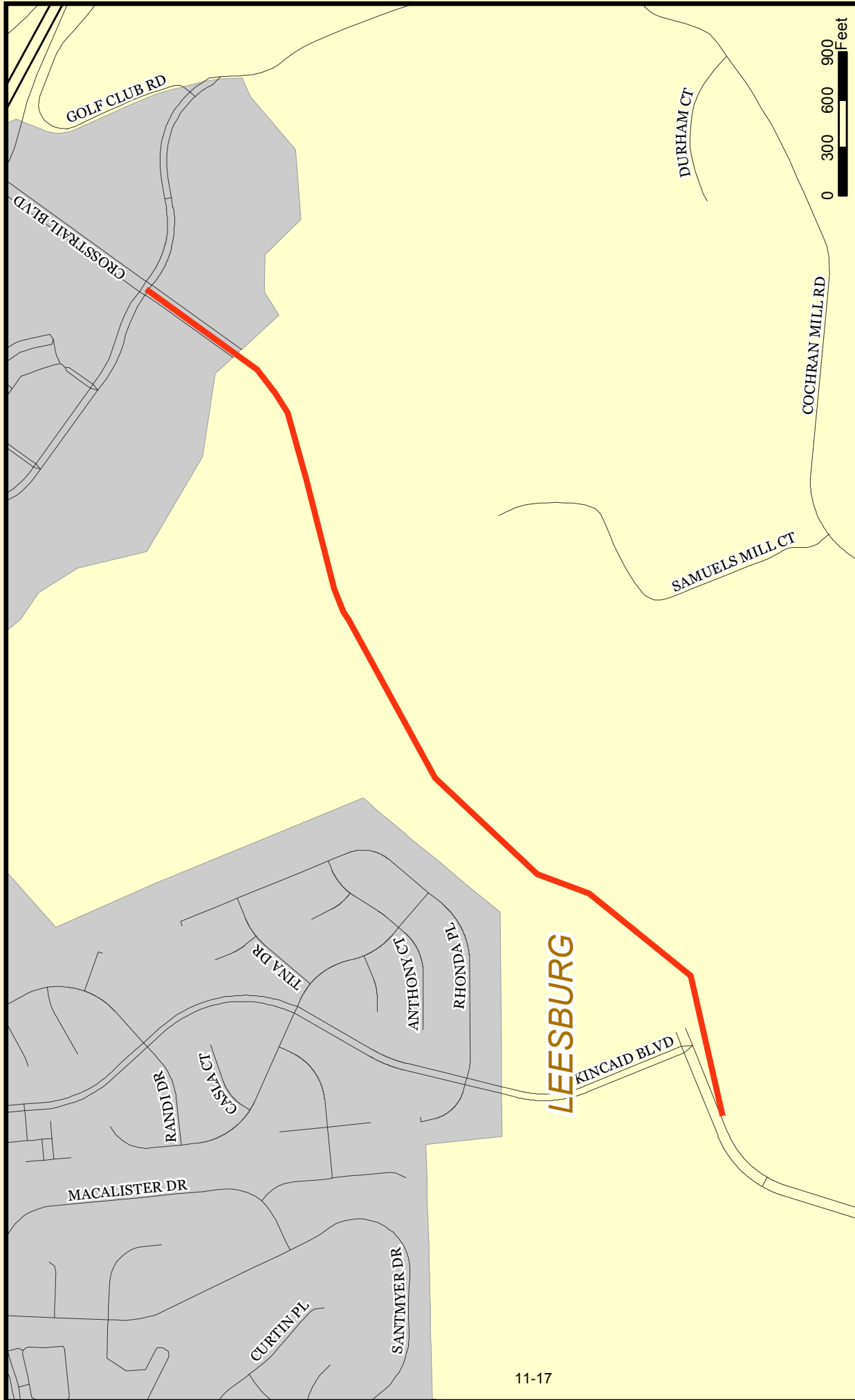
### Funding Plan

This project is funded using local tax funding and general obligation bonds. The bonds will be scheduled for placement on the November 2019 referendum. Prior year appropriations include local tax funding and lease revenue financing.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	2,000	-	-	-	-	-	2,000	-	2,000
Preliminary Engineering	6,300	-	-	-	-	-	-	-	-	6,300
Construction	25,000	-	-	-	41,560	-	-	41,560	-	66,560
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>31,300</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>41,560</b>	<b>-</b>	<b>-</b>	<b>43,560</b>	<b>-</b>	<b>74,860</b>
Local Tax Funding	-	2,000	-	-	-	-	-	2,000	-	2,000
Local Tax Funding - Roads	1,300	-	-	-	-	-	-	-	-	1,300
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	41,560	-	-	41,560	-	41,560
Lease Revenue Financing	30,000	-	-	-	-	-	-	-	-	30,000
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>31,300</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>41,560</b>	<b>-</b>	<b>-</b>	<b>43,560</b>	<b>-</b>	<b>74,860</b>

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Debt Service	75	296	289	281	1,024	3,248	5,213
<b>Total Impact</b>	<b>75</b>	<b>296</b>	<b>289</b>	<b>281</b>	<b>1,024</b>	<b>3,248</b>	<b>5,213</b>



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

CROSSTRAIL BLVD - KINCAID BLVD TO RUSSELL BRANCH PKWY

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-065  
Loudoun County Office of Mapping  
and Geographic Information



## Dulles West Boulevard - Arcola Boulevard to Loudoun County Parkway

### Project Description

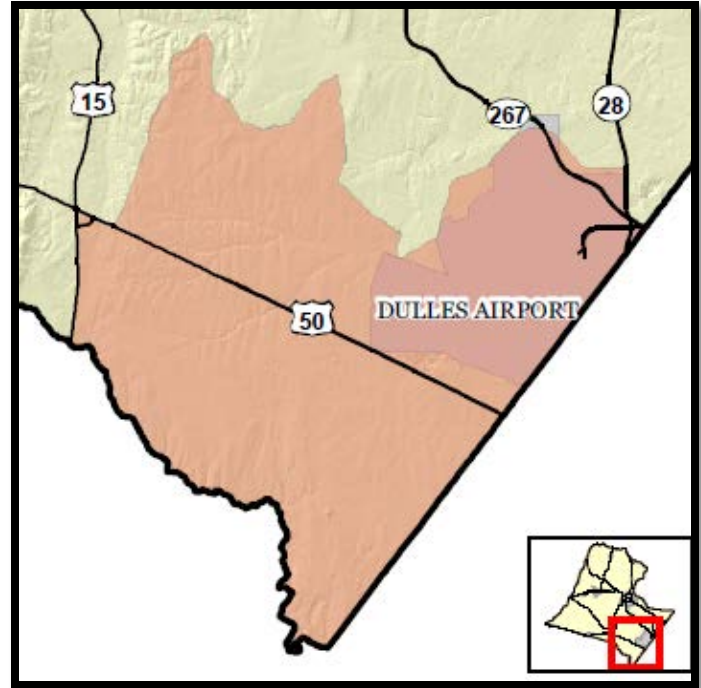
This project (formerly known as Glascock Road – East of Arcola Boulevard) provides for the planning, design, right-of-way acquisition and construction of a major collector roadway from Loudoun County Parkway to Arcola Boulevard. The project entails the construction of a four-lane median divided roadway within a 120 foot right of way, and intersection improvements at Arcola Boulevard.

This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

This is a planned roadway included in the 2010 Countywide Transportation Plan.

### Funding Plan

This project is funded using cash proffers and NVT 70% Regional funds. NVT 70% Regional funds are applied for and awarded on a competitive basis. All proposed uses of NVT 70% Regional funding on County road projects are subject to award of the funding to the County by NVT.



Capital (\$ in 1000s)	Prior							6 Year	Future	Project
	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	4,000	-	-	-	4,000	-	4,000
Preliminary Engineering	-	-	-	4,100	-	-	-	4,100	-	4,100
Construction	-	-	-	-	9,114	-	-	9,114	-	9,114
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	8,100	9,114	-	-	17,214	-	17,214
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	2,514	-	-	2,514	-	2,514
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVT 70% (Regional)	-	-	-	8,100	6,600	-	-	14,700	-	14,700
NVT 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	8,100	9,114	-	-	17,214	-	17,214





# LOUDOUN COUNTY GOVERNMENT

FY 2017 - FY 2022 Capital Improvements Program Projects

DULLES WEST BLVD - ARCOLA BLVD TO LOUDOUN COUNTY PKWY

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2016-076  
Loudoun County Office of Mapping  
and Geographic Information



## Dulles West Boulevard - Arcola Boulevard to Northstar Boulevard

### Project Description

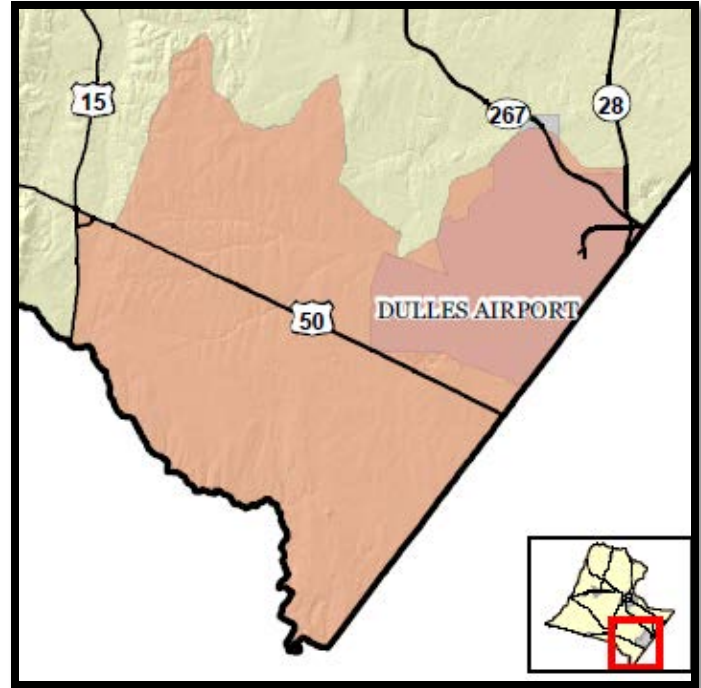
This project (formerly known as Glascock Road – West of Arcola Boulevard) provides for the planning, design, right-of-way acquisition and construction of a major collector roadway from Northstar Boulevard to Arcola Boulevard. The project entails the construction of a four-lane median divided roadway within a 120 foot right of way.

This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

This is a planned roadway included in the 2010 Countywide Transportation Plan. There are no proffered dedications of right of way.

### Funding Plan

This project is funded using NVTA 70% Regional funds. NVTA 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding on County road projects are subject to award of the funding to the County by NVTA.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	6,000	6,000	-	6,000
Preliminary Engineering	-	-	-	-	-	-	11,100	11,100	-	11,100
Construction	-	-	-	-	-	-	6,000	6,000	21,000	27,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23,100</b>	<b>23,100</b>	<b>21,000</b>	<b>44,100</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	23,100	23,100	21,000	44,100
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23,100</b>	<b>23,100</b>	<b>21,000</b>	<b>44,100</b>



11-21



# LOUDOUN COUNTY GOVERNMENT

FY 2017 - FY 2022 Capital Improvements Program Projects

DULLES WEST BLVD - ARCOLA BLVD TO NORTHSTAR BLVD

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2016-077  
Loudoun County Office of Mapping  
and Geographic Information



## Evergreen Mills Road – Arcola Boulevard to Loudoun County Parkway

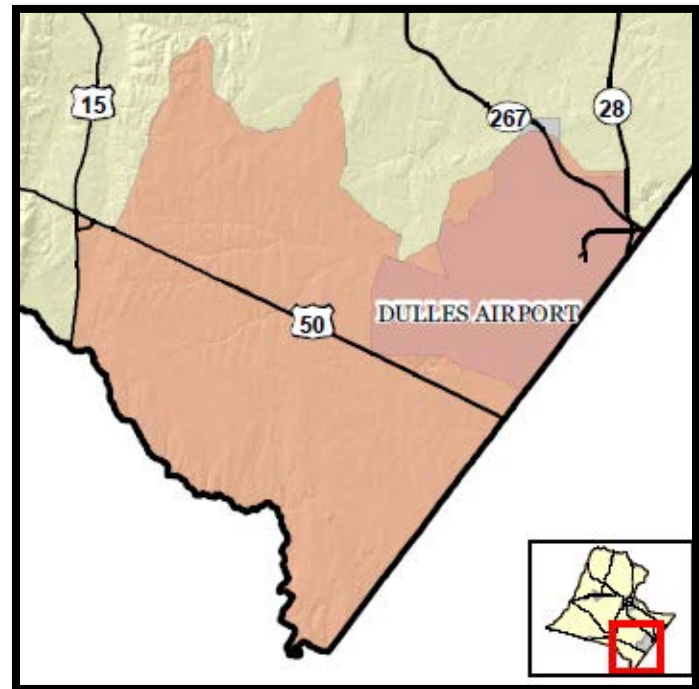
### Project Description

This project provides for the design, right-of-way acquisition, and widening of Evergreen Mills Road from two lanes to four lanes between Arcola Boulevard and Loudoun County Parkway.

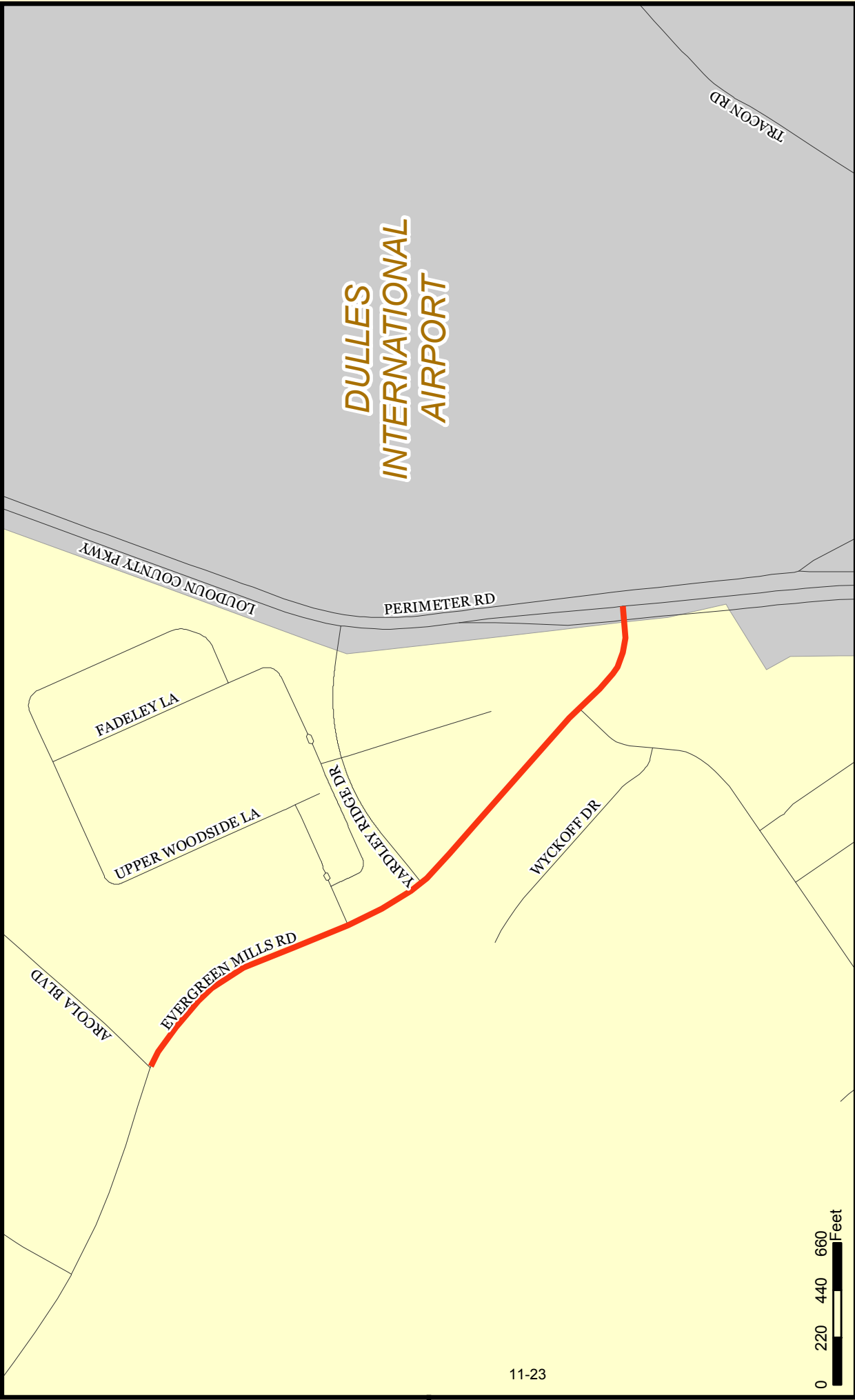
The road improvements are being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Funding Plan

This project is funded using local tax funding and NVTAs 30% local funds. All proposed uses of NVTAs 30% local funding on County road projects are subject to allocation of the funds to the County by NVTAs.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	3,051	3,051	-	3,051
Preliminary Engineering	-	-	-	-	-	-	2,500	2,500	-	2,500
Construction	-	-	-	-	-	-	13,500	13,500	-	13,500
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	19,051	19,051	-	19,051
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	15,000	15,000	-	15,000
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	4,051	4,051	-	4,051
<b>Total Financing</b>	-	-	-	-	-	-	19,051	19,051	-	19,051



# LOUDOUN COUNTY GOVERNMENT

FY 2017 - FY 2022 Capital Improvements Program Projects  
EVERGREEN MILLS RD (ARCOLA BLVD TO LOUDOUN COUNTY PKWY)

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2016-072  
Loudoun County Office of Mapping  
and Geographic Information

## Evergreen Mills Road - Belmont Ridge Road to Stone Springs Boulevard

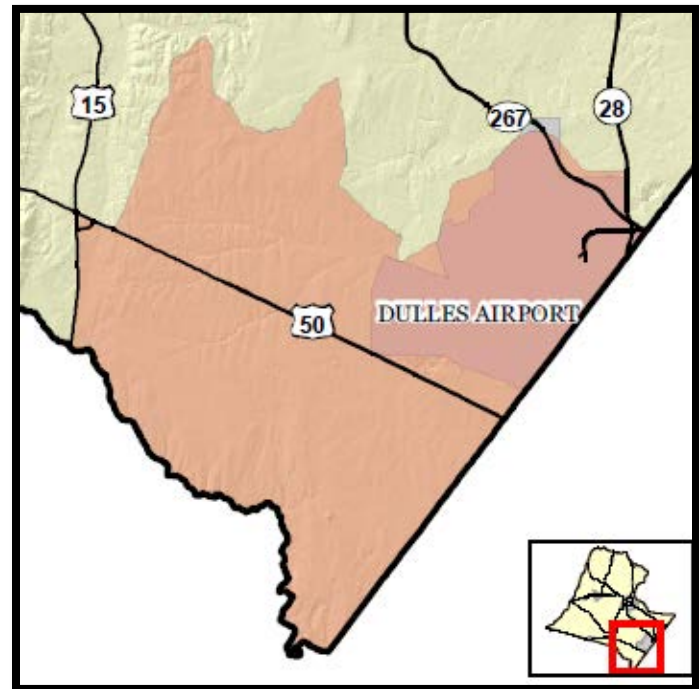
### Project Description

This project provides for the planning, design, right-of-way acquisition and construction of intersection improvements at the intersection of Evergreen Mills Road and Belmont Ridge Road, and the intersection of Stone Springs Boulevard and Evergreen Mills Road, as well as the widening of Evergreen Mills Road from two lanes to four lanes between the aforementioned intersections.

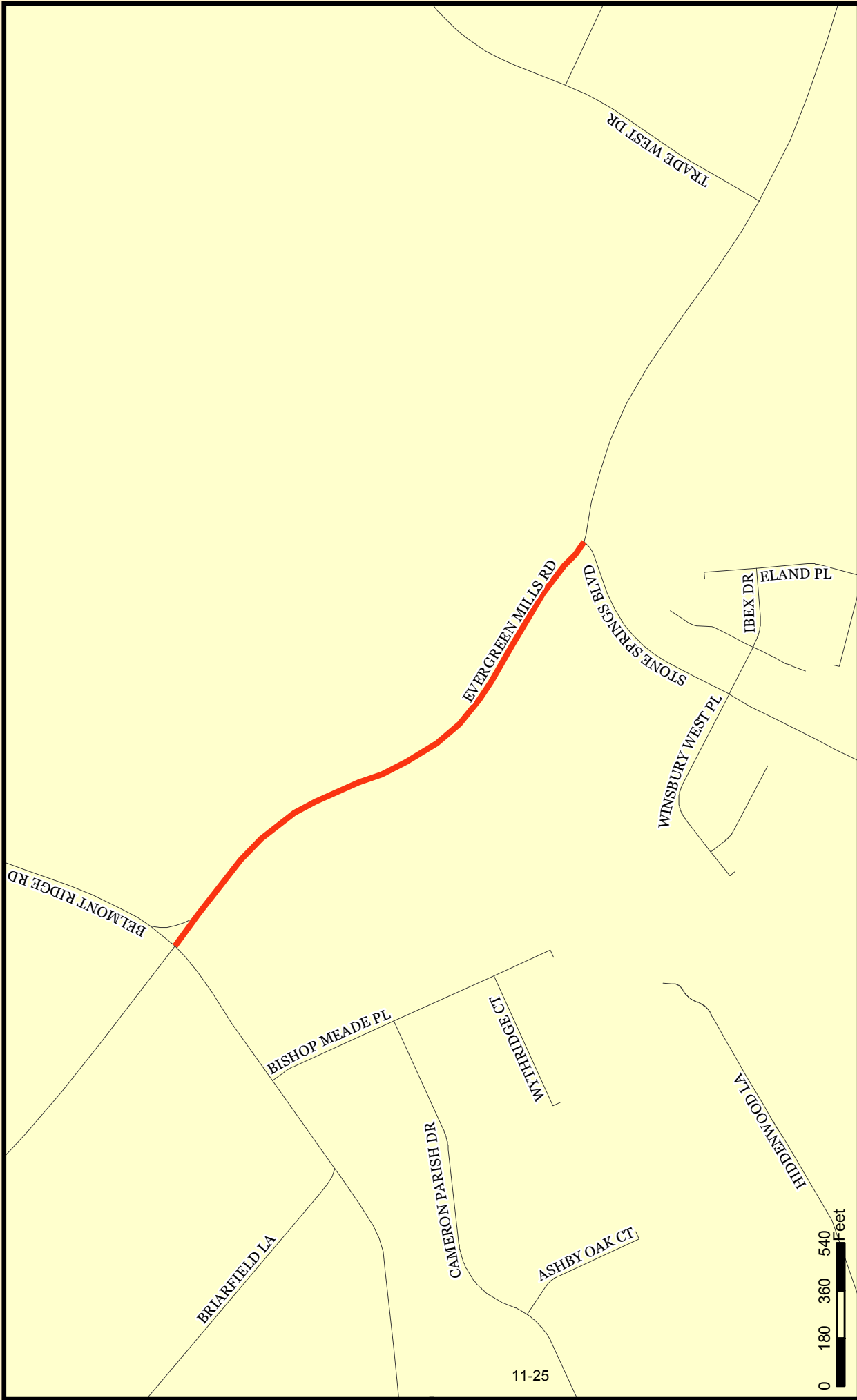
The road improvements are being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Funding Plan

This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2020 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	1,845	1,845	-	1,845
Preliminary Engineering	-	-	-	-	-	2,000	-	2,000	-	2,000
Construction	-	-	-	-	-	-	8,455	8,455	-	8,455
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	2,000	10,300	12,300	-	12,300
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	2,000	10,300	12,300	-	12,300
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	2,000	10,300	12,300	-	12,300
<b>Operating Impact (\$ in 1000s)</b>		<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>Total</b>		
Debt Service		-	-	-	-	-	200	200		
<b>Total Impact</b>		-	-	-	-	-	200	200		



Map Number 2016-073  
Loudoun County Office of Mapping  
and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2017 - FY 2022 Capital Improvements Program Projects  
EVERGREEN MILLS RD (BELMONT RIDGE RD TO STONE SPRINGS BLVD)  
The road alignment depicted on this map is conceptual in nature  
and may be revised due to design and engineering considerations.



0 180 360 540 Feet



## Evergreen Mills Road – Northstar Boulevard to Belmont Ridge Road

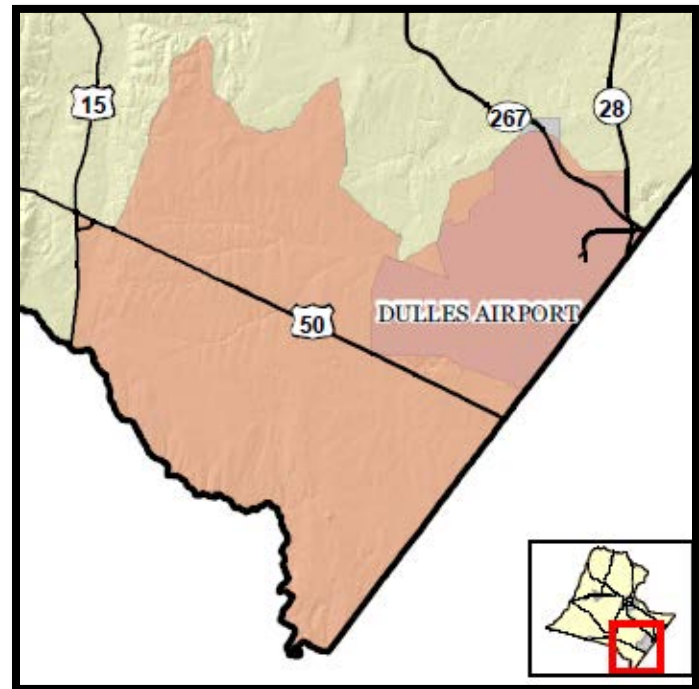
### Project Description

This project provides for the design, right-of-way acquisition, and widening of Evergreen Mills Road from two lanes to four lanes between Northstar Boulevard and Belmont Ridge Road.

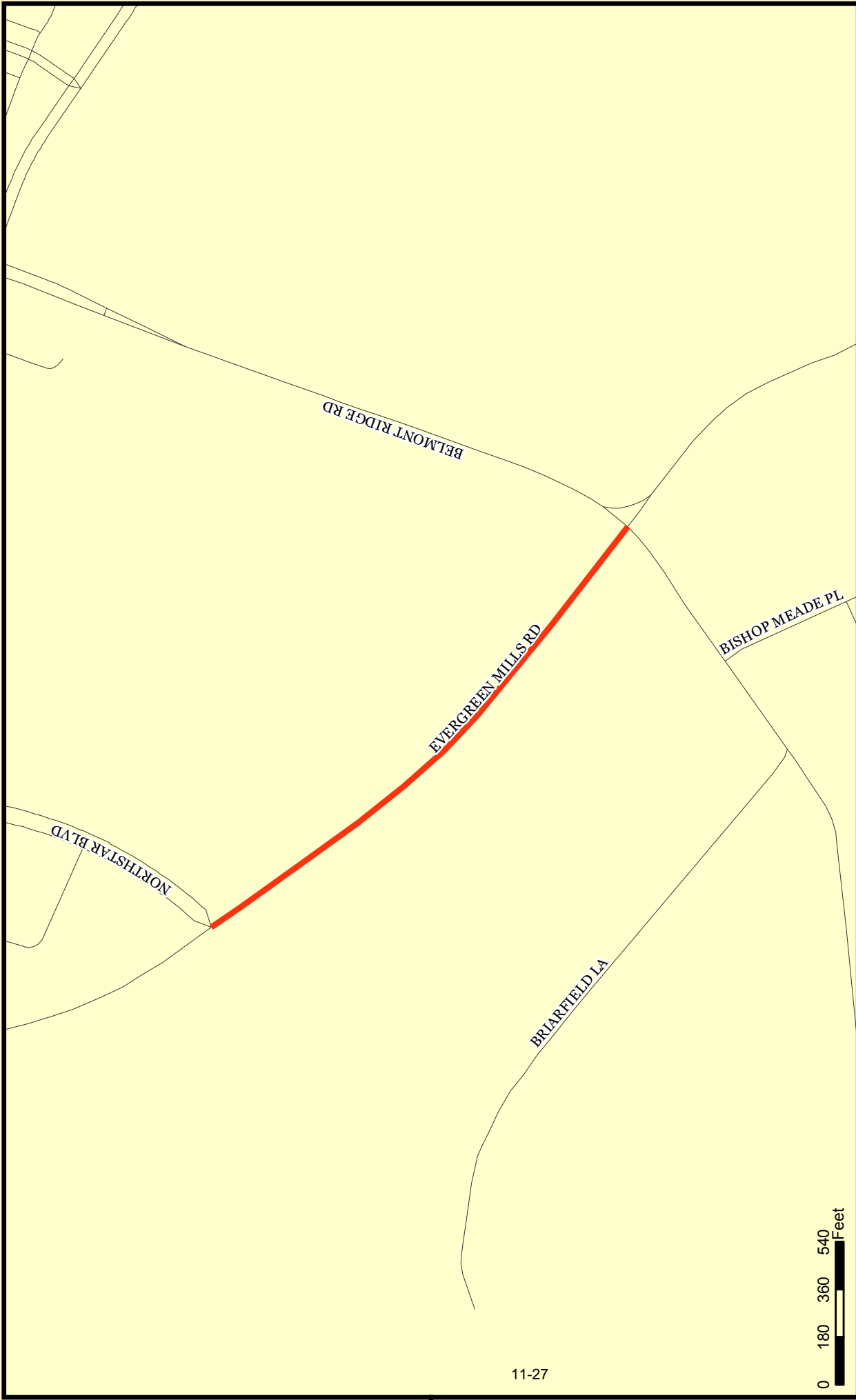
The road improvements are being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Funding Plan

This project is funded in a future fiscal year.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	2,000	2,000
Preliminary Engineering	-	-	-	-	-	-	-	-	8,500	8,500
Construction	-	-	-	-	-	-	-	-	44,000	44,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	-	-	54,500	54,500
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	54,500	54,500
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	-	-	54,500	54,500



Map Number 2016-074  
Loudoun County Office of Mapping  
and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2017 - FY 2022 Capital Improvements Program Projects

EVERGREEN MILLS RD - NORTHSTAR BLVD TO BELMONT RIDGE RD

The road alignment depicted on this map is conceptual in nature  
and may be revised due to design and engineering considerations.



## Evergreen Mills Road - Stone Springs Boulevard to Arcola Boulevard

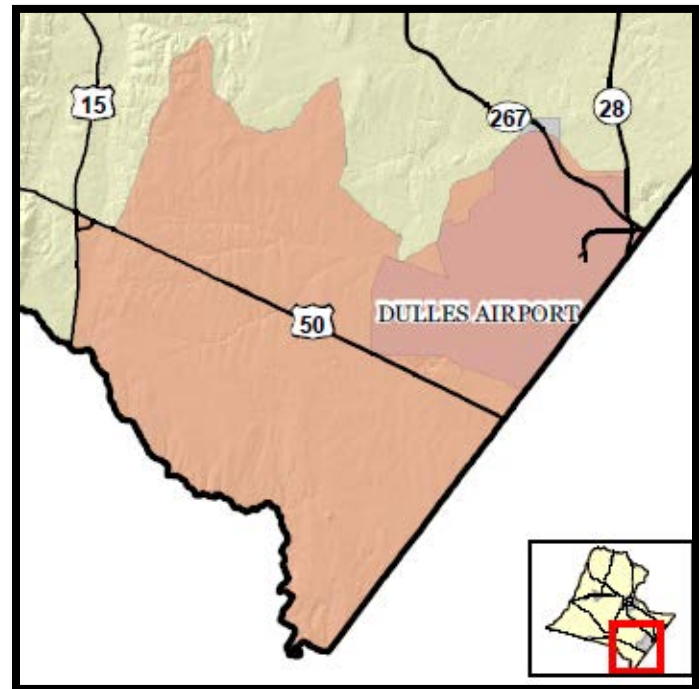
### Project Description

This project provides for the design, right-of-way acquisition, and widening of Evergreen Mills Road from two lanes to four lanes between Stone Springs Boulevard and Arcola Boulevard.

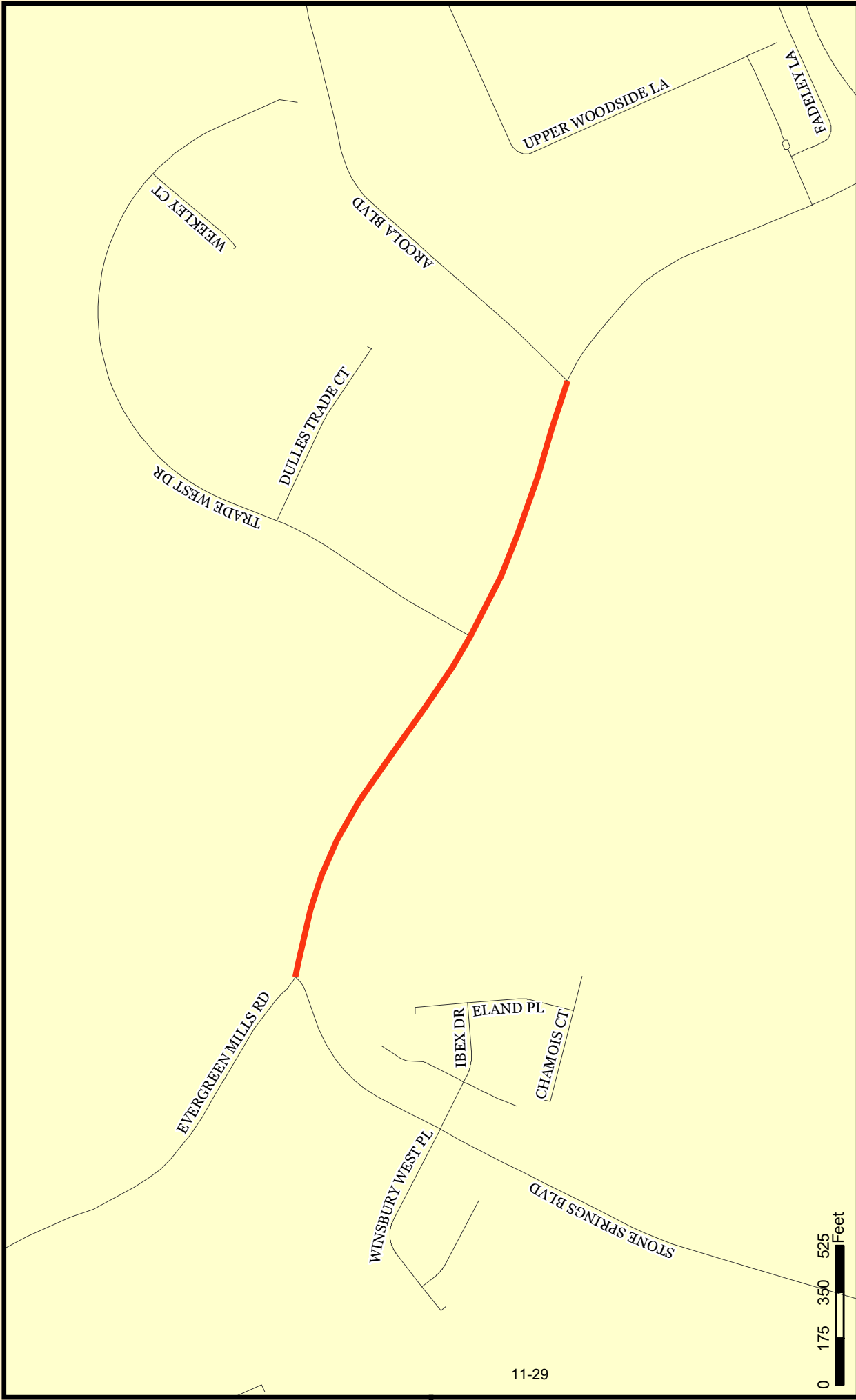
The road improvements are being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Funding Plan

This project is funded using State Revenue Sharing funds and NVTA 30% Local funds. State Revenue Sharing funds are applied for and awarded on a competitive basis. All proposed uses of State Revenue Sharing funding on County road projects are subject to award of the funding to the County by VDOT. All proposed uses of NVTA 30% local funding on County road projects are subject to allocation of the funds to the County by NVTA.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	-	-	-	2,300	2,300	-	2,300
Preliminary Engineering	-	-	-	-	-	-	1,300	1,300	-	1,300
Construction	-	-	-	-	-	-	6,800	6,800	-	6,800
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,400</b>	<b>10,400</b>	<b>-</b>	<b>10,400</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	5,000	5,000	-	5,000
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	5,400	5,400	-	5,400
<b>Total Financing</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,400</b>	<b>10,400</b>	<b>-</b>	<b>10,400</b>



# LOUDOUN COUNTY GOVERNMENT

FY 2017 - FY 2022 Capital Improvements Program Projects

EVERGREEN MILLS RD (STONE SPRINGS BLVD TO ARCOLA BLVD)

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2016-075  
Loudoun County Office of Mapping  
and Geographic Information



## Farmwell Road Widening - Smith Switch Road to Ashburn Road

### Project Description

This project provides for the design, right-of-way acquisition and widening of Farmwell Road from Smith Switch Road to Ashburn Road. The project will widen the existing road to a six-lane urban major collector.

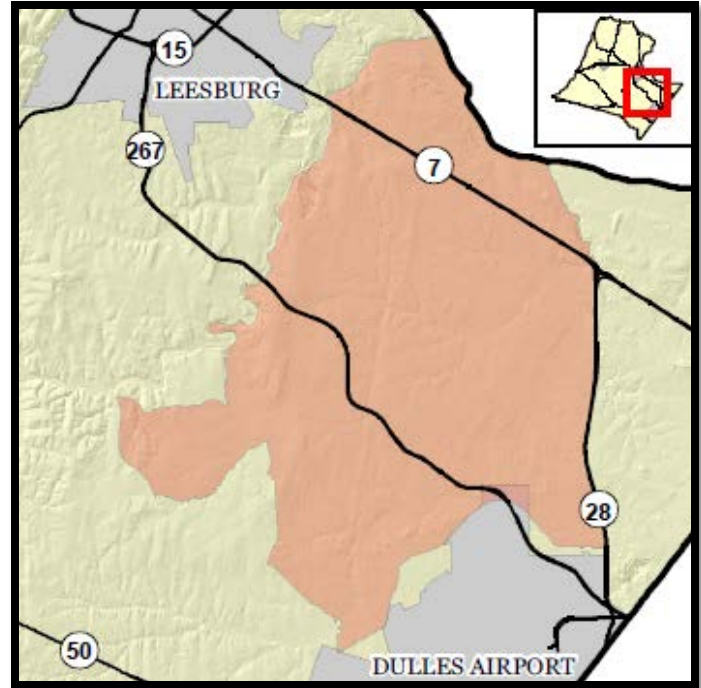
This road is being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Current Status

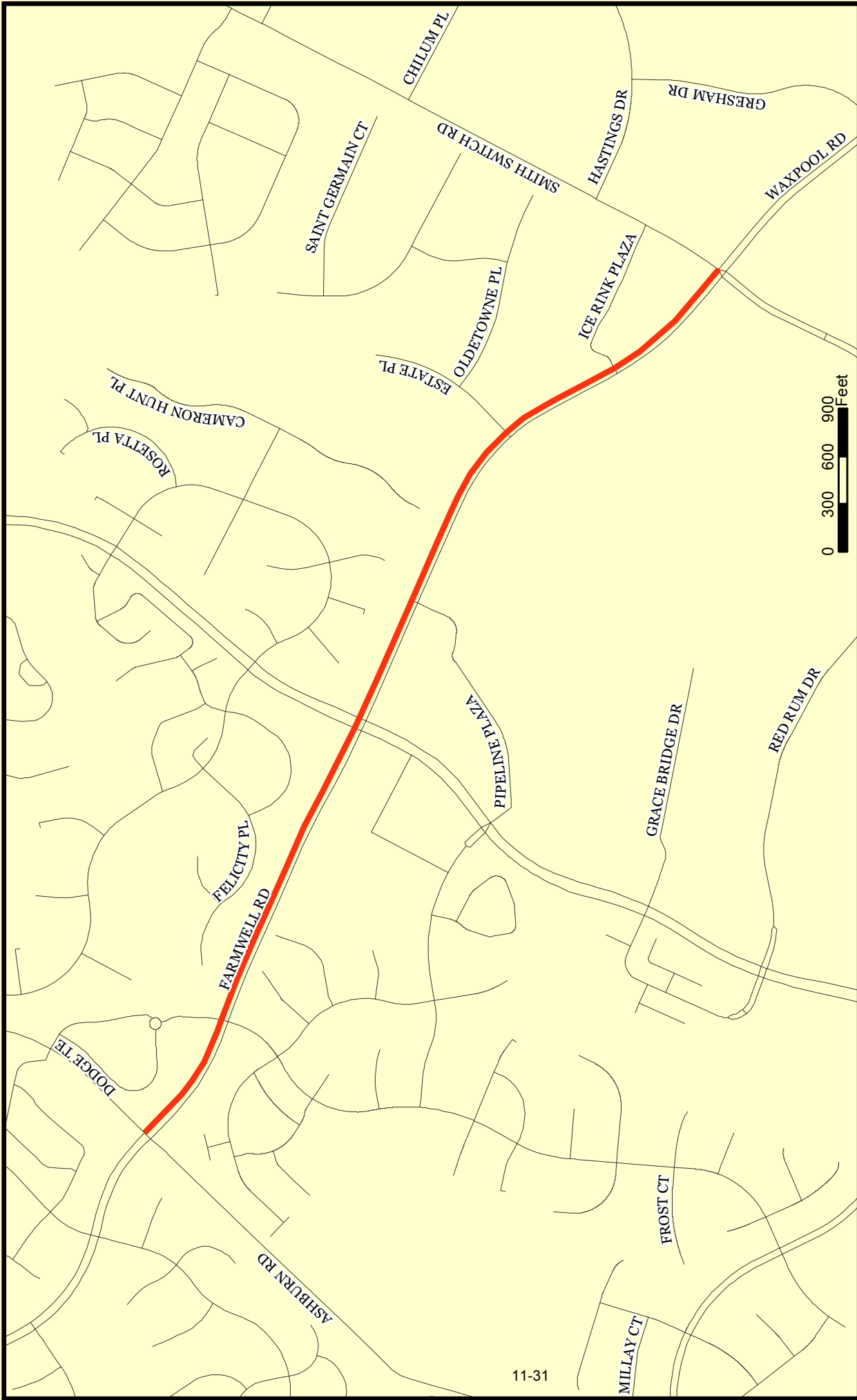
This road segment is in the design phase awaiting additional funding for construction. This section of roadway is planned to be a six-lane urban major collector in the 2010 Countywide Transportation Plan and was identified by the Board as a priority project at the Board of Supervisors' 2013 Transportation Summit.

### Funding Plan

This project is funded using cash proffers, State Revenue Sharing funds and NVTA 30% local funds. State Revenue Sharing funds are applied for and awarded on a competitive basis. All proposed uses of State Revenue Sharing funding on County road projects are subject to award of the funding to the County by VDOT. All proposed uses of NVTA 30% local funding are subject to funding allocation to the County by NVTA.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	3,700	-	-	-	-	3,700	-	3,700
Preliminary Engineering	2,670	-	-	-	-	-	-	-	-	2,670
Construction	5,194	-	6,300	7,000	-	-	-	13,300	-	18,494
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>7,864</b>	<b>-</b>	<b>10,000</b>	<b>7,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17,000</b>	<b>-</b>	<b>24,864</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	864	-	-	-	-	-	-	-	-	864
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	3,500	-	5,000	3,500	-	-	-	8,500	-	12,000
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	3,500	-	5,000	3,500	-	-	-	8,500	-	12,000
<b>Total Financing</b>	<b>7,864</b>	<b>-</b>	<b>10,000</b>	<b>7,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17,000</b>	<b>-</b>	<b>24,864</b>



11-31



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

FARMWELL RD

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-059  
Loudoun County Office of Mapping  
and Geographic Information

## George Washington Boulevard Overpass

### Project Description – C02053

This project provides for the design, right-of-way acquisition and construction of George Washington Boulevard over Harry Byrd Highway (Route 7) with a connection to Russell Branch Parkway south of Route 7. The project will be designed as a four-lane urban major collector with associated turn lanes and a shared use path. VDOT will administer the design and construction of this project.

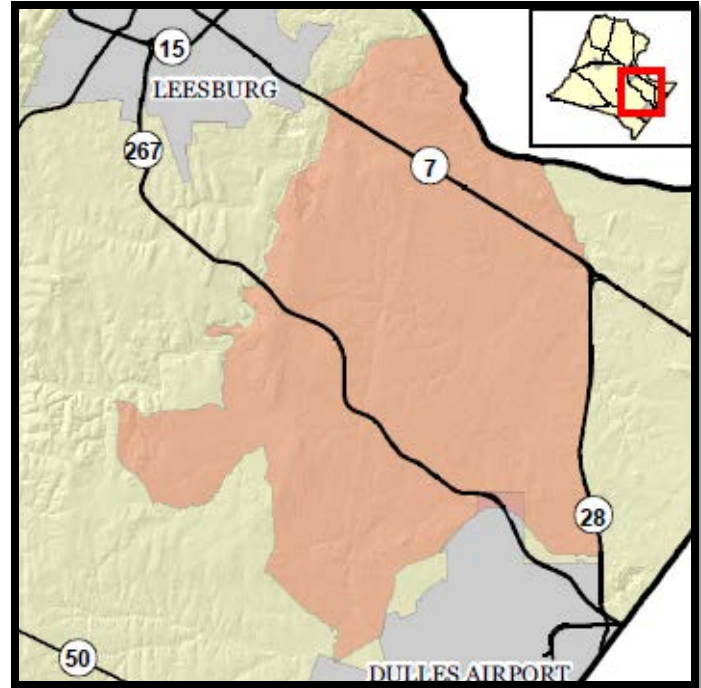
This road is being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Current Status

The project funding was originally planned for an overpass at Lexington Drive. However, after re-evaluating the connectivity and functionality of the Lexington Drive location, the Board of Supervisors directed staff to move the overpass funding to the George Washington Boulevard location following the construction of the Loudoun County Parkway at Route 7 interchange. A Comprehensive Plan Amendment (CPAM) to the Countywide Transportation Plan was approved by the Board of Supervisors on June 10, 2015 to adjust the location to George Washington Boulevard.

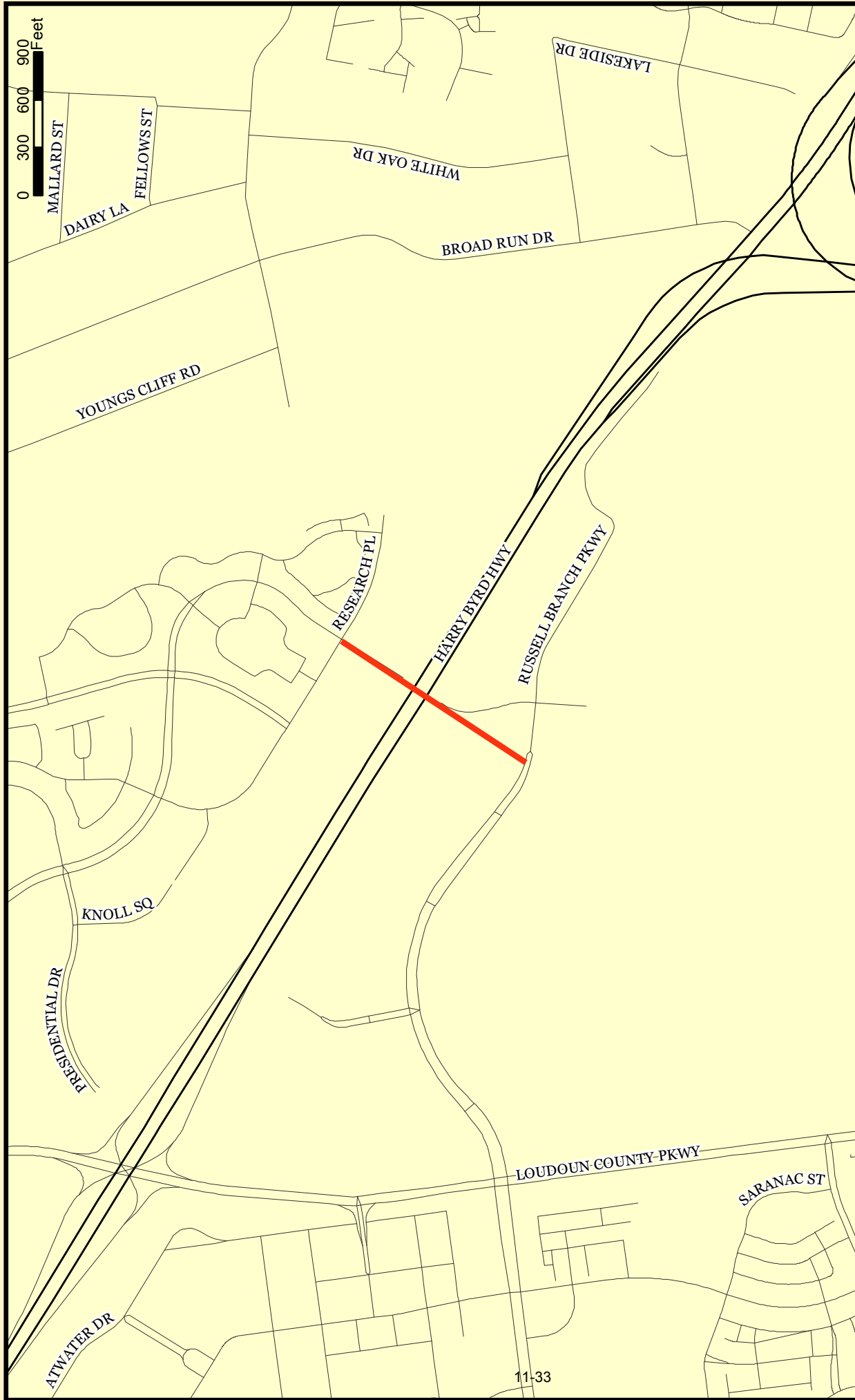
### Funding Plan

This project is funded using RSTP grant funds. The funding is competitive and is subject to award by NVTA.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	3,132	-	-	-	-	-	3,132	-	3,132
Preliminary Engineering	1,367	1,000	-	-	-	-	-	1,000	-	2,367
Construction	-	-	-	1,976	8,201	8,500	3,000	21,677	-	21,677
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>1,367</b>	<b>4,132</b>	<b>-</b>	<b>1,976</b>	<b>8,201</b>	<b>8,500</b>	<b>3,000</b>	<b>25,809</b>	<b>-</b>	<b>27,176</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	1,367	4,132	-	1,976	8,201	8,500	3,000	25,809	-	27,176
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>1,367</b>	<b>4,132</b>	<b>-</b>	<b>1,976</b>	<b>8,201</b>	<b>8,500</b>	<b>3,000</b>	<b>25,809</b>	<b>-</b>	<b>27,176</b>





# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

GEORGE WASHINGTON BLVD OVERPASS

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-057  
Loudoun County Office of Mapping  
and Geographic Information

## Moorefield Boulevard – Mooreview Parkway to Moorefield Station

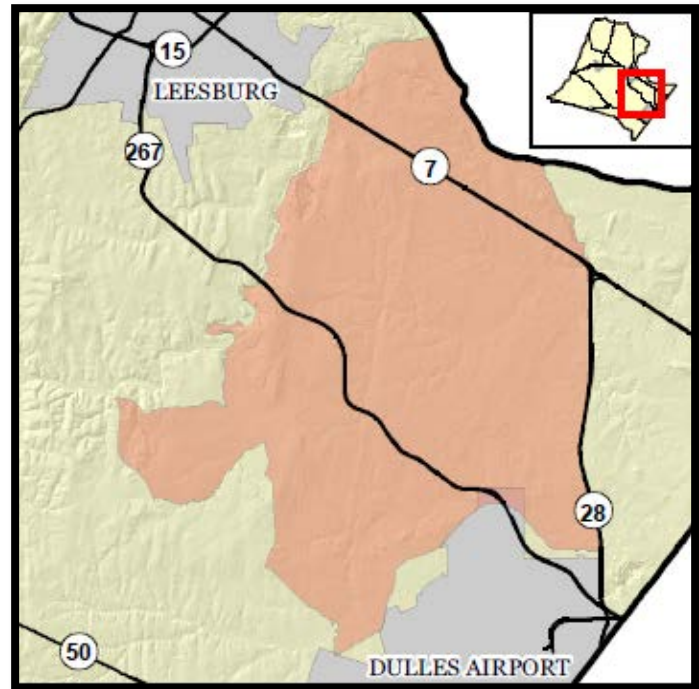
### Project Description

This project provides for the design, right-of-way acquisition and construction of an approximately 600-foot segment of Moorefield Boulevard between Mooreview Parkway (opposite the Dulles Greenway eastbound off ramp at Exit 6) and the Moorefield Station development, following a portion of the existing alignment of Old Ryan Road. The proposed four-lane roadway will improve access to the Ashburn Metrorail Station and will tie into Moorefield Boulevard improvements proffered by Moorefield Station immediately to the east. The roadway will be a four-lane urban section with turn lanes and bicycle/pedestrian facilities along both sides.

The road will be designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Funding Plan

This project is funded using NVTa 30% Local funds. All proposed uses of NVTa 30% local funding on County Road projects are subject to allocation of the funds to the County by NVTa.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	1,000	-	-	-	1,000	-	1,000
Preliminary Engineering	-	-	-	600	-	-	-	600	-	600
Construction	-	-	-	2,600	-	-	-	2,600	-	2,600
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,200</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,200</b>	<b>-</b>	<b>4,200</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTa 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTa 30% (Local)	-	-	-	4,200	-	-	-	4,200	-	4,200
<b>Total Financing</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,200</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,200</b>	<b>-</b>	<b>4,200</b>



11-35



Map Number 2015-317  
Loudoun County Office of Mapping  
and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2017 - FY 2022 Capital Improvement Program Projects

MOOREFIELD BOULEVARD

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



## Mooreview Parkway – Croson Lane to Old Ryan Road

### Project Description

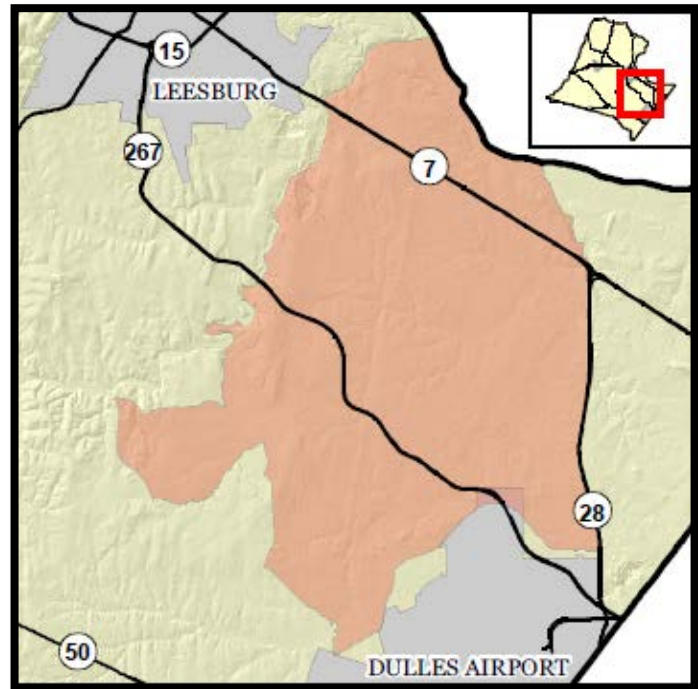
This project provides for funding to construct the segment of Mooreview Parkway from Croson Lane south to Old Ryan Road. This segment of Mooreview Parkway is critical for the opening of the Ashburn Metrorail Station in order to get commuters to the Metrorail Station and Commuter Parking areas within the Moorefield Station development, as well as to provide access to Moorefield Station Elementary School and the future Moorefield Station Community Park.

In FY 2016, staff brought forth a CIP amendment for an additional \$1,800,000 in local gasoline tax to fund the relocation of two natural gas transmission lines. The requested funding in FY 2017 would address the added construction costs due to project delays, inflation, and cost increases within the current project scope.

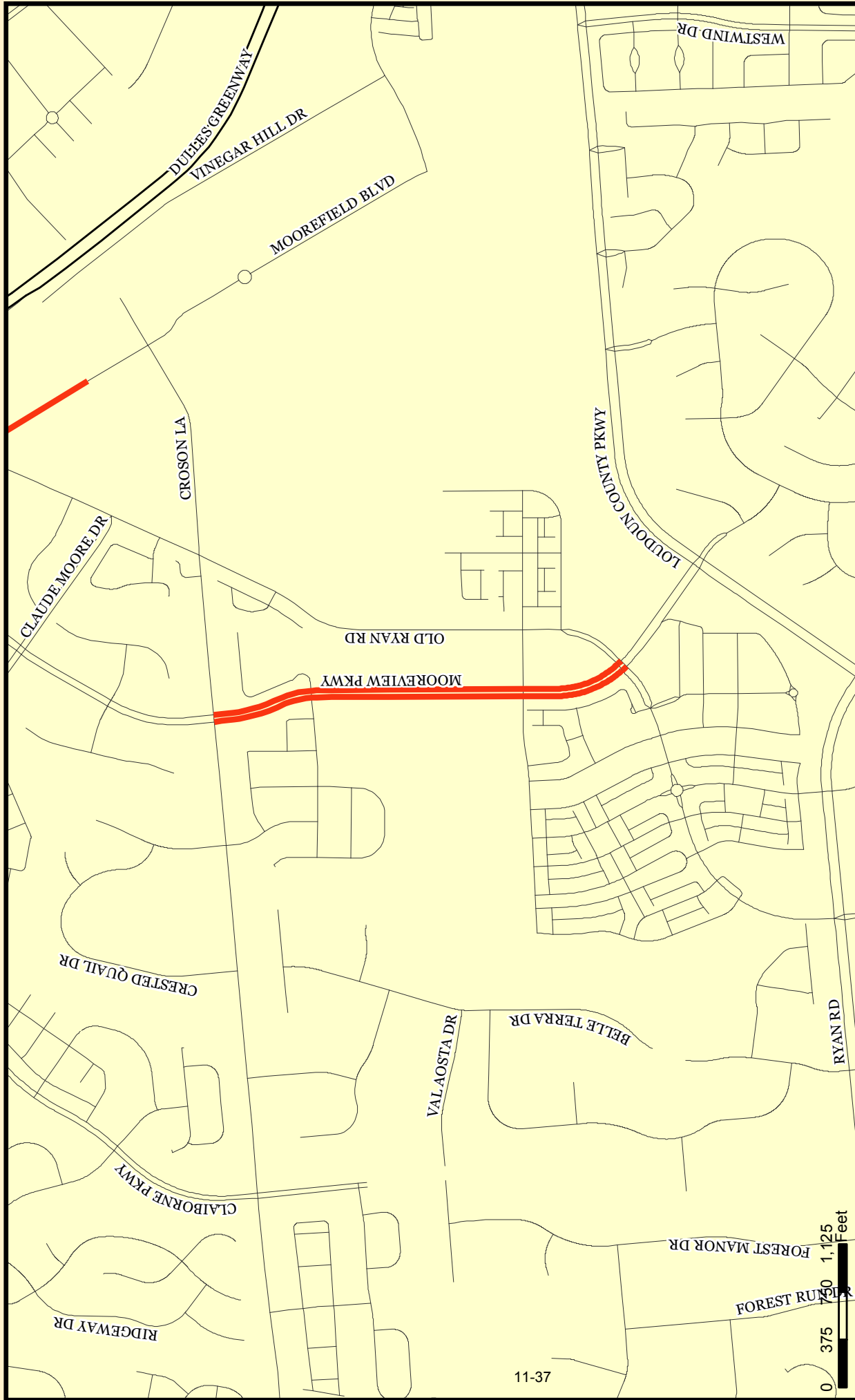
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

### Funding Plan

This project is funded using NVT 30% local funds and local tax funding. All proposed uses of NVT 30% local funding on County road projects are subject to allocation of the funds to the County by NVT.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	8,100	1,579	-	-	-	-	-	1,579	-	9,679
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>8,100</b>	<b>1,579</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,579</b>	<b>-</b>	<b>9,679</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	1,254	-	-	-	-	-	1,254	-	1,254
Fund Balance	6,300	-	-	-	-	-	-	-	-	6,300
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVT 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVT 30% (Local)	-	325	-	-	-	-	-	325	-	325
Local Gasoline Tax	1,800	-	-	-	-	-	-	-	-	1,800
<b>Total Financing</b>	<b>8,100</b>	<b>1,579</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,579</b>	<b>-</b>	<b>9,679</b>



11-37



# LOUDOUN COUNTY GOVERNMENT

FY 2017 - FY 2022 Capital Improvement Program Projects

MOOREVIEW PARKWAY

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2015-318  
Loudoun County Office of Mapping  
and Geographic Information

## Northstar Boulevard – Route 50 to Tall Cedars Parkway

### Project Description

This project provides for the planning, design, right-of-way acquisition and construction of a minor arterial roadway from John Mosby Highway (Route 50) to Tall Cedars Parkway. The project entails the construction of a controlled access, four-lane divided roadway within a 120 foot right of way.

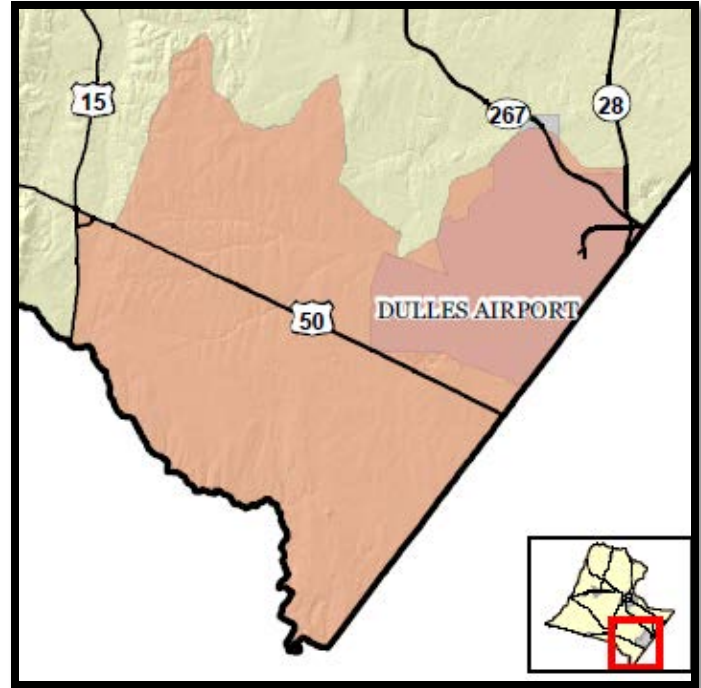
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

### Current Status

This is a planned roadway included in the 2010 Countywide Transportation Plan. A portion of the right of way has been reserved, but not dedicated. Design was initiated in August 2015.

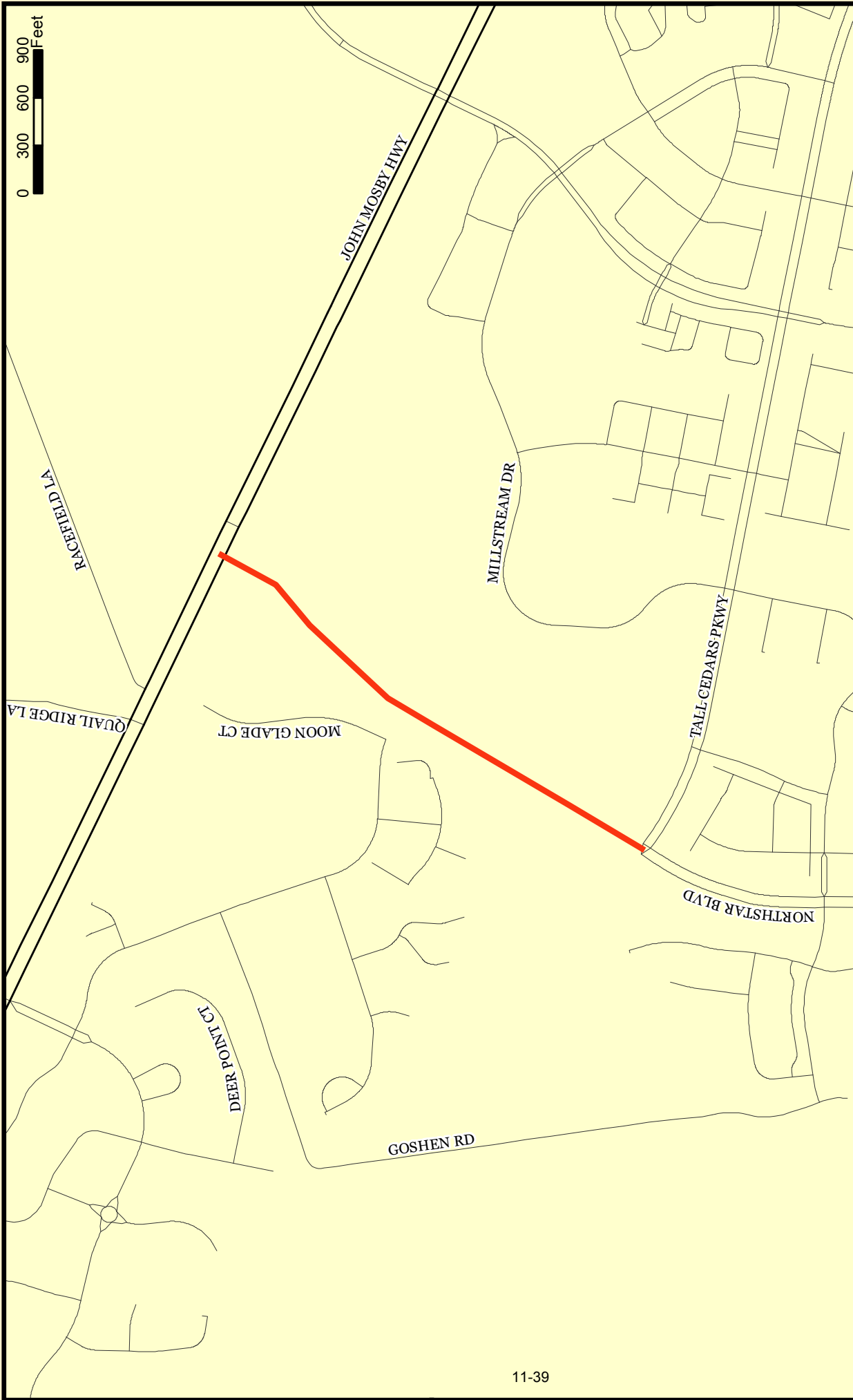
### Funding Plan

This project is funded using cash proffers, State Revenue Sharing funding, NVTA 70% regional funding, and NVTA 30% local funding. State Revenue Sharing and NVTA 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of State Revenue Sharing and NVTA 70% regional funding on County road projects are subject to award of the funding to the County by VDOT and NVTA, respectively. All proposed uses of NVTA 30% local funding is subject to allocation of the funds to the County by NVTA.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	4,000	-	-	-	-	4,000	-	4,000
Preliminary Engineering	5,432	-	-	-	-	-	-	-	-	5,432
Construction	-	-	16,560	10,000	-	-	-	26,560	-	26,560
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>5,432</b>	<b>-</b>	<b>20,560</b>	<b>10,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30,560</b>	<b>-</b>	<b>35,992</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	732	-	-	-	-	-	-	-	-	732
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	2,350	-	-	5,000	-	-	-	5,000	-	7,350
NVTA 70% (Regional)	-	-	20,560	-	-	-	-	20,560	-	20,560
NVTA 30% (Local)	2,350	-	-	5,000	-	-	-	5,000	-	7,350
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>5,432</b>	<b>-</b>	<b>20,560</b>	<b>10,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30,560</b>	<b>-</b>	<b>35,992</b>





# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

**NORTHSTAR BLVD - RT 50 TO TALL CEDARS PKWY**

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-063  
Loudoun County Office of Mapping  
and Geographic Information





## Northstar Boulevard – Shreveport Drive to Route 50

### Project Description – C02044

This project provides for the planning, design, right-of-way acquisition and construction of a minor arterial roadway from Shreveport Drive to John Mosby Highway (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.

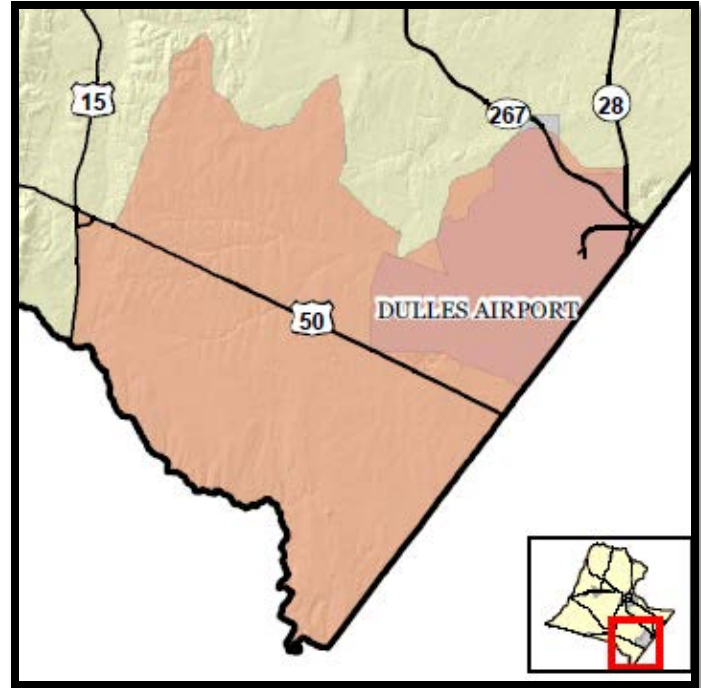
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

### Current Status

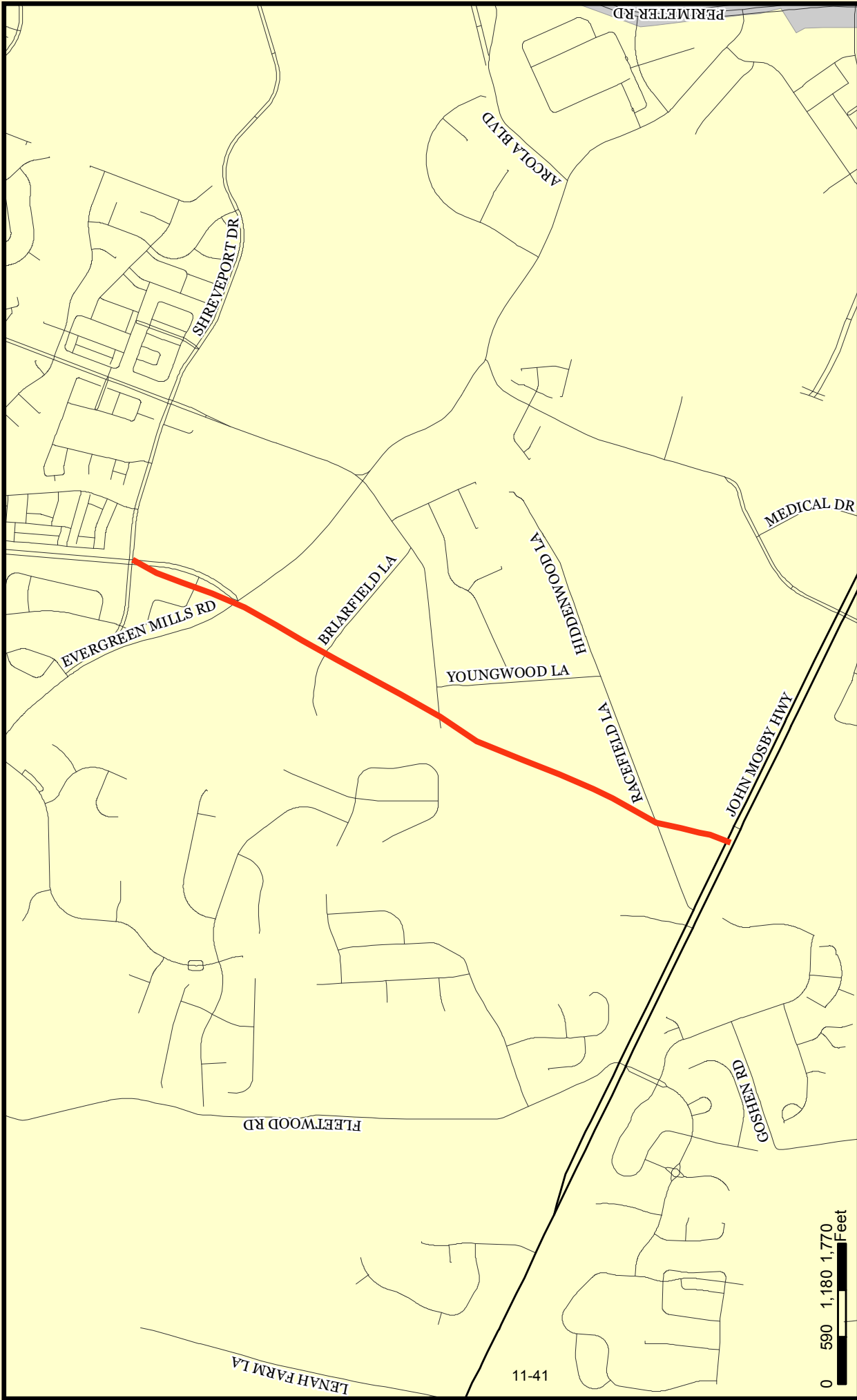
This is a planned roadway included in the 2010 Countywide Transportation Plan. Brambleton proffers provide for the segment of right of way between Shreveport Drive and Evergreen Mills Road. There are no other dedications of right of way.

### Funding Plan

This project is funded using local tax funding, State Revenue Sharing funds, NVTA 70% regional funds, and NVTA 30% local funds. State Revenue Sharing and NVTA 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding and State Revenue Sharing funding on County road projects are subject to award of the funding to the County by NVTA and VDOT, respectively. All proposed uses of NVTA 30% local funding on County road projects are subject to allocation of the funds to the County by NVTA.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	6,259	4,700	-	-	-	-	-	4,700	-	10,959
Preliminary Engineering	5,200	-	-	-	-	-	-	-	-	5,200
Construction	-	5,300	11,081	27,440	-	-	-	43,821	-	43,821
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>11,459</b>	<b>10,000</b>	<b>11,081</b>	<b>27,440</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>48,521</b>	<b>-</b>	<b>59,980</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	3,300	-	-	5,000	-	-	-	5,000	-	8,300
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	3,200	5,000	-	1,500	-	-	-	6,500	-	9,700
NVTA 70% (Regional)	204	-	11,081	20,940	-	-	-	32,021	-	32,225
NVTA 30% (Local)	4,755	5,000	-	-	-	-	-	5,000	-	9,755
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>11,459</b>	<b>10,000</b>	<b>11,081</b>	<b>27,440</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>48,521</b>	<b>-</b>	<b>59,980</b>



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects  
 NORTHSTAR BLVD - SHREVEPORT DR TO RT 50  
 The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.

## Northstar Boulevard – Tall Cedars Parkway to Braddock Road

### Project Description

This project provides for the planning, design, and construction of two-lanes of a minor arterial roadway from Tall Cedars Parkway to Braddock Road. Two lanes of this proposed four-lane road have been previously constructed.

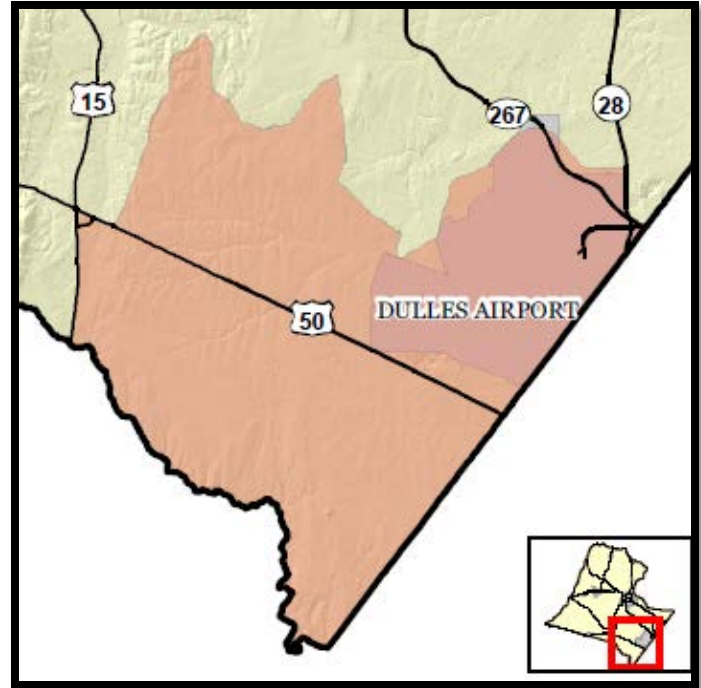
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

### Current Status

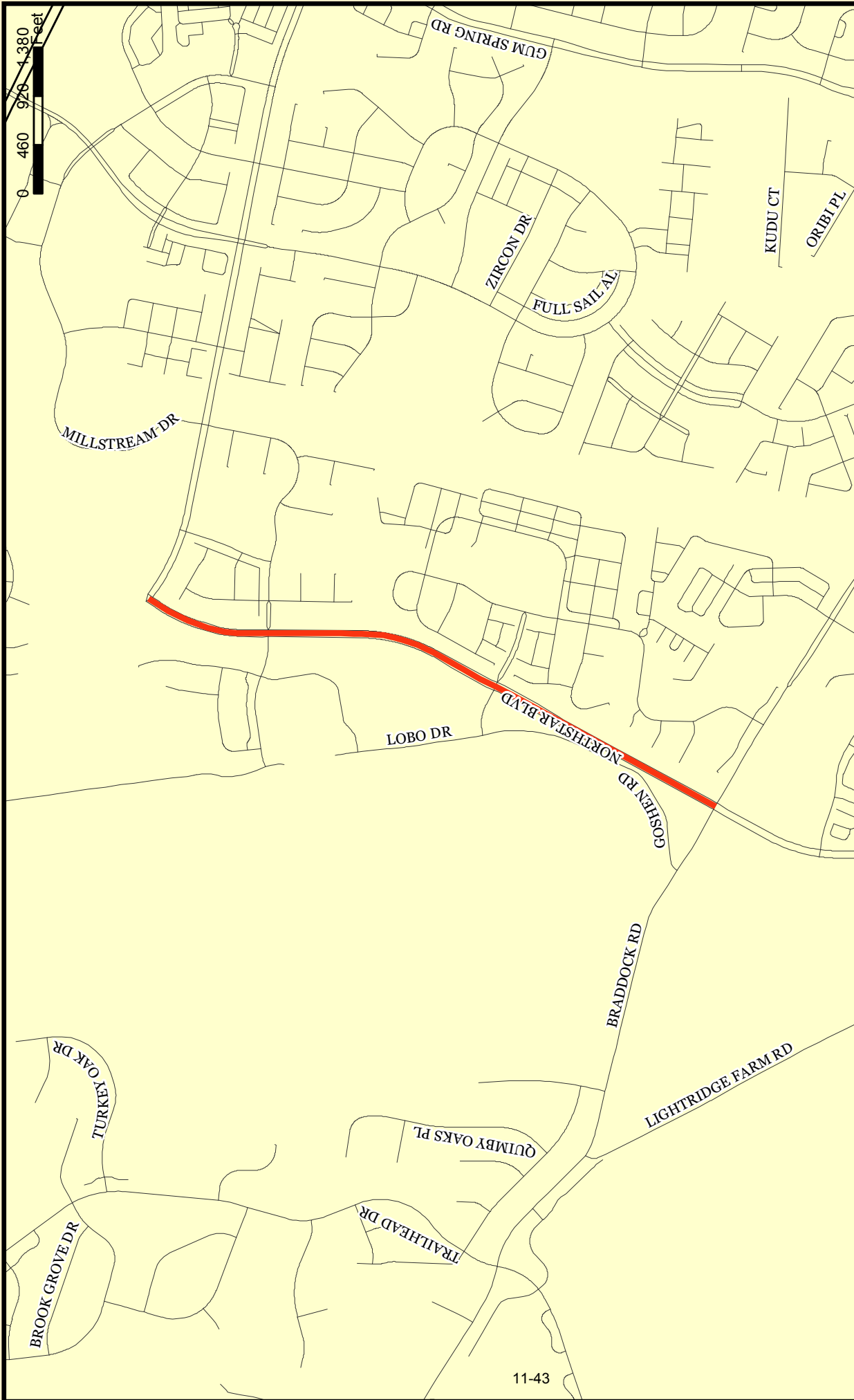
This is a planned roadway included in the 2010 Countywide Transportation Plan. The primary right of way, 120 feet in width, has been dedicated for this road segment.

### Funding Plan

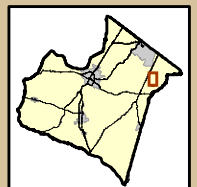
This project is funded using cash proffers and NVTa 70% Regional funds. NVTa 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTa regional funding on County road projects are subject to award of the funding to the County by NVTa.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	6,400	6,400	-	6,400
Preliminary Engineering	-	-	-	-	-	-	2,400	2,400	-	2,400
Construction	-	-	-	-	-	-	2,055	2,055	10,800	12,855
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	10,855	10,855	10,800	21,655
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	192	192	-	192
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTa 70% (Regional)	-	-	-	-	-	-	10,663	10,663	10,800	21,463
NVTa 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	10,855	10,855	10,800	21,655



11-43



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects  
NORTHSTAR BLVD - TALL CEDARS PKWY TO BRADDOCK RD

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-064  
Loudoun County Office of Mapping  
and Geographic Information



## Prentice Drive / Lockridge Road West

### Project Description

This project provides for the design, right-of-way acquisition and construction of Prentice Drive from Lockridge Road (Route 789) to Shellhorn Road at its intersection with Metro Center Drive and Lockridge Road West between Waxpool Road and Prentice Drive. The project was recommended as an essential road connection to provide connectivity to the planned Ashburn Metrorail Station. Both roadways will be designed as a four-lane urban major collectors, with associated turn lanes and bicycle/pedestrian facilities as appropriate. Both roadways are identified in the 2010 Countywide Transportation Plan (CTP).

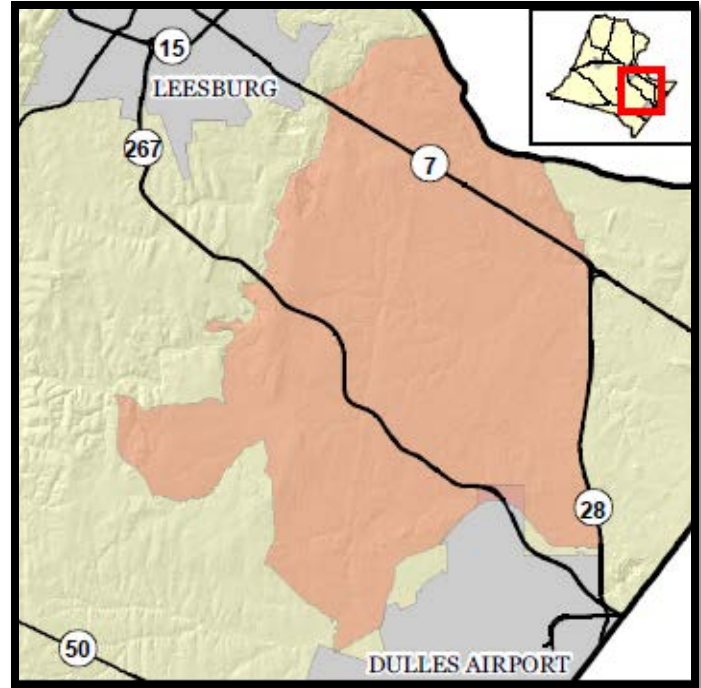
These roads are being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Current Status

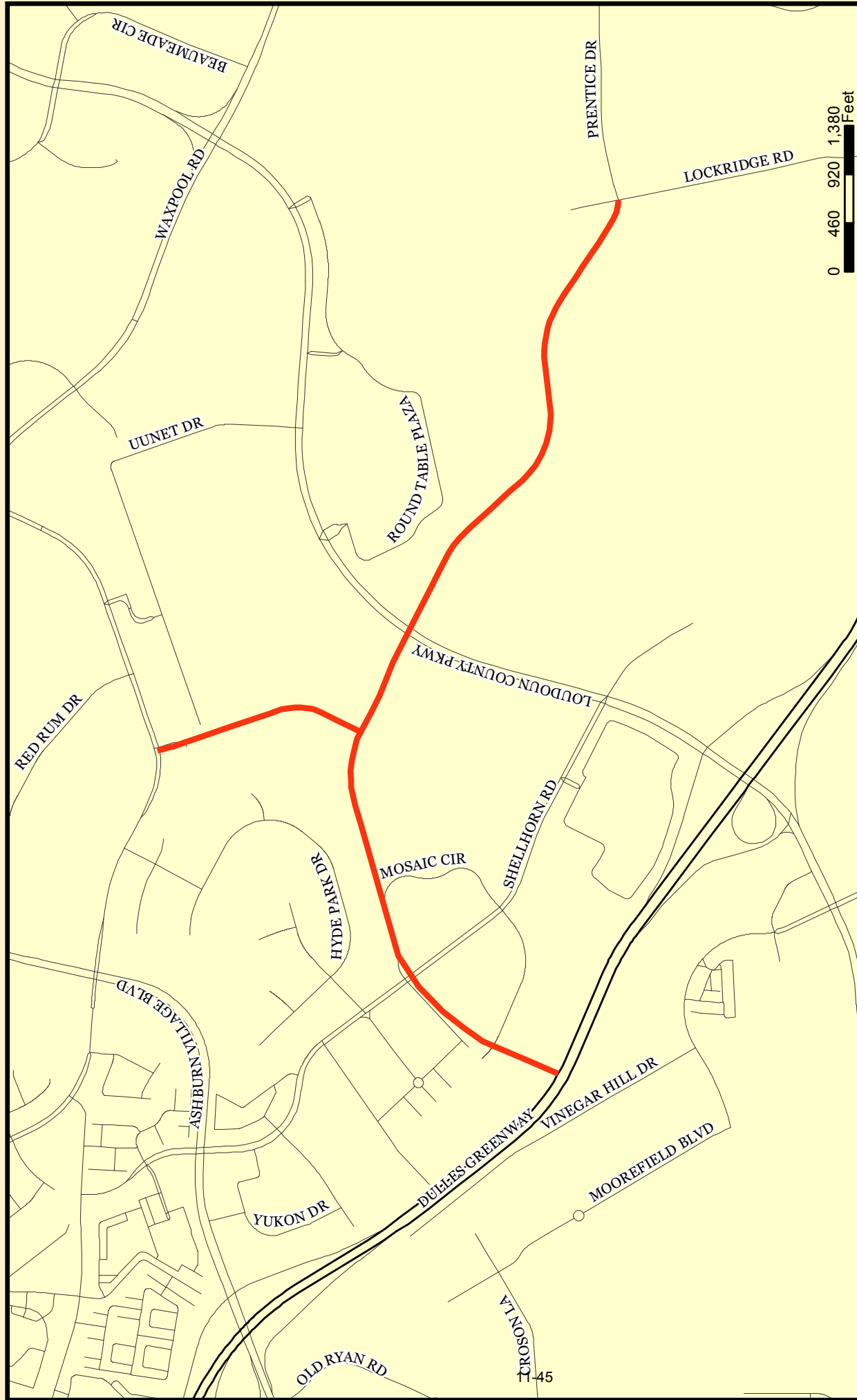
A preliminary engineering study for these roadways is currently being prepared by an independent consultant.

### Funding Plan

This project is funded using local tax funding, NVTA 30% local funds, and NVTA 70% regional funds. NVTA regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding on County road projects are subject to award of the funding to the County by NVTA. All proposed uses of NVTA 30% local funds are subject to allocation of the funding to the County by NVTA.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	3,000	-	-	20,000	12,400	-	35,400	-	35,400
Preliminary Engineering	-	6,000	-	-	-	-	-	6,000	-	6,000
Construction	-	-	-	-	-	48,250	-	48,250	-	48,250
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>-</b>	<b>9,000</b>	<b>-</b>	<b>-</b>	<b>20,000</b>	<b>60,650</b>	<b>-</b>	<b>89,650</b>	<b>-</b>	<b>89,650</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	13,400	-	13,400	-	13,400
Fund Balance	-	9,000	-	-	-	-	-	9,000	-	9,000
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	20,000	43,480	-	63,480	-	63,480
NVTA 30% (Local)	-	-	-	-	-	3,770	-	3,770	-	3,770
<b>Total Financing</b>	<b>-</b>	<b>9,000</b>	<b>-</b>	<b>-</b>	<b>20,000</b>	<b>60,650</b>	<b>-</b>	<b>89,650</b>	<b>-</b>	<b>89,650</b>



# LOUDOUN COUNTY GOVERNMENT

FY 2017- FY 2022 Capital Improvements Program Projects

PRENTICE RD

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2016-080  
Loudoun County Office of Mapping  
and Geographic Information



## Route 7 / Route 287 Interchange

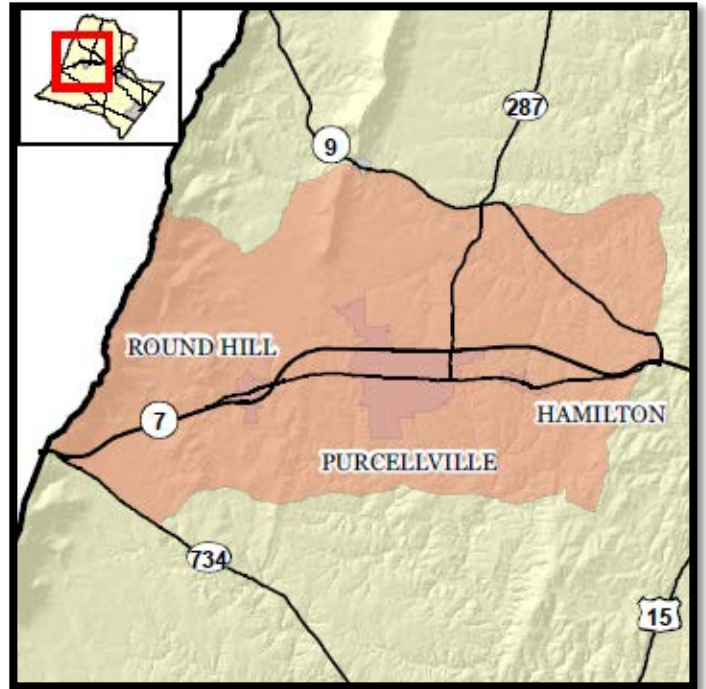
### Project Description

This project provides for the design, preliminary engineering and construction of improvements for the Route 7 / Route 287 Interchange.

The improvements were recommended from a 2012 interchange analysis completed by VDOT.

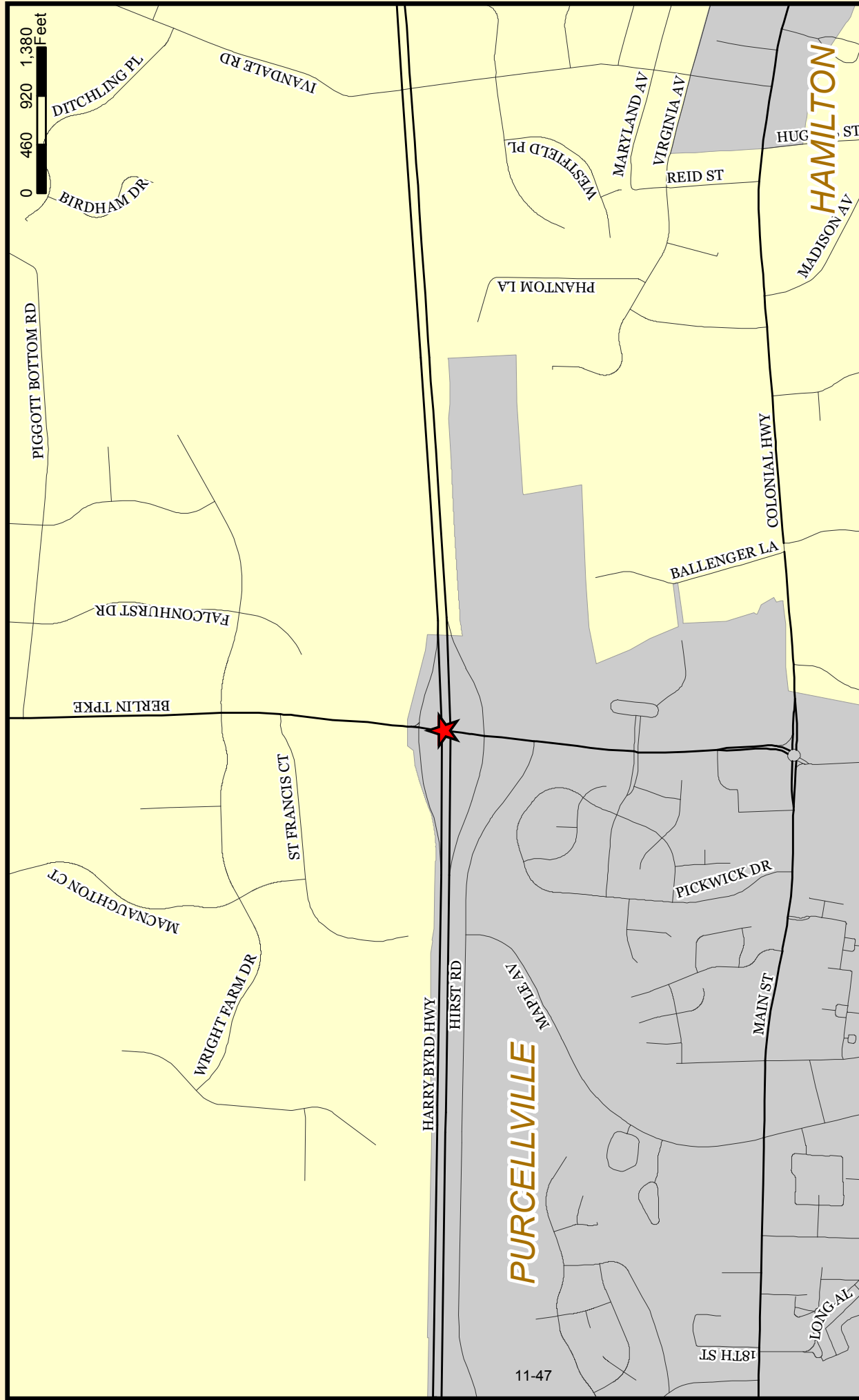
### Funding Plan

This project is funded using NVTA 70% regional funds. NVTA regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding on County road projects are subject to award of the funding to the County by NVTA.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	2,000	2,000	-	2,000
Construction	-	-	-	-	-	-	9,000	9,000	-	9,000
Payment to Town	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	11,000	11,000	-	11,000
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	11,000	11,000	-	11,000
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	11,000	11,000	-	11,000





# LOUDOUN COUNTY GOVERNMENT

FY 2017- FY 2022 Capital Improvements Program Projects

ROUTE 7 AND ROUTE 287 INTERCHANGE

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2016-078  
Loudoun County Office of Mapping  
and Geographic Information



## Route 7 / Route 690 Interchange

### Project Description – C00196

This project provides for the preliminary design (30%), surveys, environmental and geotechnical due diligence, Interchange Justification Report (IJR) and construction of an interchange at Route 7 and Route 690 just west of the Town of Purcellville. The reports and design will be coordinated with VDOT, the Federal Highway Administration (FHWA), the Town of Purcellville and local residents. FHWA involvement is required since Route 7 in this vicinity is part of the National Highway System (NHS) and is a limited access road.

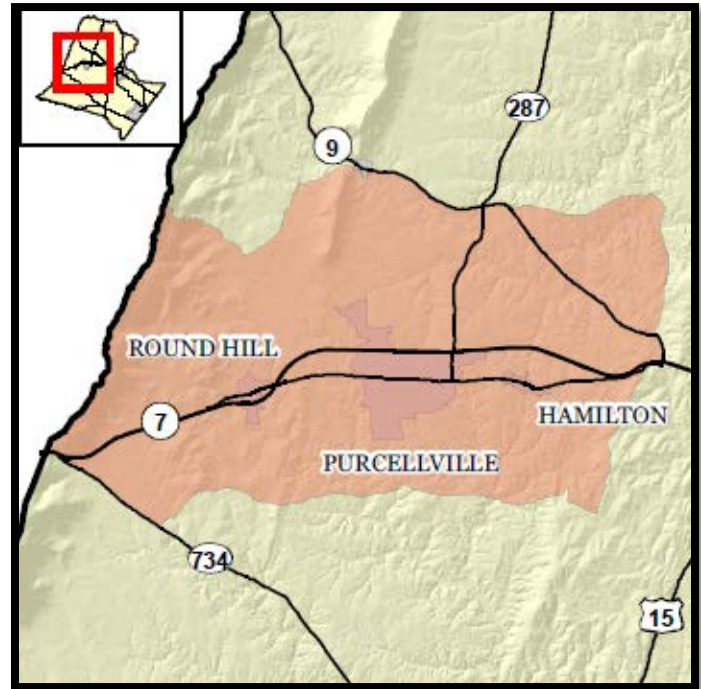
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

### Current Statuses

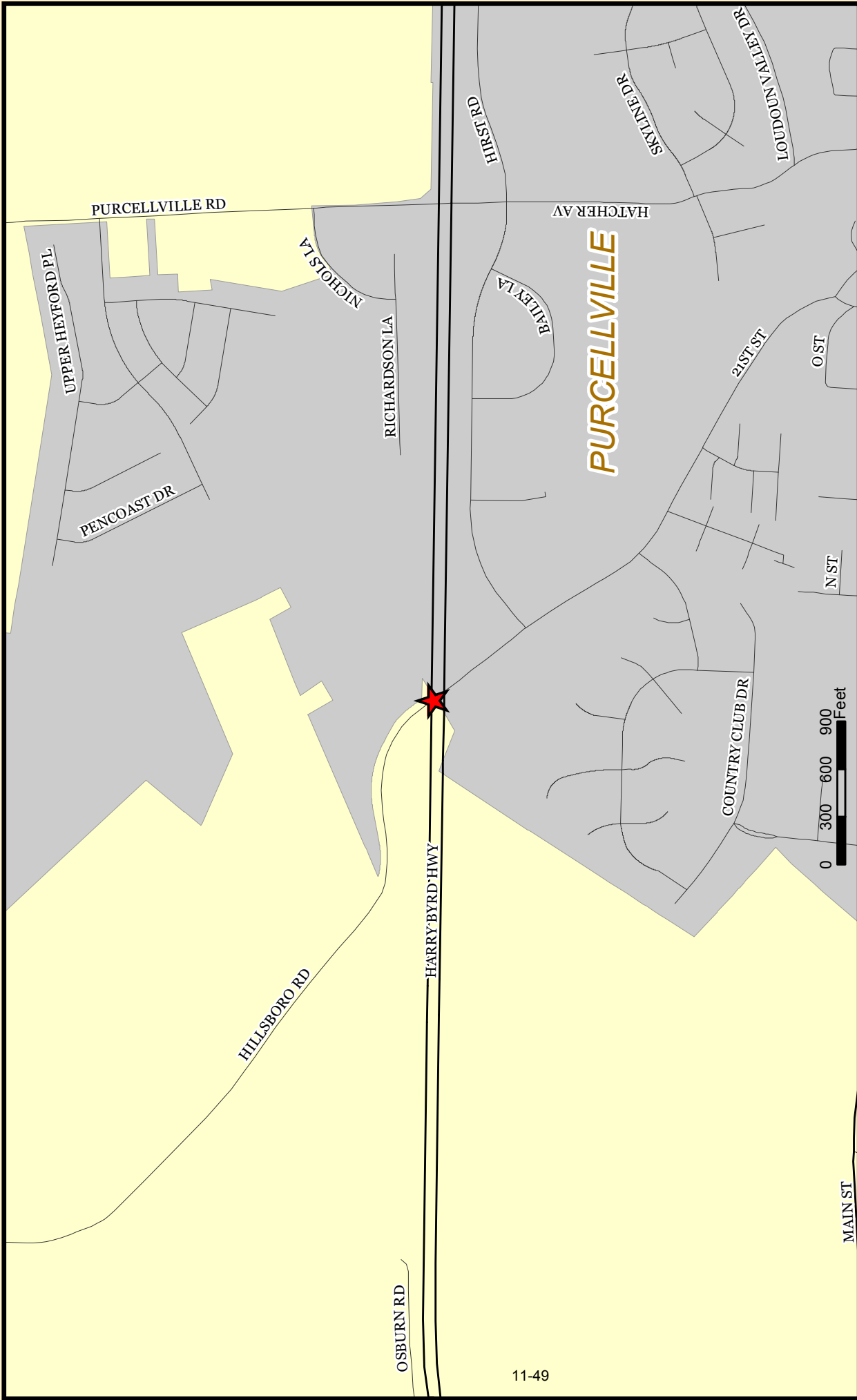
The Interchange Justification Report (IJR) was approved by VDOT in June 2015 and preliminary (30%) design is complete.

### Funding Plan

This project is funded using local tax funding, general obligation bonds, State Revenue Sharing, and NVTa 30% local funds. State Revenue Sharing funds are applied for and awarded on a competitive basis. All proposed uses of State Revenue Sharing funding on County road projects are subject to award of the funding by VDOT. All proposed uses of NVTa 30% local funding are subject to funding allocation to the County by NVTa. The general obligation bonds will be scheduled for placement on the November 2016 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	2,000	2,000	-	-	-	4,000	-	4,000
Preliminary Engineering	1,500	4,000	-	-	-	-	-	4,000	-	5,500
Construction	-	-	-	-	15,100	10,000	-	25,100	-	25,100
Payment to Town	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>1,500</b>	<b>4,000</b>	<b>2,000</b>	<b>2,000</b>	<b>15,100</b>	<b>10,000</b>	<b>-</b>	<b>33,100</b>	<b>-</b>	<b>34,600</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	5,100	-	-	5,100	-	5,100
Fund Balance	1,500	-	-	-	-	-	-	-	-	1,500
General Obligation Bonds	-	4,000	2,000	2,000	-	-	-	8,000	-	8,000
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	5,000	5,000	-	10,000	-	10,000
NVTa 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTa 30% (Local)	-	-	-	-	5,000	5,000	-	10,000	-	10,000
<b>Total Financing</b>	<b>1,500</b>	<b>4,000</b>	<b>2,000</b>	<b>2,000</b>	<b>15,100</b>	<b>10,000</b>	<b>-</b>	<b>33,100</b>	<b>-</b>	<b>34,600</b>
<b>Operating Impact (\$ in 1000s)</b>		<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>Total</b>		
Debt Service		70	277	270	263	256	249	1,385		
<b>Total Impact</b>		<b>70</b>	<b>277</b>	<b>270</b>	<b>263</b>	<b>256</b>	<b>249</b>	<b>1,385</b>		



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

**ROUTE 7 AND ROUTE 690 INTERCHANGE**

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-066  
Loudoun County Office of Mapping  
and Geographic Information

## Route 7 / Battlefield Parkway Interchange

### Project Description – C02045

This project provides for the planning, design, right-of-way acquisition and construction of an interchange at the intersection of Route 7 and Battlefield Parkway within the Town of Leesburg. The project will remove the existing traffic signal and provide for improved traffic flow along Route 7. The project will further efforts to convert Route 7 between East Market Street and Algonkian Parkway to a limited access highway. The project is administered by the Town of Leesburg.

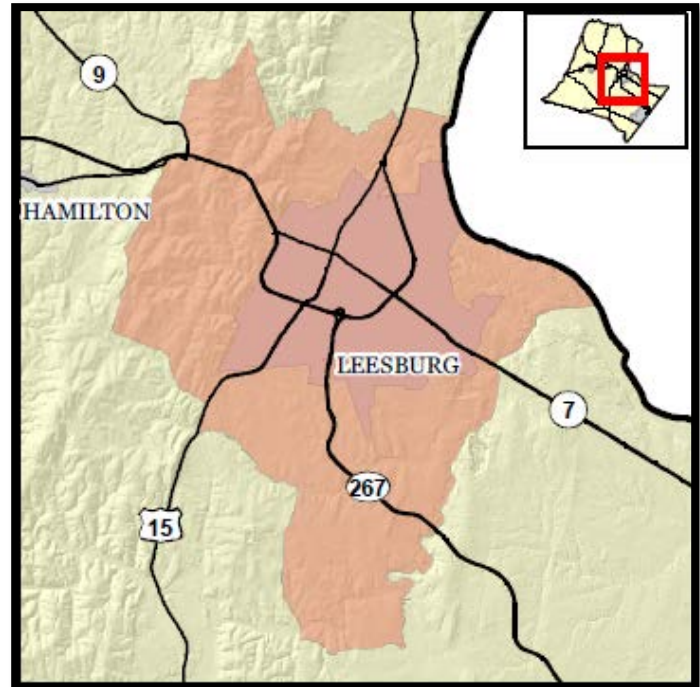
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

### Current Status

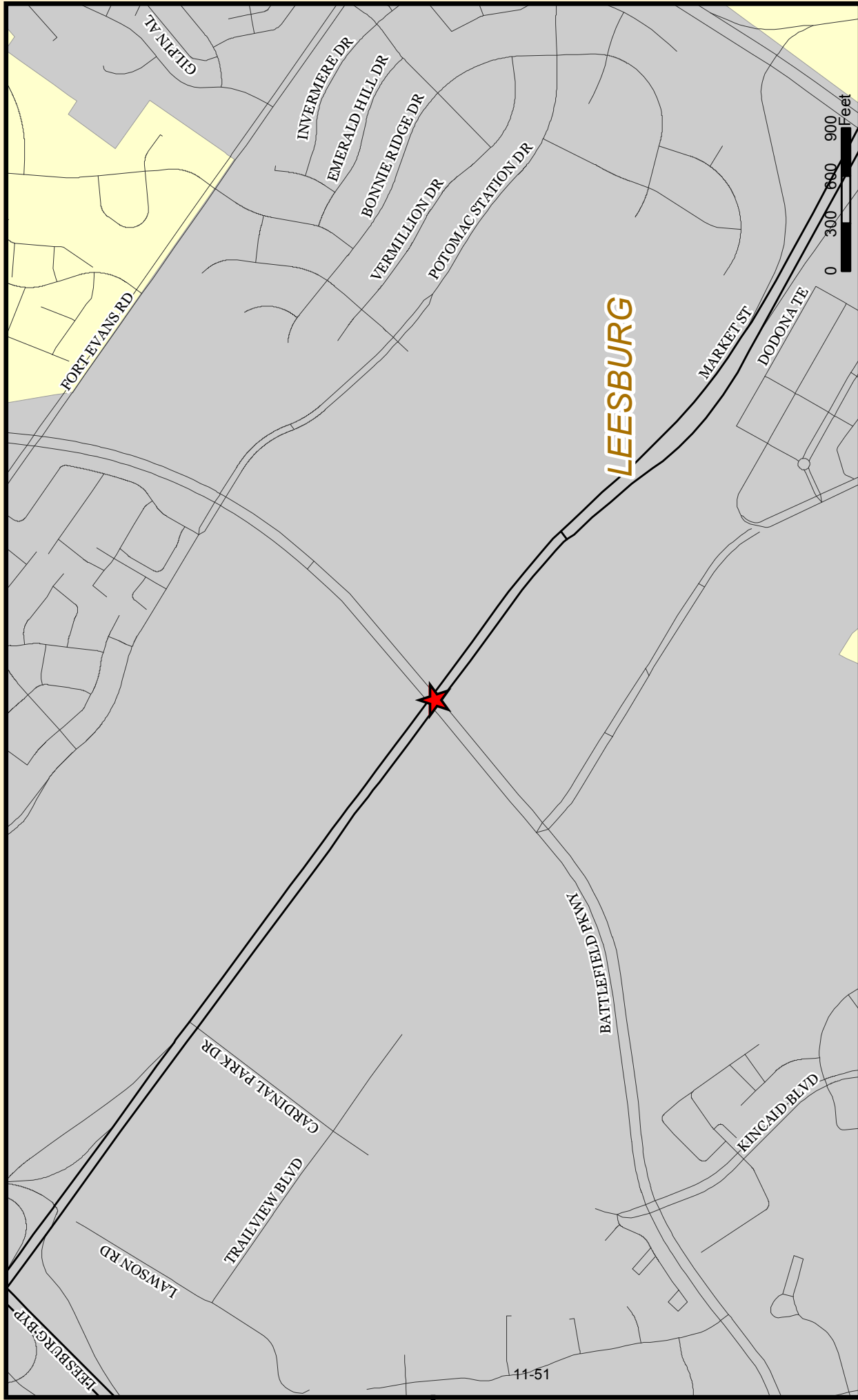
This is a planned roadway included in the 2010 Countywide Transportation Plan. Prior year funding provides for an Interchange Justification Report and completes preliminary engineering design and right of way plat preparation.

### Funding Plan

This project is funded using NVT A 70% regional funds. NVT A regional funds are applied for and awarded on a competitive basis. All proposed uses of NVT A regional funding on County road projects are subject to award of the funding to the County by NVT A.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	13,000	-	-	-	-	-	-	-	-	13,000
Construction	-	38,760	6,240	-	-	-	-	45,000	-	45,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>13,000</b>	<b>38,760</b>	<b>6,240</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45,000</b>	<b>-</b>	<b>58,000</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVT A 70% (Regional)	13,000	38,760	6,240	-	-	-	-	45,000	-	58,000
NVT A 30% (Local)	-	-	-	-	-	-	-	-	-	-
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>13,000</b>	<b>38,760</b>	<b>6,240</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45,000</b>	<b>-</b>	<b>58,000</b>



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

ROUTE 7 AND BATTLEFIELD PKWY INTERCHANGE

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-046  
Loudoun County Office of Mapping  
and Geographic Information



## Route 9 / Route 287 Roundabout

### Project Description

This project provides for the design, right-of-way acquisition and construction of intersection improvements on Route 9 at Route 287. Traffic movements and accident history at the intersection will be evaluated and appropriate improvements recommended as part of this project. Based on current information available, it is envisioned that a roundabout intersection will be recommended for this location. County staff is coordinating with VDOT to plan for improvements to this intersection.

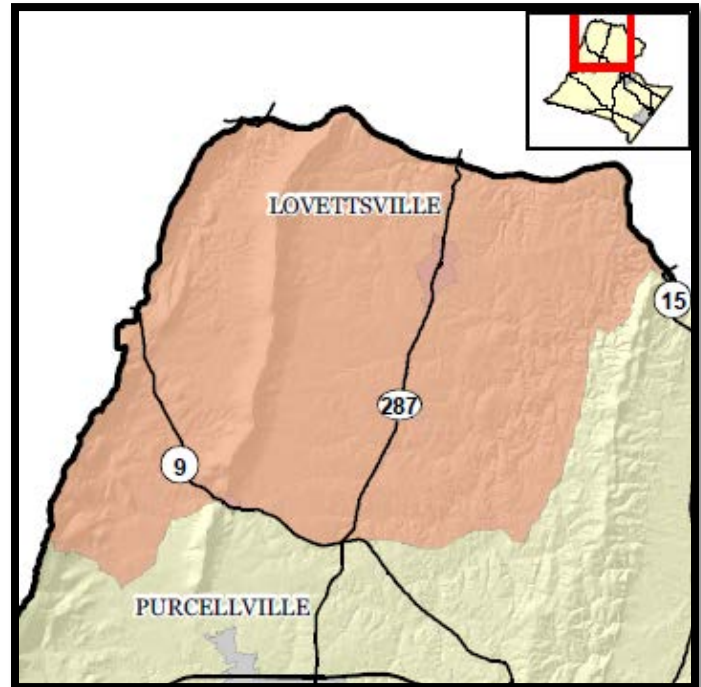
This road is being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Current Status

The intersection is currently signalized and experiences significant congestion. The right-of-way is narrow and significant environmentally sensitive areas are in the project vicinity. A draft report presenting design alternative was completed by VDOT in August 2015. Design alternatives are still under review.

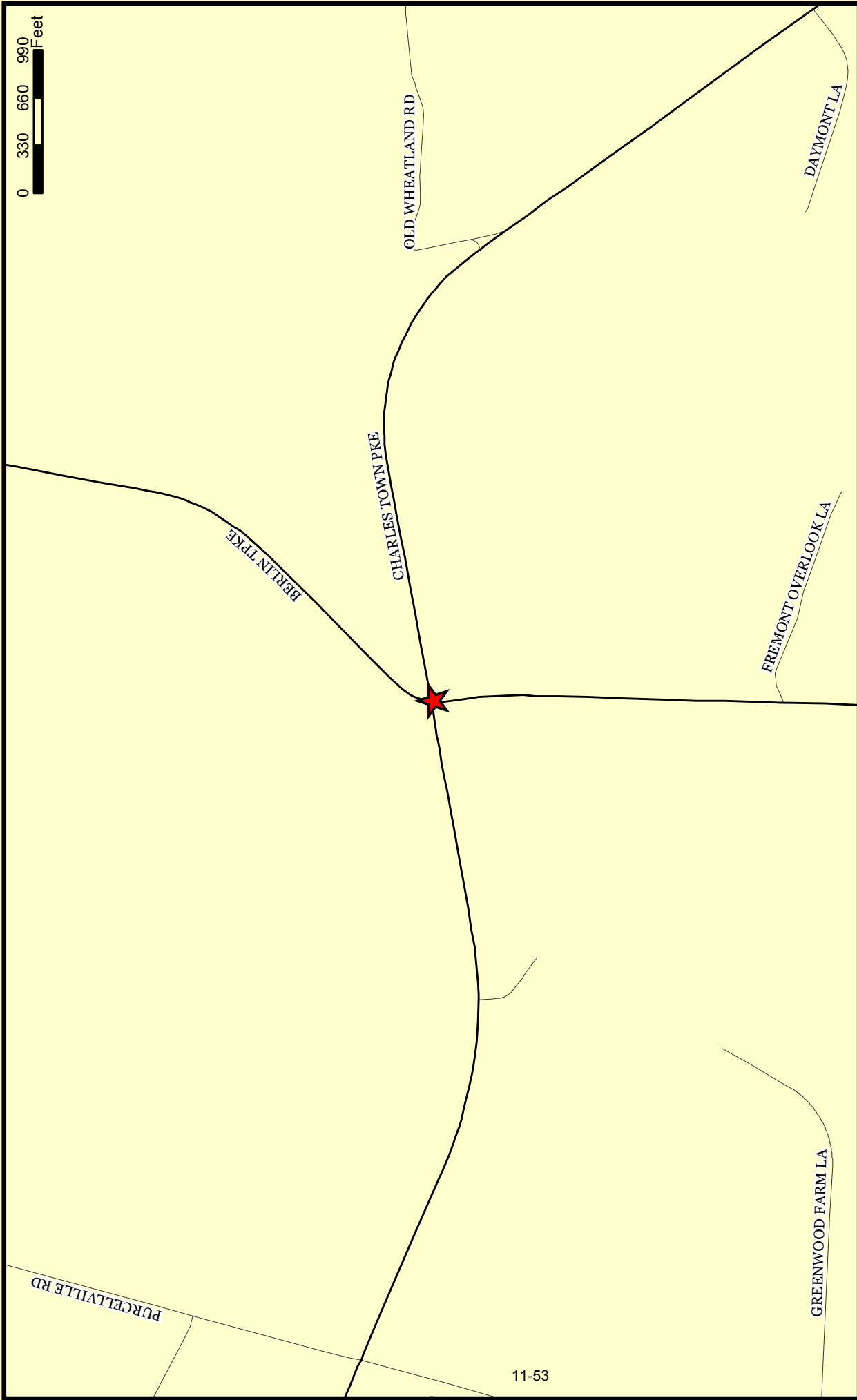
### Funding Plan

This project is funded in a future fiscal year.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	1,228	-	-	-	-	-	-	-	-	1,228
Construction	-	-	-	-	-	-	-	-	10,750	10,750
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>1,228</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,750</b>	<b>11,978</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	228	-	-	-	-	-	-	-	-	228
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	5,375	5,375
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	1,000	-	-	-	-	-	-	-	5,375	6,375
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>1,228</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,750</b>	<b>11,978</b>





# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

## ROUTE 9 AND ROUTE 287 ROUNDABOUT

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-060  
Loudoun County Office of Mapping  
and Geographic Information





## Route 15 Bypass / Battlefield Parkway Interchange

### Project Description

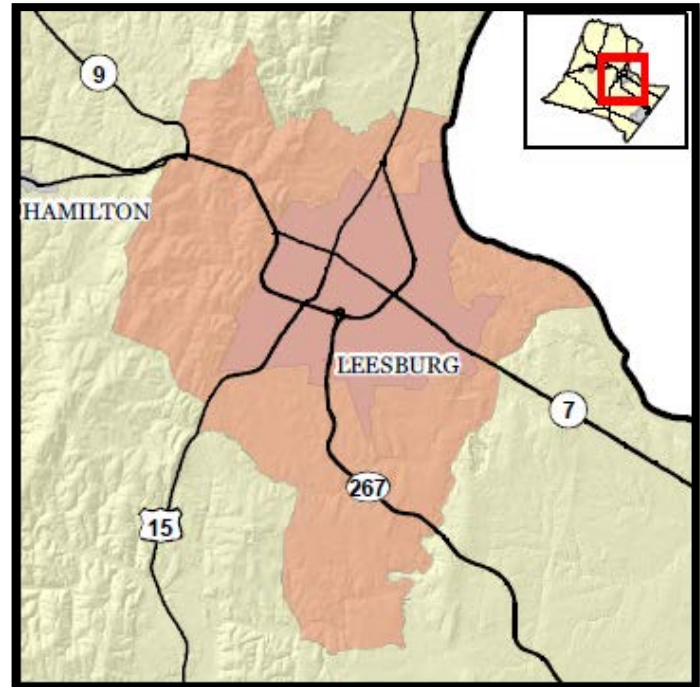
This project provides funding for traffic engineering and an Interchange Justification Report (IJR) for an interchange at the Route 15 Bypass and Battlefield Parkway in the Town of Leesburg. The Town identified its interchange priorities to include this project, Route 15 at Edwards Ferry Road, and Route 7 at Battlefield Parkway.

The intersection of the Route 15 Bypass at Battlefield Parkway is frequently congested in the afternoon peak traffic period. The Town of Leesburg hired a traffic engineering firm to investigate the current traffic conditions and determine the cause of the congestion, and recommend improvements to solve this problem. Town and County staff continue to meet to discuss alternatives for short-term and long-term improvements.

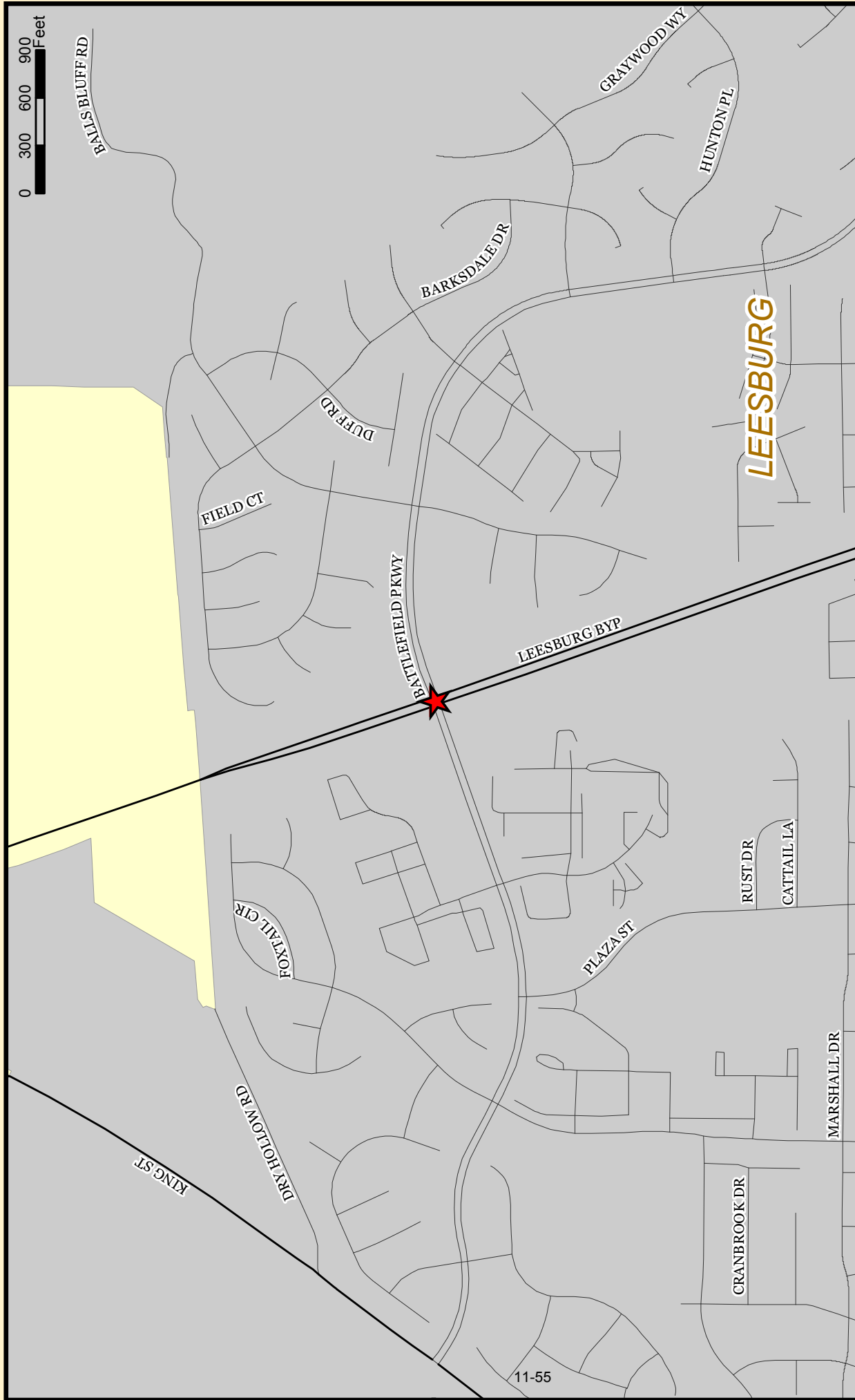
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

### Funding Plan

This project is funded using NVTA 70% regional funds. NVTA regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding on County road projects are subject to award of the funding to the County by NVTA.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	2,000	-	-	-	-	2,000	-	2,000
Construction	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	2,000	-	-	-	-	2,000	-	2,000
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	2,000	-	-	-	-	2,000	-	2,000
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	2,000	-	-	-	-	2,000	-	2,000



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects  
ROUTE 15 BYPASS AND BATTLEFIELD PKWY INTERCHANGE

The road alignment depicted on this map is conceptual in nature  
and may be revised due to design and engineering considerations.



Map Number 2015-013  
Loudoun County Office of Mapping  
and Geographic Information

## Route 15 Bypass / Edwards Ferry Road Interchange

### Project Description

This project provides funding for traffic engineering and an Interchange Justification Report (IJR) for an interchange at the Route 15 Bypass and Edwards Ferry Road in the Town of Leesburg. The Town identified its interchange priorities to include this project, Route 15 at Battlefield, and Route 7 at Battlefield Parkway.

The intersection of the Route 15 Bypass at Edwards Ferry Road is frequently congested in the afternoon peak traffic period.

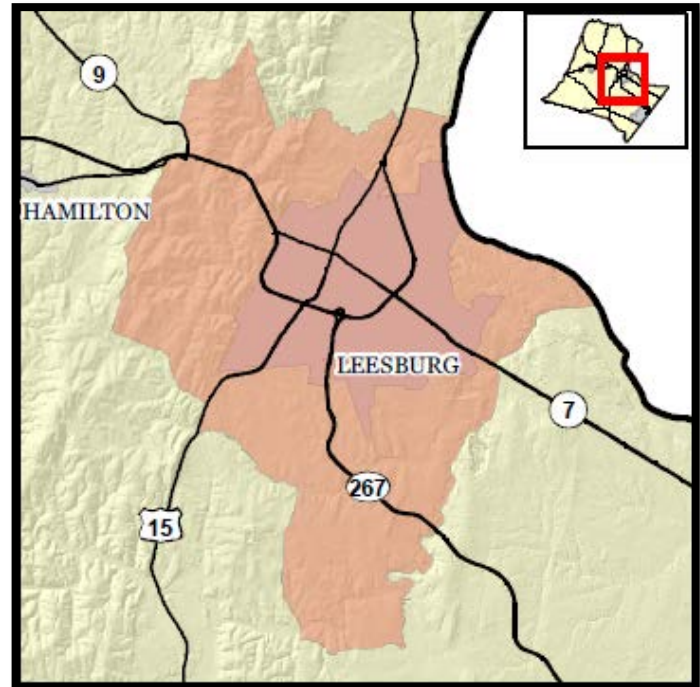
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance. This project is being administered by the Town of Leesburg.

### Current Status

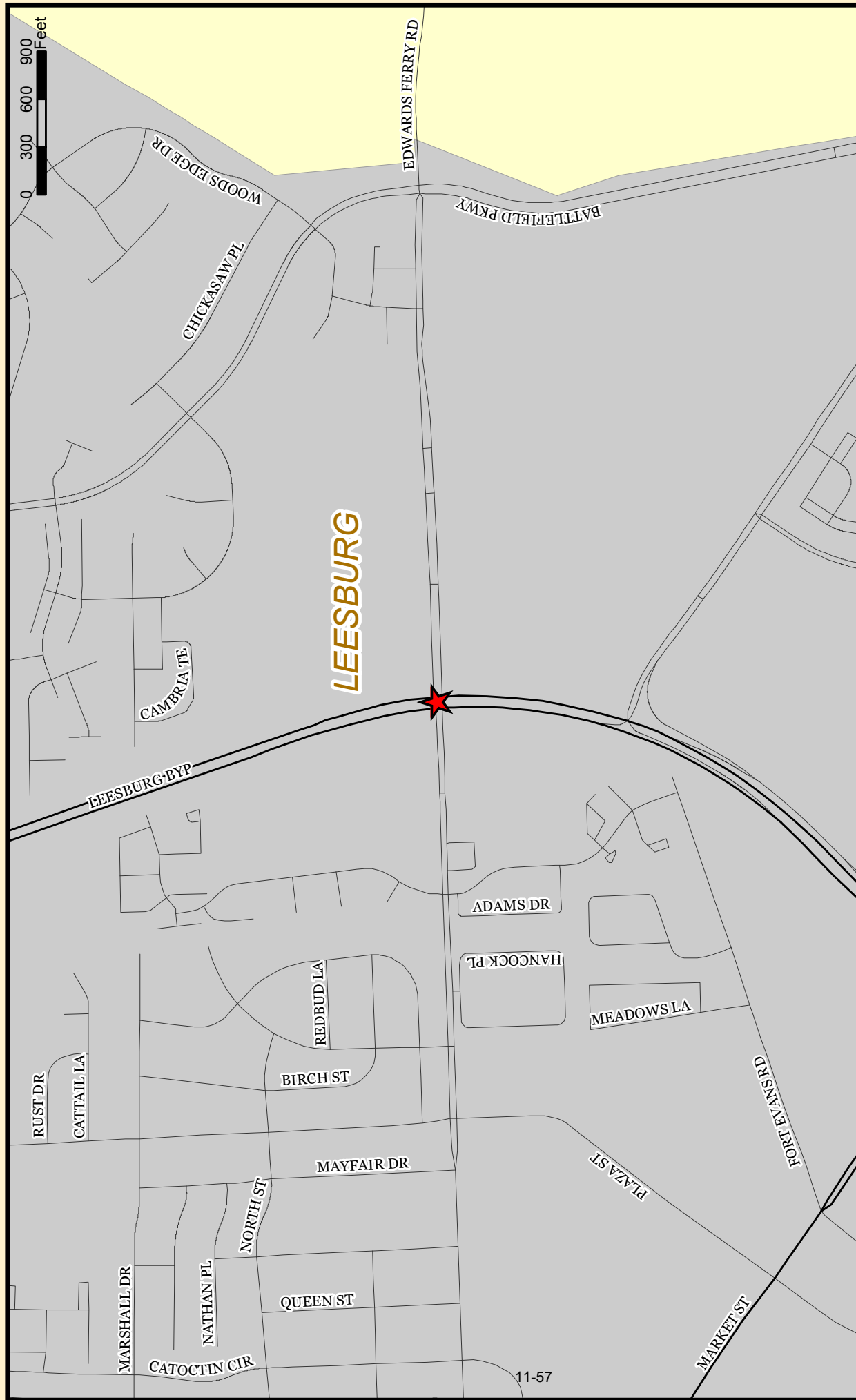
Preparation of the IJR was initiated in October 2015.

### Funding Plan

This project is funded using NVTa 70% regional funds and RSTP grant funds. NVTa regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTa regional funding on County road projects are subject to award of the funding to the County or Town by NVTa.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	2,000	-	-	-	-	-	-	-	-	2,000
Construction	-	-	-	-	-	1,200	1,500	2,700	-	2,700
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,200</b>	<b>1,500</b>	<b>2,700</b>	<b>-</b>	<b>4,700</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	1,200	1,500	2,700	-	2,700
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTa 70% (Regional)	2,000	-	-	-	-	-	-	-	-	2,000
NVTa 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,200</b>	<b>1,500</b>	<b>2,700</b>	<b>-</b>	<b>4,700</b>



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

ROUTE 15 BYPASS AND EDWARDS FERRY RD INTERCHANGE

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2015-012  
Loudoun County Office of Mapping  
and Geographic Information

## Route 606 Widening

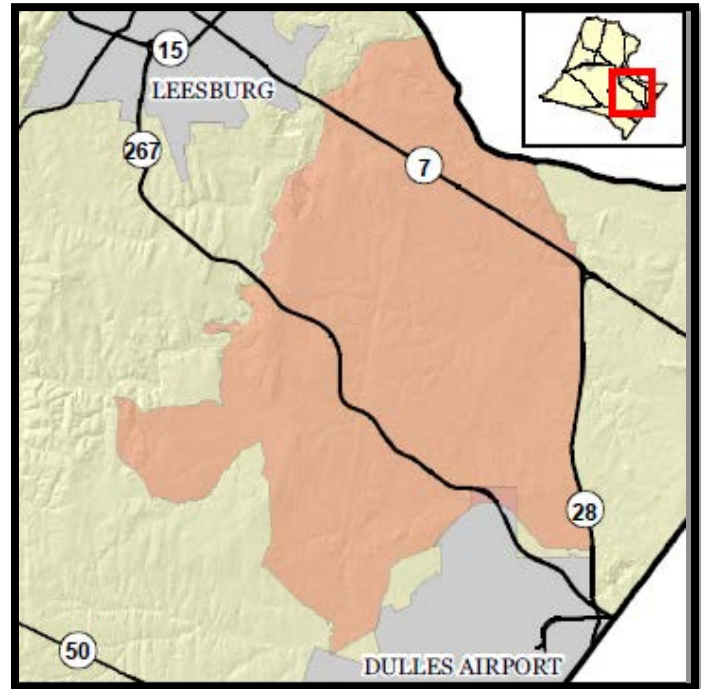
### Project Description – C00221

This project provides funding for preliminary engineering, design and construction to widen Route 606 to four lanes from Evergreen Mills Road to the Dulles Greenway. Route 606 serves as a critical link in transporting freight to Dulles Airport. Loudoun County is sharing the funding responsibility for this project with the Virginia Department of Transportation (VDOT) and the Metropolitan Washington Airports Authority (MWAA).

This project is being administered by VDOT using a design-build procurement. Construction is underway and interim improvements will be completed in 2017. The entire project is scheduled for completion in FY 2018. This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

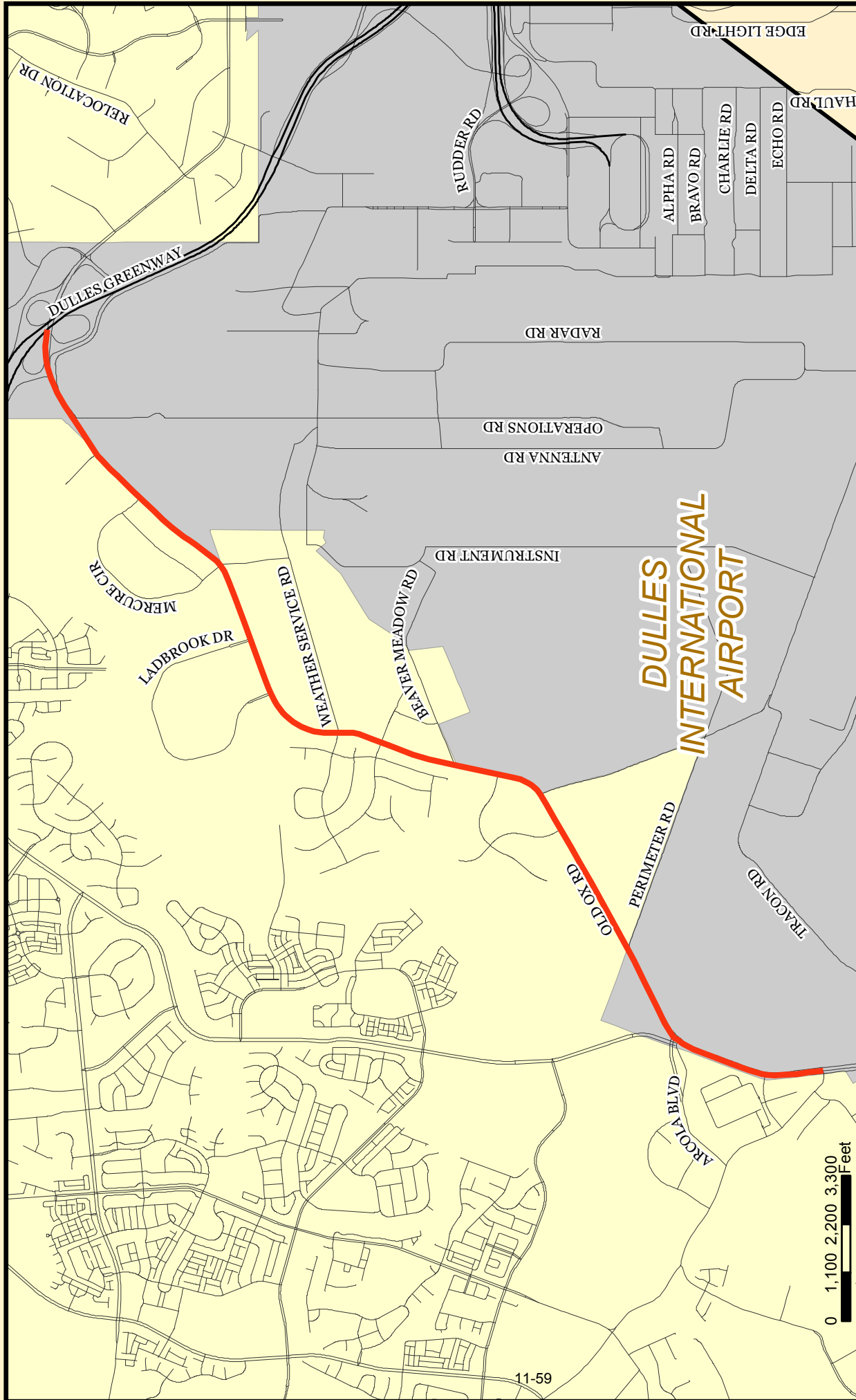
### Funding Plan

This project is funded using cash proffers, lease revenue financing, and RSTP grant funds.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	32,912	8,573	-	-	-	-	-	8,573	-	41,485
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>32,912</b>	<b>8,573</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,573</b>	<b>-</b>	<b>41,485</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	21,791	-	-	-	-	-	-	-	-	21,791
Proffers (Cash)	2,366	284	-	-	-	-	-	284	-	2,650
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	8,755	8,289	-	-	-	-	-	8,289	-	17,044
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>32,912</b>	<b>8,573</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,573</b>	<b>-</b>	<b>41,485</b>





11-59



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

ROUTE 606 WIDENING

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-058  
Loudoun County Office of Mapping  
and Geographic Information

## Shaw Road

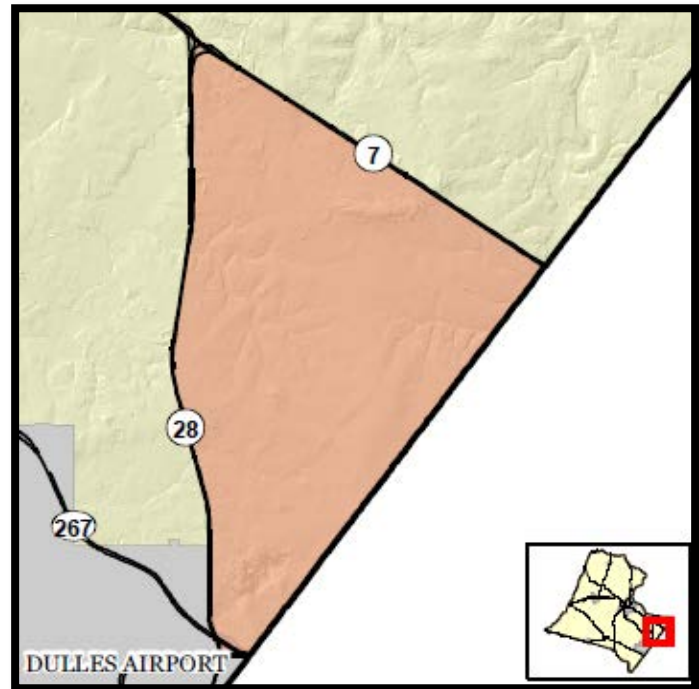
### Project Description

This project provides for the design and construction of improvements to Shaw Road from the Sterling Technology property to the Dulles Electric Supply property in order to widen the road from two to four lanes, and to solve existing roadway drainage issues.

This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

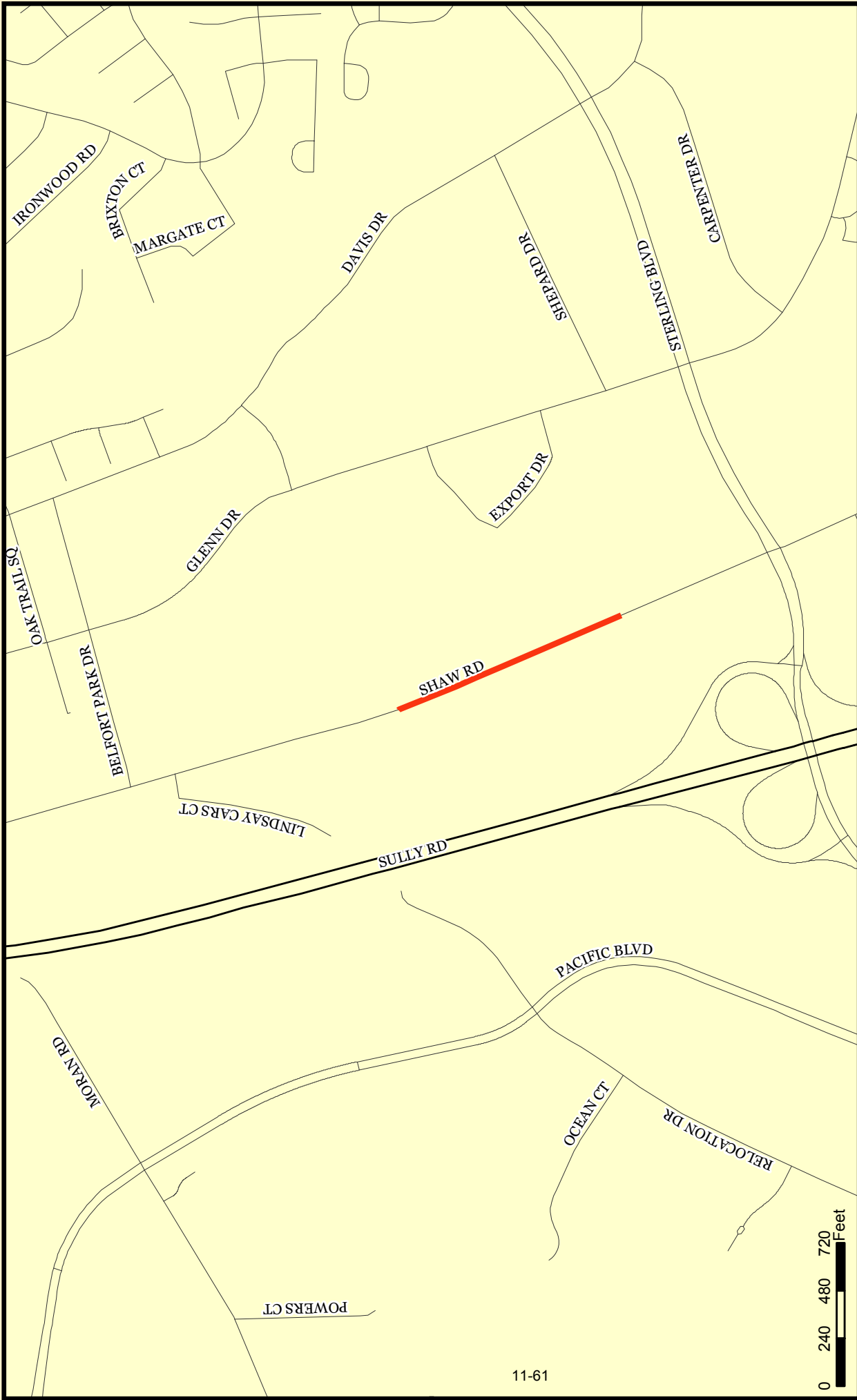
### Funding Plan

This project is funded using local tax funding, cash proffers, and NVTA 30% local funds. All proposed uses of NVTA 30% local funding are subject to funding allocation to the County by NVTA.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	390	-	-	-	-	390	-	390
Preliminary Engineering	-	-	325	-	-	-	-	325	-	325
Construction	-	-	1,907	-	-	-	-	1,907	-	1,907
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	<b>2,622</b>	-	-	-	-	<b>2,622</b>	-	<b>2,622</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	1,400	-	-	-	-	1,400	-	1,400
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	900	-	-	-	-	900	-	900
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	322	-	-	-	-	322	-	322
<b>Total Financing</b>	-	-	<b>2,622</b>	-	-	-	-	<b>2,622</b>	-	<b>2,622</b>





Map Number 2015-320  
Loudoun County Office of Mapping  
and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2017 - FY 2022 Capital Improvement Program Projects

SHAW ROAD

The road alignment depicted on this map is conceptual in nature and may be revised  
due to design and engineering considerations.



## Shellhorn Road – Loudoun County Parkway to Moran Road

### Project Description

This project provides for the planning, design, and right-of-way acquisition for Shellhorn Road from Loudoun County Parkway to Moran Road. The project entails the construction of a four-lane roadway within a 120 foot right of way.

The road improvements are being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

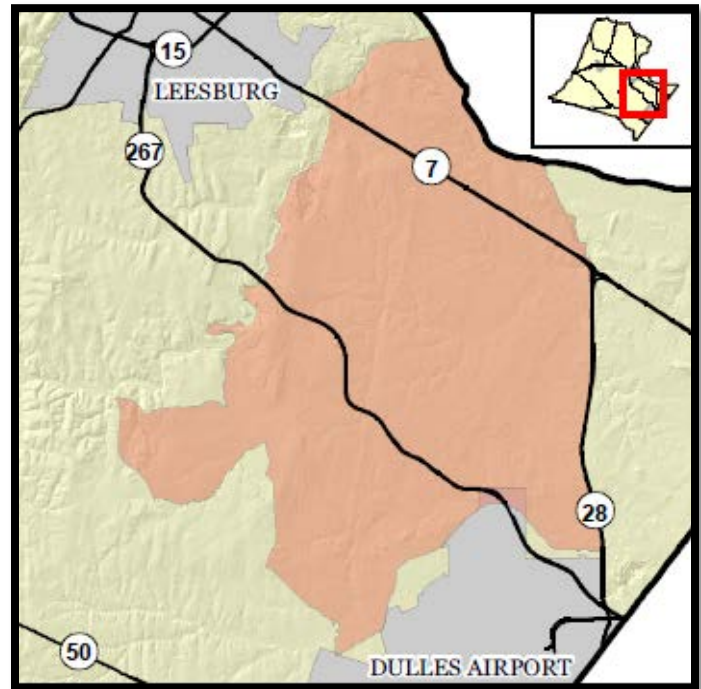
### Current Status

A preliminary engineering study for this roadway is currently being prepared by an independent consultant.

Construction funding will be programmed after design of the roadway is complete.

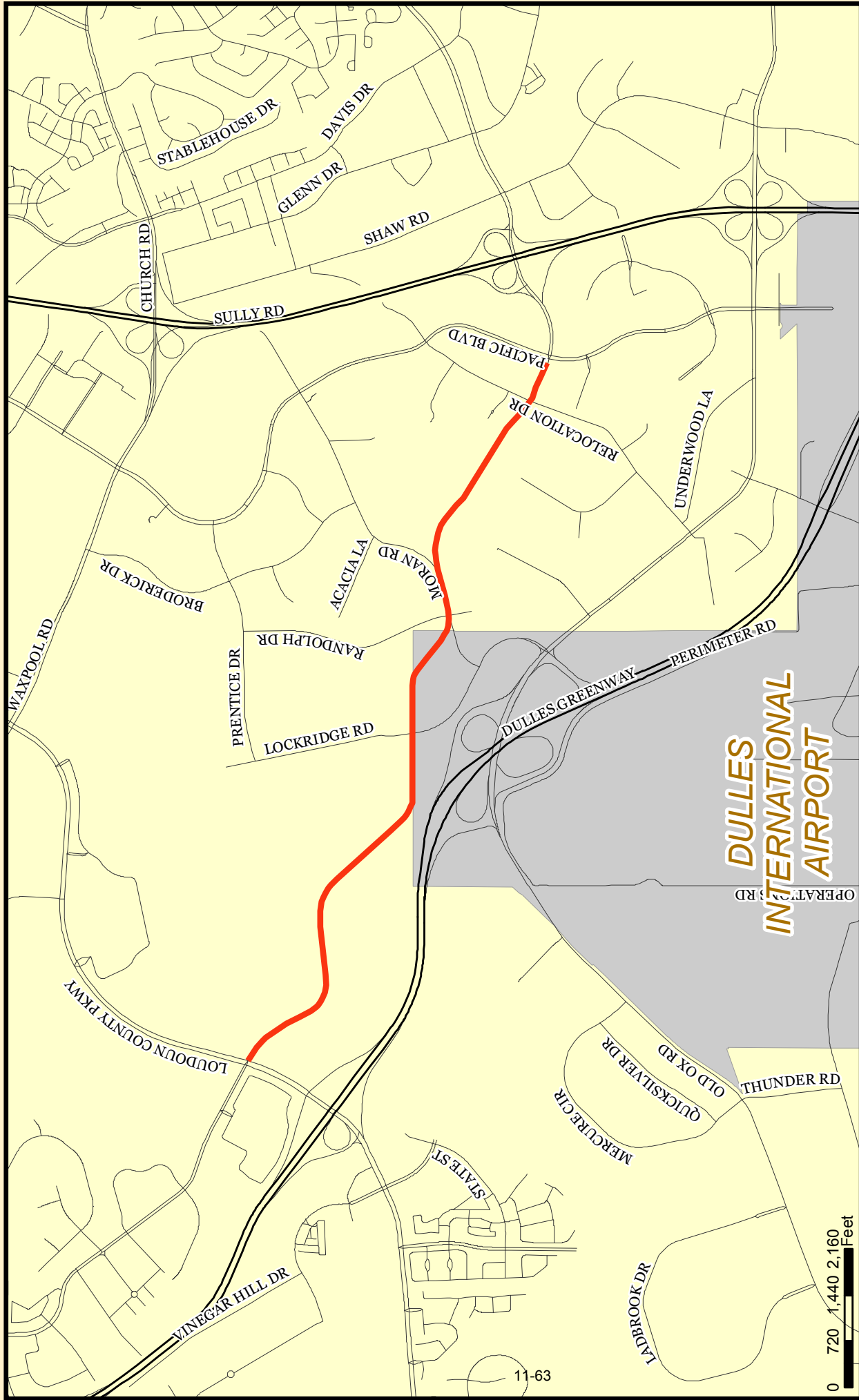
### Funding Plan

This project is funded using general obligation bonds and NVTA 70% Regional funds. NVTA regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding on County road projects are subject to award of the funding to the County by NVTA. The general obligation bonds will be scheduled for placement on the November 2016 referendum.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	4,000	4,000	8,000	-	-	16,000	-	16,000
Preliminary Engineering	-	8,000	-	-	-	-	-	8,000	-	8,000
Construction	-	-	-	-	-	-	-	-	-	-
Bus Acquisition	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	8,000	4,000	4,000	8,000	-	-	24,000	-	24,000
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	8,000	-	-	-	-	-	8,000	-	8,000
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	4,000	4,000	8,000	-	-	16,000	-	16,000
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	8,000	4,000	4,000	8,000	-	-	24,000	-	24,000

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
Debt Service	-	800	780	760	740	720	3,800
<b>Total Impact</b>	-	800	780	760	740	720	3,800



11-63

0 720 1,440 2,160 Feet



# LOUDOUN COUNTY GOVERNMENT

FY 2017 - FY 2022 Capital Improvements Program Projects

SHELLHORN RD - LOUDOUN COUNTY PKWY TO MORAN RD

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2016-079  
Loudoun County Office of Mapping  
and Geographic Information



## Sterling Boulevard Extension – Pacific Boulevard to Randolph Drive

### Project Description – C02046

This project provides for the design, right-of-way acquisition and construction of Sterling Boulevard from Pacific Boulevard to Randolph Drive. The project was recommended as an essential road connection to provide connectivity to the planned metro rail station at Route 606. The project will be designed as a four-lane urban major collector with a divided median, associated turn lanes, on-road bike lanes and a sidewalk.

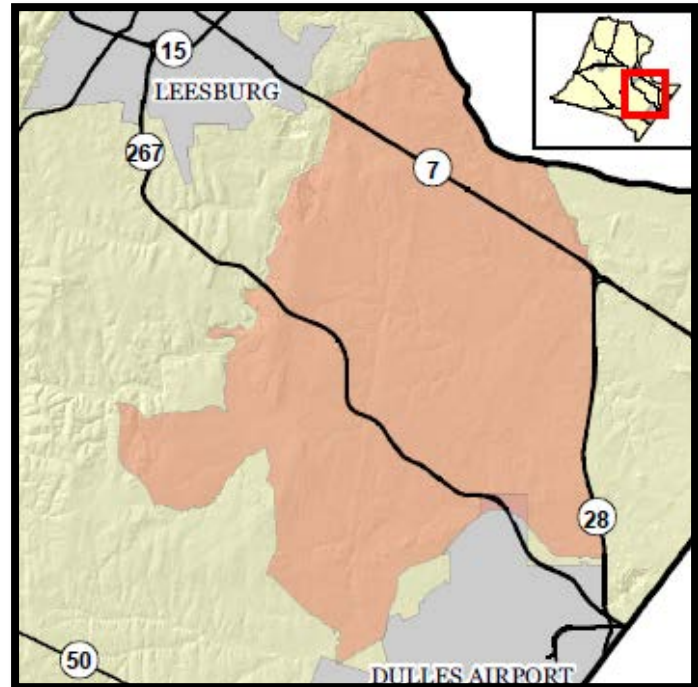
This road is being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Current Status

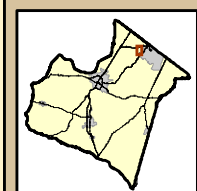
Design of this road segment was initiated in June 2015. The road is recommended in the 2010 Countywide Transportation Plan and in a recent study presented to the Board of Supervisors at the 2013 Transportation Summit.

### Funding Plan

This project is funded using local tax funding, cash proffers, State Revenue Sharing funds, NVTA 30% local funds, and proceeds from the sale of land. State Revenue Sharing funds are applied for and awarded on a competitive basis. All proposed uses of State Revenue Sharing funding on County road projects are subject to award of the funding to the County by VDOT. All proposed uses of NVTA 30% local funding are subject to funding allocation to the County by NVTA.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	5,900	-	-	-	-	-	-	-	-	5,900
Preliminary Engineering	2,000	-	-	-	-	-	-	-	-	2,000
Construction	6,201	10,028	-	-	-	-	-	10,028	-	16,229
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>14,101</b>	<b>10,028</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,028</b>	<b>-</b>	<b>24,129</b>
Local Tax Funding	1,700	-	-	-	-	-	-	-	-	1,700
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	28	-	-	-	-	-	28	-	28
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	4,950	5,000	-	-	-	-	-	5,000	-	9,950
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	7,316	5,000	-	-	-	-	-	5,000	-	12,316
Proceeds from Sale of Land	135	-	-	-	-	-	-	-	-	135
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>14,101</b>	<b>10,028</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,028</b>	<b>-</b>	<b>24,129</b>



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

## STERLING BLVD

Map Number 2014-054  
Loudoun County Office of Mapping  
and Geographic Information

The road alignment depicted on this map is conceptual in nature  
and may be revised due to design and engineering considerations.



## Waxpool Road / Loudoun County Parkway Intersection

### Project Description

This project provides for the planning, design, right-of-way acquisition and construction of intersection improvements at Loudoun County Parkway at Waxpool Road. The project entails modifications to accommodate the heavy westbound Waxpool Road left turns onto southbound Loudoun County Parkway, as well as the heavy eastbound right turn lanes from Loudoun County Parkway onto Waxpool Road. The recommended alternative is to develop triple left turn lanes onto southbound Loudoun County Parkway, and a free flow right turn onto eastbound Waxpool Road.

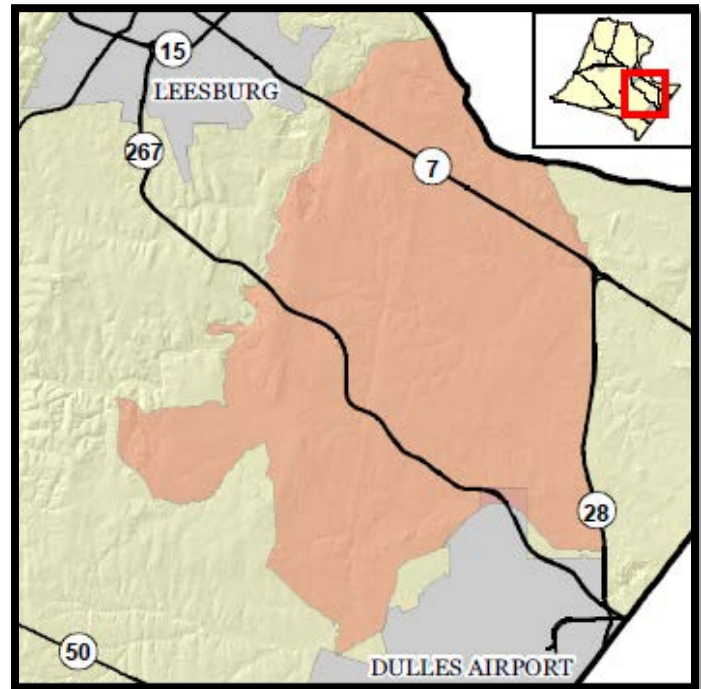
This road is being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Current Status

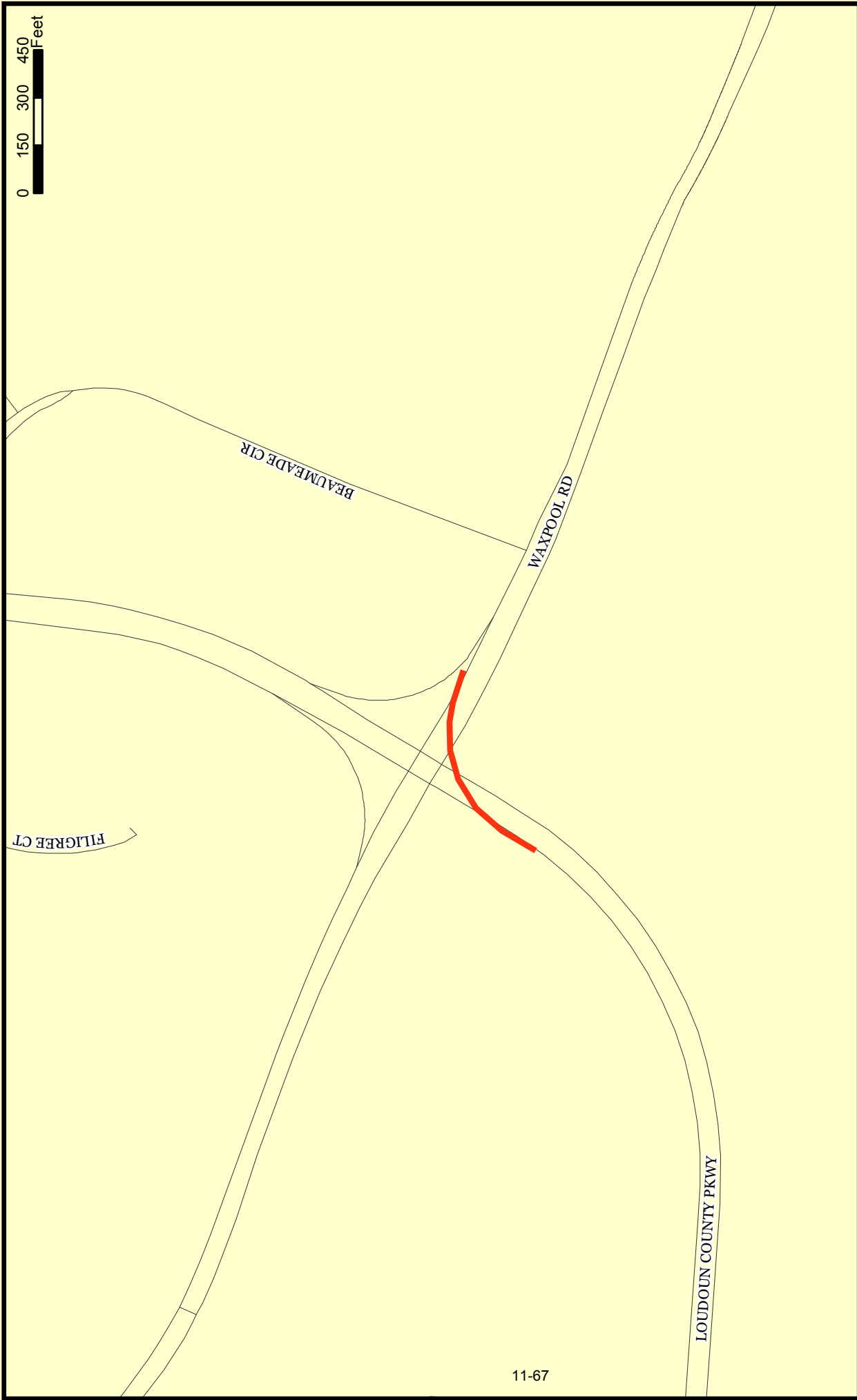
This is an existing signalized intersection with insufficient capacity. Preliminary planning studies have been completed by VDOT identifying potential improvements.

### Funding Plan

This project is funded using local tax funding, cash proffers, State Revenue Sharing funds and NVTAs 30% local funds. State Revenue Sharing funds are applied for and awarded on a competitive basis. All proposed uses of State Revenue Sharing funding on County road projects are subject to award of the funding to the County by VDOT. All proposed uses of NVTAs 30% local funding are subject to funding allocation to the County by NVTAs.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	880	-	-	-	-	-	880	-	880
Preliminary Engineering	660	-	-	-	-	-	-	-	-	660
Construction	575	266	3,489	-	-	-	-	3,755	-	4,330
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>1,235</b>	<b>1,146</b>	<b>3,489</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,635</b>	<b>-</b>	<b>5,870</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	146	-	-	-	-	-	146	-	146
Fund Balance	-	1,000	-	-	-	-	-	1,000	-	1,000
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	1,235	-	789	-	-	-	-	789	-	2,024
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	1,700	-	-	-	-	1,700	-	1,700
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	1,000	-	-	-	-	1,000	-	1,000
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>1,235</b>	<b>1,146</b>	<b>3,489</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,635</b>	<b>-</b>	<b>5,870</b>



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

WAXPOOL RD

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-061  
Loudoun County Office of Mapping  
and Geographic Information



## Waxpool Road/ Smith Switch Road/ Farmwell Road Intersection Improvements

### Project Description

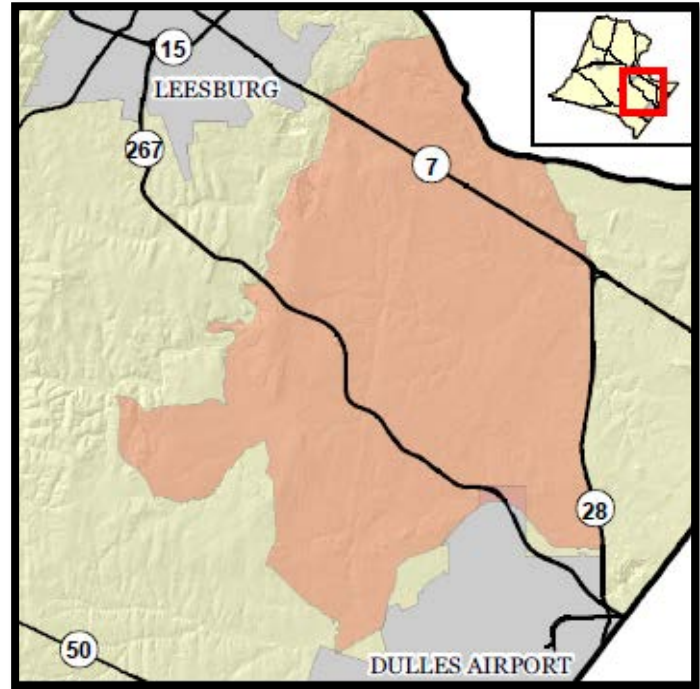
This project provides for the planning, design, right-of-way acquisition and construction of intersection improvements at Waxpool Road, Smith Switch Road and Farmwell Road.

This project includes the creation of double left turn lanes from westbound Waxpool Road and double right turn lanes from Northbound Waxpool Road to eastbound Waxpool Road.

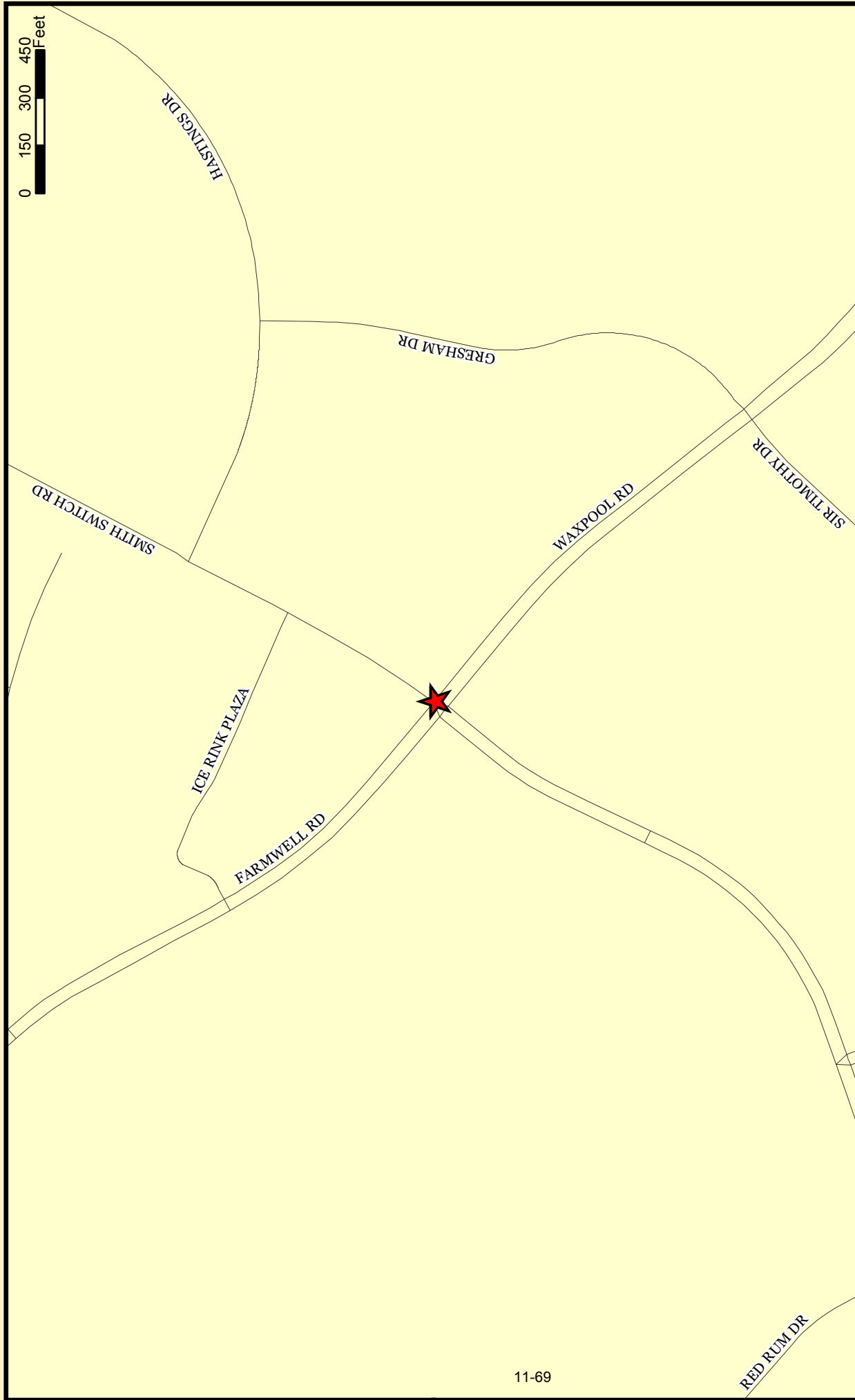
This road is being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

### Funding Plan

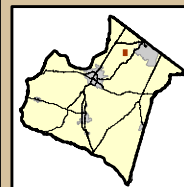
This project is funded using local tax funding.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	645	-	-	-	645	-	645
Preliminary Engineering	-	-	-	645	-	-	-	645	-	645
Construction	-	-	-	3,010	-	-	-	3,010	-	3,010
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	4,300	-	-	-	4,300	-	4,300
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	4,300	-	-	-	4,300	-	4,300
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	4,300	-	-	-	4,300	-	4,300



11-69



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

WAXPOOL RD/ SMITH SWITCH RD/ FARMWELL RD INTERSECTION

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-391  
Loudoun County Office of Mapping  
and Geographic Information



## Westwind Drive - State Street to Ladbroke Drive

### Project Description

This project provides for the planning, design, right-of-way acquisition and construction of Westwind Drive from State Street to Ladbroke Drive. The project entails the construction of a four-lane median divided roadway within a 120 foot right of way.

This road is being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

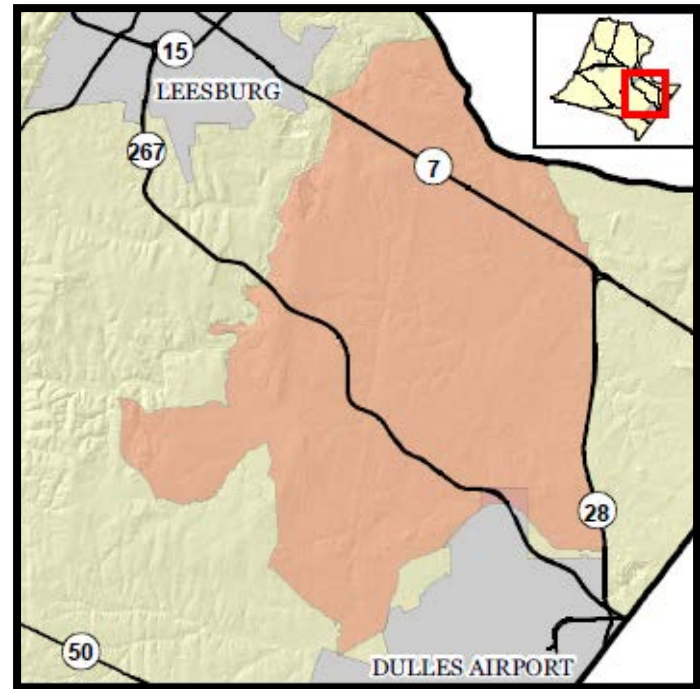
This is a planned roadway included in the 2010 Countywide Transportation Plan.

### Current Status

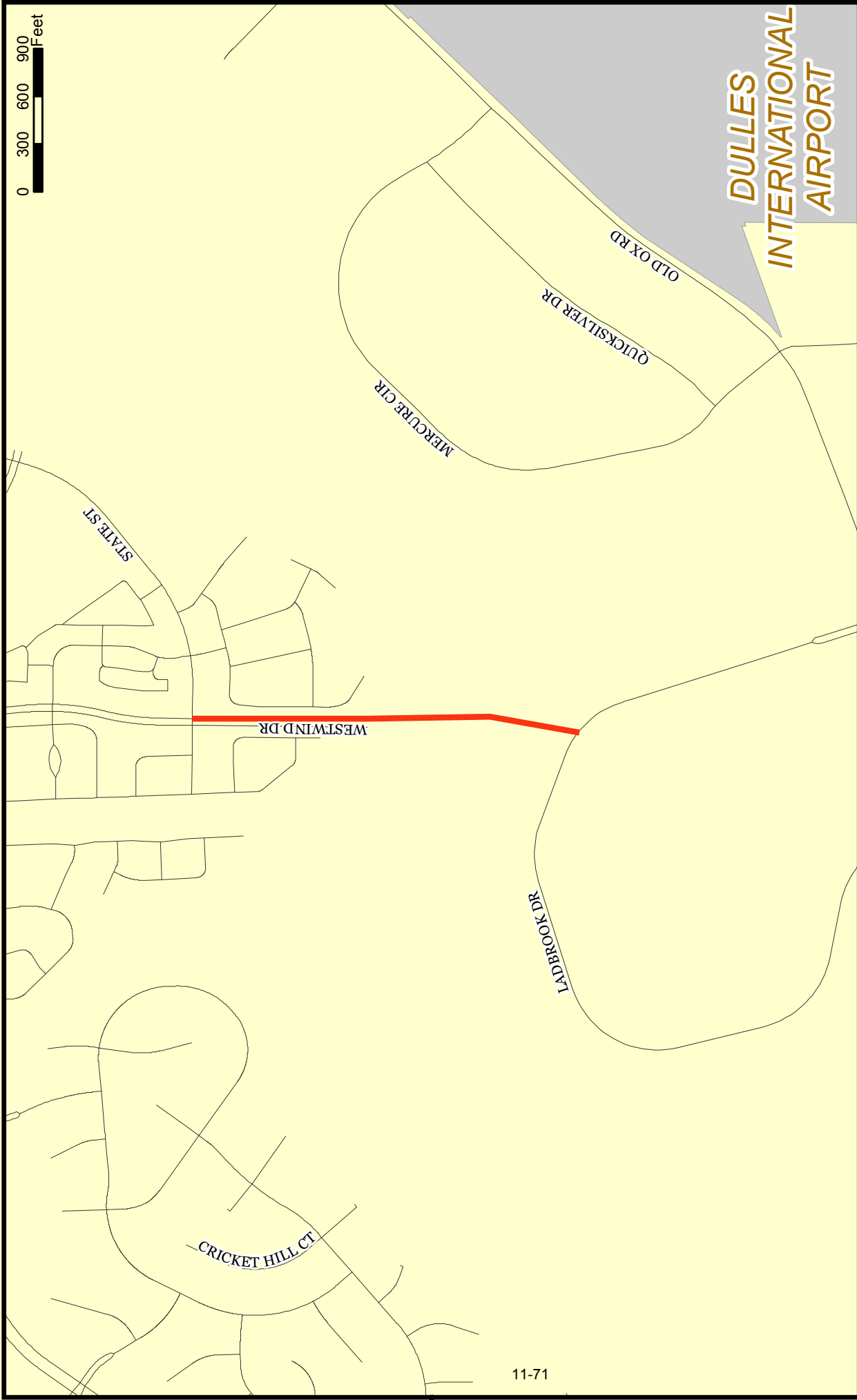
This project is currently in the planning stage.

### Funding Plan

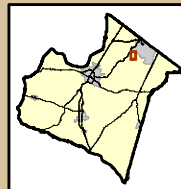
This project is funded using local tax funding, State Revenue Sharing funds, NVTA 70% Regional funds, and NVTA 30% local funds. State Revenue Sharing funds and NVTA 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of State Revenue Sharing and NVTA 70% regional funding on County road projects are subject to award of the funding to the County by VDOT and NVTA. All proposed uses of NVTA 30% local funding are subject to funding allocation to the County by NVTA.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	4,100	3,600	-	-	7,700	-	7,700
Preliminary Engineering	-	-	-	3,900	-	-	-	3,900	-	3,900
Construction	-	-	-	-	32,096	-	-	32,096	-	32,096
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,000</b>	<b>35,696</b>	<b>-</b>	<b>-</b>	<b>43,696</b>	<b>-</b>	<b>43,696</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	8,300	-	-	8,300	-	8,300
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	5,000	-	-	5,000	-	5,000
NVTA 70% (Regional)	-	-	-	8,000	12,239	-	-	20,239	-	20,239
NVTA 30% (Local)	-	-	-	-	10,157	-	-	10,157	-	10,157
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,000</b>	<b>35,696</b>	<b>-</b>	<b>-</b>	<b>43,696</b>	<b>-</b>	<b>43,696</b>



11-71



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

WESTWIND DR - STATE ST TO LADBROOK RD

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-392  
Loudoun County Office of Mapping  
and Geographic Information



## Woodgrove High School / Fields Farm Park Road

### Project Description – C02037

This project provides funding for design, right-of-way, utility relocation and construction of a two lane road connecting Woodgrove High School to Route 690 through the County owned Fields Farm property.

The road will provide a second access to Woodgrove High School to help alleviate traffic backups and safety concerns at the high school. One entrance/access point is provided to Allder School Road on the northern side of the Fields Farm property, and one entrance access point will be provided as part of this project to Route 690 on the southern portion of the property. This project also provides an access point to the County's future Fields Farm Park from Route 690.

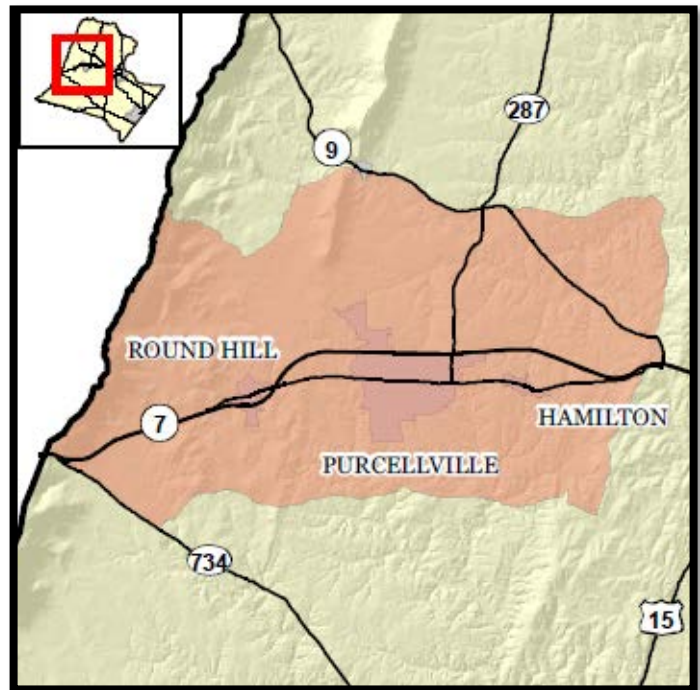
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

### Current Status

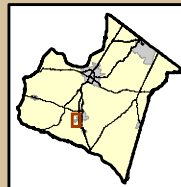
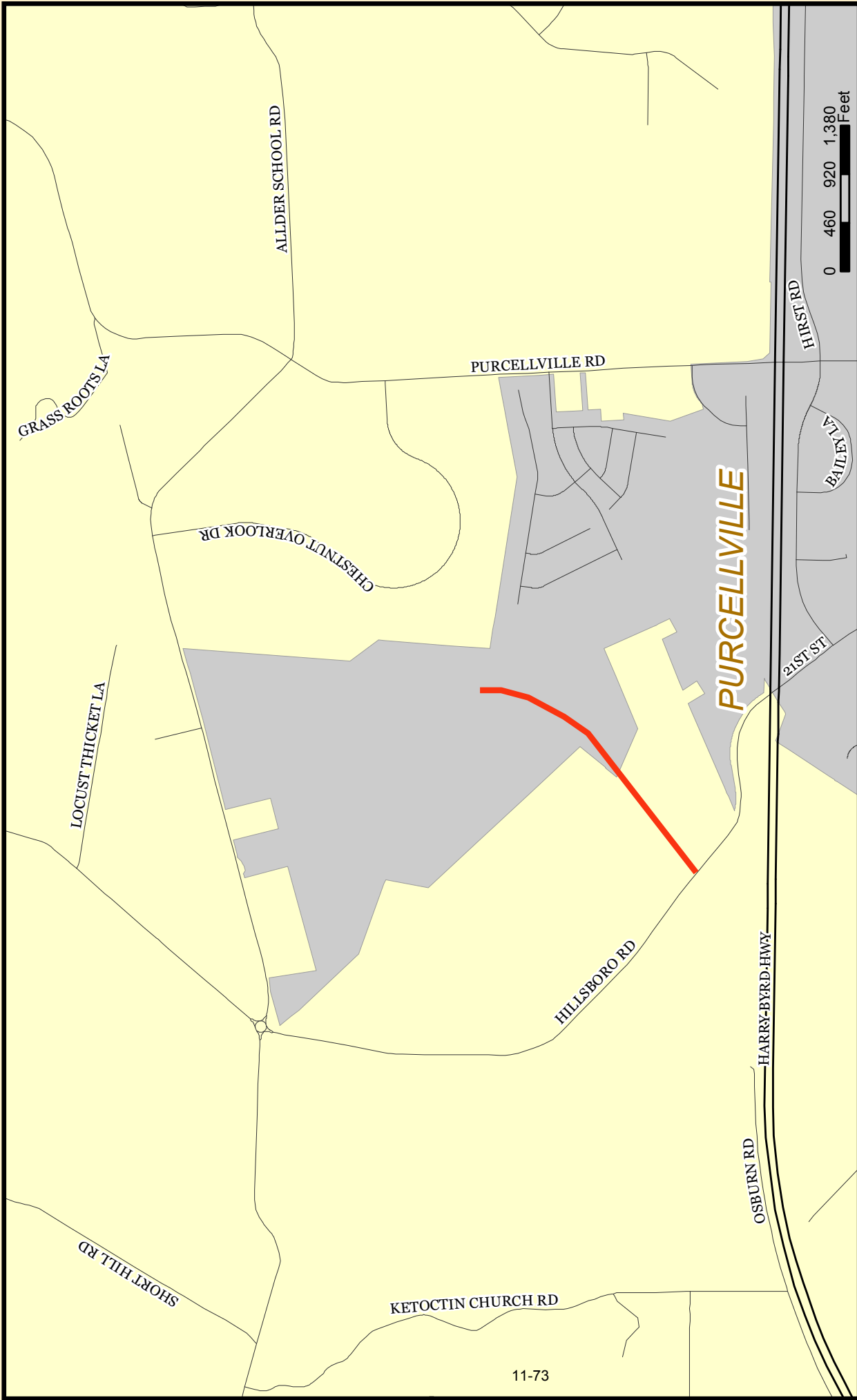
Design was initiated in November 2014 for this road segment.

### Funding Plan

This project is funded using lease revenue financing and NVTa 30% local funds. All proposed uses of NVTa 30% local funding is subject to allocation of the funds to the County by NVTa.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	950	-	-	-	-	950	-	950
Preliminary Engineering	550	-	-	-	-	-	-	-	-	550
Construction	3,265	-	1,550	-	-	-	-	1,550	-	4,815
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>3,815</b>	<b>-</b>	<b>2,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,500</b>	<b>-</b>	<b>6,315</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	3,815	-	-	-	-	-	-	-	-	3,815
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTa 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTa 30% (Local)	-	-	2,500	-	-	-	-	2,500	-	2,500
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>3,815</b>	<b>-</b>	<b>2,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,500</b>	<b>-</b>	<b>6,315</b>
<b>Operating Impact (\$ in 1000s)</b>		<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>Total</b>		
Debt Service		70	277	270	263	256	249	1,385		
<b>Total Impact</b>		<b>70</b>	<b>277</b>	<b>270</b>	<b>263</b>	<b>256</b>	<b>249</b>	<b>1,385</b>		



# LOUDOUN COUNTY GOVERNMENT

FY 2017 – FY 2022 Capital Improvement Program Projects

WOODGROVE HIGH SCHOOL/FIELDS FARM PARK RD

The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2014-049  
Loudoun County Office of Mapping  
and Geographic Information





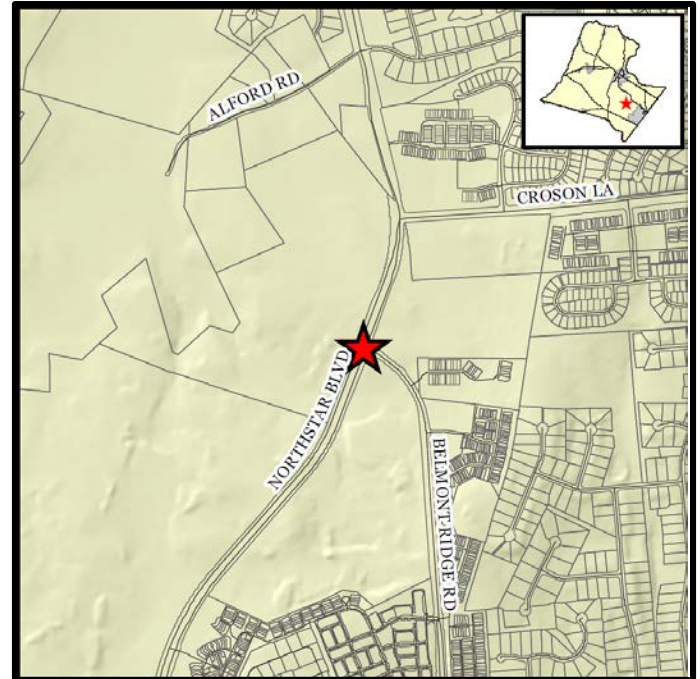
## Northstar Boulevard / Belmont Ridge Road Traffic Signal

### Project Description

This project provides funding for the installation of a traffic signal with crosswalks and pedestrian signals at the intersection of Belmont Ridge Road (Route 659) and Northstar Boulevard.

### Funding Plan

This project is funded using local gasoline tax and NVT 30% local funds. All proposed uses of NVT 30% local funds are subject to allocation of the funding to the County by NVT.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	35	-	-	-	-	-	-	-	-	35
Construction	-	510	-	-	-	-	-	510	-	510
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>35</b>	<b>510</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>510</b>	<b>-</b>	<b>545</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVT 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVT 30% (Local)	-	510	-	-	-	-	-	510	-	510
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	35	-	-	-	-	-	-	-	-	35
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>35</b>	<b>510</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>510</b>	<b>-</b>	<b>545</b>





## Atlantic Boulevard Pedestrian Improvements

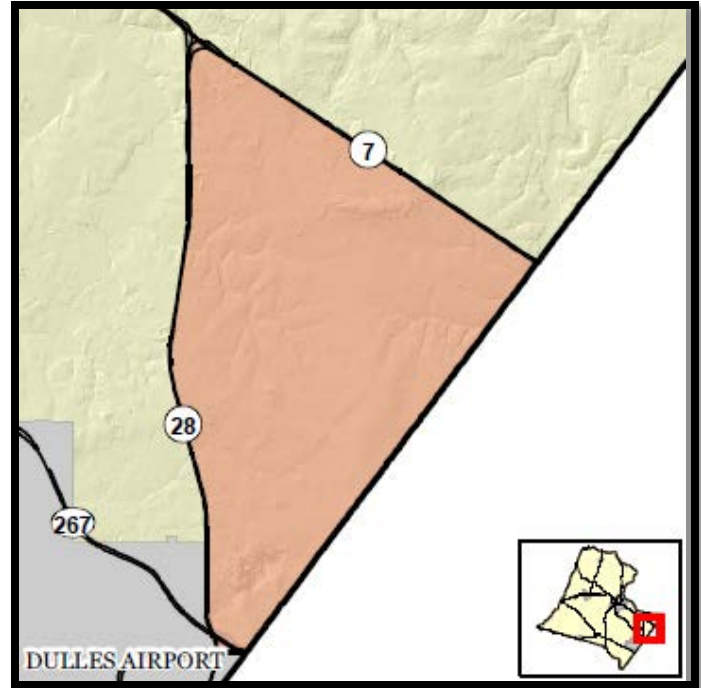
### Project Description

This project provides funding to develop a shared use trail and sidewalk along Atlantic Boulevard from Magnolia Road to Nokes Boulevard. The projects includes a 10' wide shared use trail on the west side of Atlantic Boulevard and a 5' wide sidewalk along the east side of Atlantic Boulevard.

Design of the proposed trail and sidewalk segments is complete (CPAP-2011-0073). The cost estimate in the CIP is for construction costs related to the development of the shared use trail and sidewalk, utility relocation, right-of-way and easement acquisition costs.

### Funding Plan

This project is funded using general obligation bonds and cash proffers. The general obligation bonds will be scheduled for placement on the November 2021 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	900	900	-	900
Preliminary Engineering	-	-	-	-	-	-	900	900	-	900
Construction	-	-	-	-	-	-	4,261	4,261	-	4,261
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	<b>6,061</b>	<b>6,061</b>	-	<b>6,061</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	6,000	6,000	-	6,000
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	61	61	-	61
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	<b>6,061</b>	<b>6,061</b>	-	<b>6,061</b>

## Contingency Accounts

### Project Description

This project provides for the funding of three contingency accounts during the FY 2017 – FY 2022 CIP planning period.

#### Sidewalk Contingency

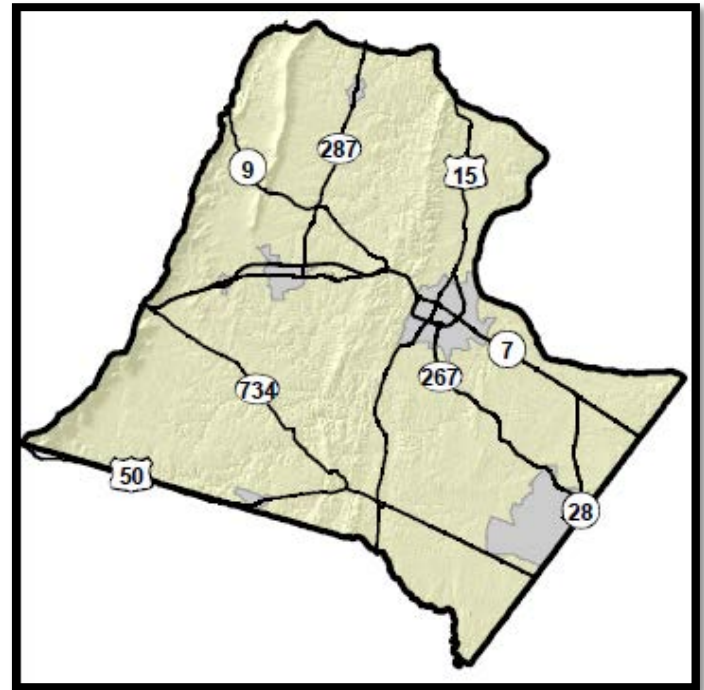
Provides \$1,000,000 in funding in each year of the FY 2017- FY 2022 CIP planning period to be used countywide for design and construction of missing sidewalk segments

#### Traffic Calming Contingency

Provides \$100,000 in funding in each year of the FY 2017- FY 2022 CIP planning period to be used countywide for study, design and construction of traffic calming measures.

#### Traffic Signal Contingency

Provides \$500,000 in funding in each year of the FY 2017- FY 2022 CIP planning period to be used countywide for the study, design and construction of traffic signals.



### Funding Plan

Contingency accounts are funded using local tax funding and NVTA 30% local funds. All proposed uses of NVTA 30% local funding on County road projects are subject to allocation of the funds to the County by NVTA.

Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	1,600	1,600	1,600	1,600	1,600	1,600	9,600	-	9,600
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	1,600	1,600	1,600	1,600	1,600	1,600	9,600	-	9,600
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	1,600	1,600	1,600	-	4,800	-	4,800
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	1,600	1,600	-	-	-	1,600	4,800	-	4,800
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	1,600	1,600	1,600	1,600	1,600	1,600	9,600	-	9,600



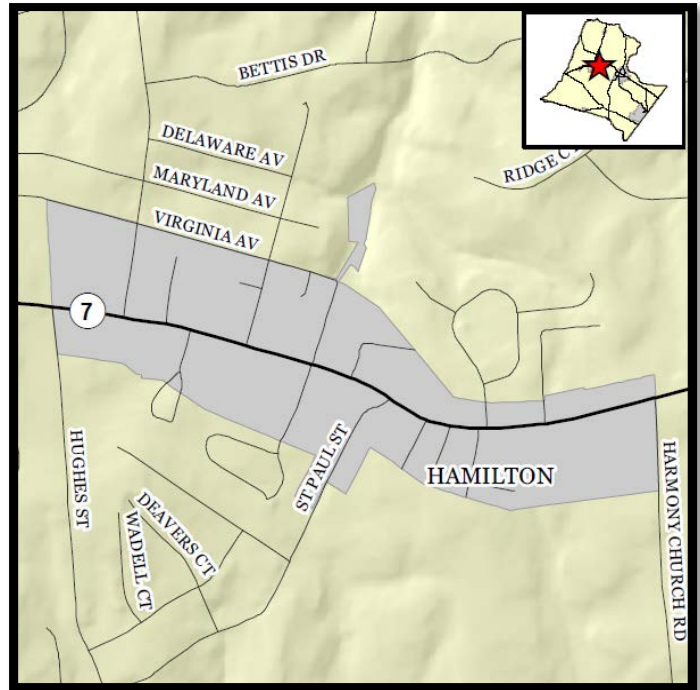
## Town of Hamilton Drainage and Pedestrian Improvements on Route 7

### Project Description

Each year, the County solicits capital project funding requests from Towns within the County for facilities: 1. owned by, or located within, the Town but operated by the County; or 2. for local pedestrian/transportation related improvements that benefit the County. As a capital expense, the funding for the projects is shown in the County's CIP. This project provides local tax funding in FY 2017 for the following project in the Town of Hamilton:

#### Drainage and Pedestrian Improvements on Route 7

This project provides drainage improvements and repair to the existing pedestrian sidewalks along Route 7 – Colonial Highway adjacent to the Town's western limits. The locations of the improvements are located just east of North Reid Street to North Ivandale Road and south along South Hughes Street. This area currently experiences drainage and flooding during rain events. The reconstruction will allow for an additional segment of the Town's pedestrian goal to develop a safe, accessible and continuous pedestrian network along Route 7 - Colonial Highway.



### Funding Plan

This project is funded using cash proffer interest.

Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Other	-	566	-	-	-	-	-	566	-	566
<b>Total Cost</b>	-	<b>566</b>	-	-	-	-	-	<b>566</b>	-	<b>566</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	566	-	-	-	-	-	566	-	566
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	<b>566</b>	-	-	-	-	-	<b>566</b>	-	<b>566</b>



## Town of Hillsboro Traffic Calming and Pedestrian Safety

### Project Description

Each year, the County solicits capital project funding requests from Towns within the County for facilities: 1. owned by, or located within, the Town but operated by the County; or 2. for local pedestrian/transportation related improvements that benefit the County. As a capital expense, the funding for the projects is shown in the County's CIP. This project provides state revenue sharing and NVTA 30% local funding in FY 2018 for the following project in the Town of Hillsboro:

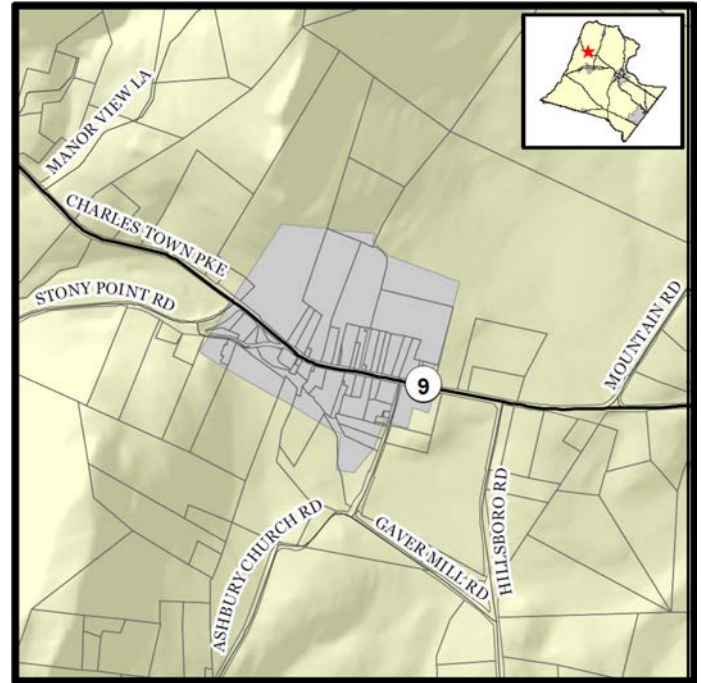
#### Route 9 Traffic Calming and Pedestrian Safety Project

This request is to construct traffic calming and pedestrian safety improvements along Route 9 in the Town of Hillsboro between Route 690 and Stony Point Road. The entire project will include complete reconstruction of Route 9 in Hillsboro, two roundabouts and the addition of underground storm water drainage facilities and burial of overhead utilities – which must be constructed within the same narrow right-of-way as the water lines and wastewater pipes.

With the requested funding, undergrounding of utilities and installation of storm water facilities can be done simultaneously with the drinking water and wastewater pipe installation beneath Route 9, along with the installation of surface traffic calming measures, sidewalks, and safe on-street parking.

### Funding Plan

This project is funded using state revenue sharing and NVTA 30% local funds. All proposed uses of State Revenue Sharing funding is subject to funding allocation to the County by VDOT. All proposed uses of NVTA 30% local funding on County road projects are subject to allocation of the funds to the County by NVTA.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Other	-	-	4,800	-	-	-	-	4,800	-	4,800
<b>Total Cost</b>	<b>-</b>	<b>-</b>	<b>4,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,800</b>	<b>-</b>	<b>4,800</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	1,900	-	-	-	-	1,900	-	1,900
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	2,900	-	-	-	-	2,900	-	2,900
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>-</b>	<b>-</b>	<b>4,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,800</b>	<b>-</b>	<b>4,800</b>





## Town of Leesburg Battlefield Parkway – Route 15 to Dulles Greenway

### Project Description

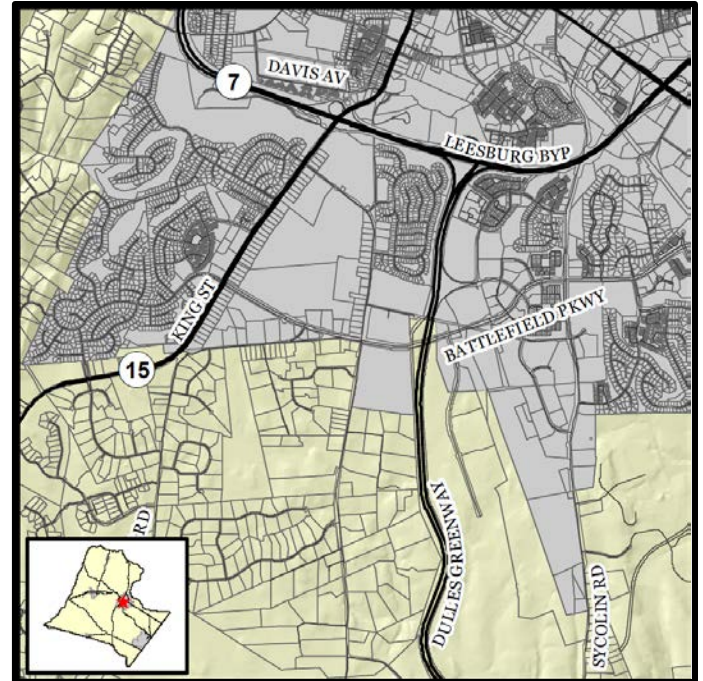
Each year, the County solicits capital project funding requests from Towns within the County for facilities: 1) owned by, or located within, the Town but operated by the County; or 2) for local pedestrian/transportation related improvements that benefit the County. As a capital expense, the funding for the projects is shown in the County's CIP. This project provides funding in FY 2018 for the following project in the Town of Leesburg:

### Battlefield Parkway Improvements

This project completes the final segment of Battlefield Parkway and includes the construction of a 0.7 mile segment of four-lane divided roadway between South King Street (Route 15) and Evergreen Mill Road (Route 621), and widening of 0.3 miles from two lanes to a four-lane divided arterial roadway between Evergreen Mill Road and the Dulles Greenway. This project includes the construction of a sidewalk and shared-use trail which will improve pedestrian and bicycle access to the three schools and the Town park facilities in the area.

### Funding Plan

This project is funded using NVT A 30% Local funds. All proposed uses of NVT A 30% local funding is subject to funding allocation to the County by NVT A.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Other	-	-	1,000	-	-	-	-	1,000	-	1,000
<b>Total Cost</b>	<b>-</b>	<b>-</b>	<b>1,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,000</b>	<b>-</b>	<b>1,000</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVT A 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVT A 30% (Local)	-	-	1,000	-	-	-	-	1,000	-	1,000
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>-</b>	<b>-</b>	<b>1,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,000</b>	<b>-</b>	<b>1,000</b>

## NVTA Local Funding (30%) - Town of Leesburg

### Project Description – C02016

This project reports funding transfers made to the Town of Leesburg from the County's share of the NVTA 30% Local funds. The Town of Leesburg is entitled to a portion of the County's 30% NVTA Local funds based upon the percentage of revenues generated within the Town from the sales, grants and hotel tax levies enacted by HB 2313 to fund NVTA Regional Road initiatives.

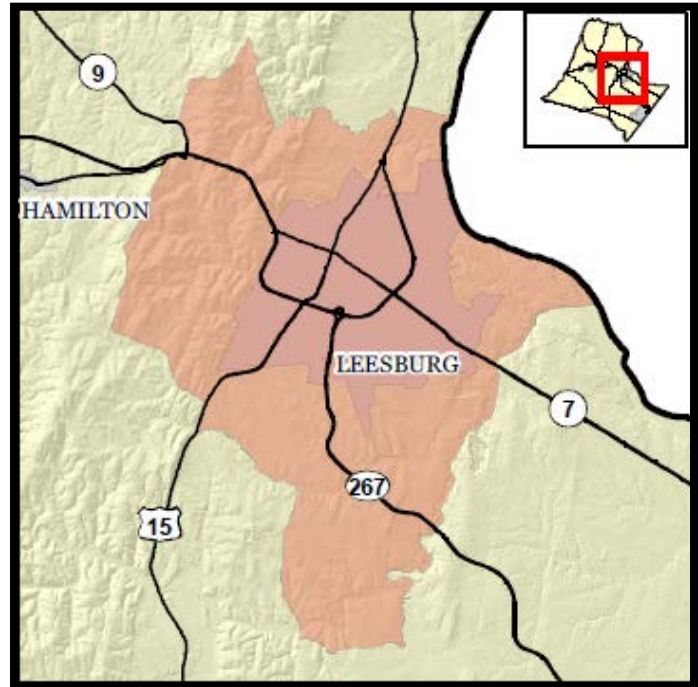
The Town must use its portion of the NVTA 30% Local funds on eligible road and transportation projects; otherwise the County may withhold the Town's share of the local funds. The Town is using its portion of the 30% Local funds on the following projects from FY 2017 to FY 2022:

Evergreen Mills Road Widening (\$7,300,000)  
 Sycolin Road Phase IV (\$500,000)  
 Traffic Management System (\$450,000)  
 Missing Link Sidewalk Projects (\$3,500,000)

The proposed projects are the responsibility of the Town of Leesburg.

### Funding Plan

This project is funded using NVTA 30% Local funds. The figures depicted represent the estimated portion of the County's 30% Local NVTA revenues due to the Town of Leesburg for use on Town related transportation projects. All estimates are subject to change based on actual revenue collected each year.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Other	5,591	2,036	2,099	2,165	2,234	2,304	2,377	13,215	10,964	29,770
<b>Total Cost</b>	<b>5,591</b>	<b>2,036</b>	<b>2,099</b>	<b>2,165</b>	<b>2,234</b>	<b>2,304</b>	<b>2,377</b>	<b>13,215</b>	<b>10,964</b>	<b>29,770</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	5,591	2,036	2,099	2,165	2,234	2,304	2,377	13,215	10,964	29,770
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>5,591</b>	<b>2,036</b>	<b>2,099</b>	<b>2,165</b>	<b>2,234</b>	<b>2,304</b>	<b>2,377</b>	<b>13,215</b>	<b>10,964</b>	<b>29,770</b>



## Town of Middleburg Crosswalk Project

### Project Description – C02052

Each year, the County solicits capital project funding requests from Towns within the County for facilities: 1. owned by, or located within, the Town but operated by the County; or 2. for local pedestrian/transportation related improvements that benefit the County. As a capital expense, the funding for the projects is shown in the County's CIP. This project provides funding for the following project in the Town of Middleburg:

#### Crosswalk Project

The project provides crosswalk improvements to three intersections along Route 50 in the Town in order to improve pedestrian safety for shoppers and visitors in the Town's business corridor.

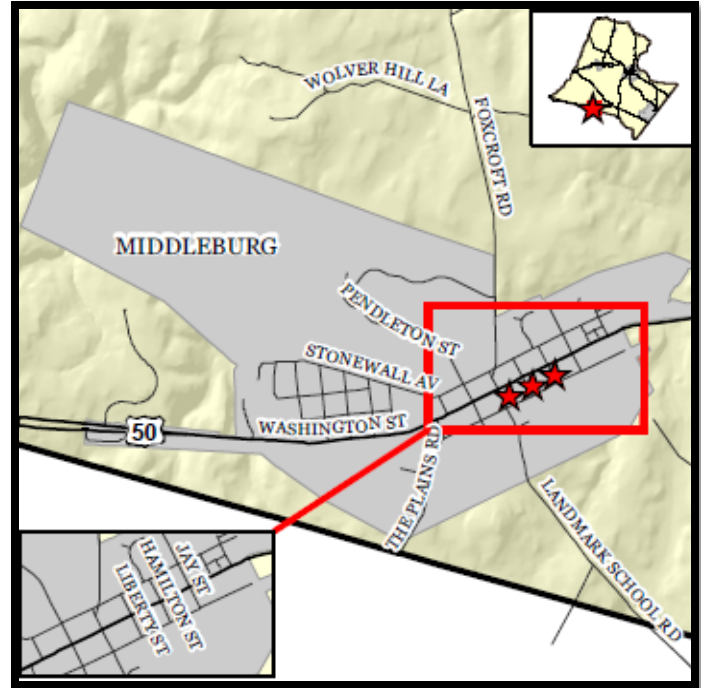
Intersection of Washington and Liberty (\$375,000)  
 Intersection of Washington and Hamilton (\$492,000)  
 Intersection of Washington and Jay (\$338,000)

The Town requested an additional \$585,000, above the \$1,205,000 identified above, in order to complete this project. The County is providing local tax funding in FY 2017 to meet this request.

Ongoing operations and maintenance expenses are the responsibility of VDOT or the Town of Middleburg.

### Funding Plan

This project is funded using local gasoline tax funding and local tax funding.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Other	1,205	585	-	-	-	-	-	585	-	1,790
<b>Total Cost</b>	<b>1,205</b>	<b>585</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>585</b>	<b>-</b>	<b>1,790</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	585	-	-	-	-	-	585	-	585
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	1,205	-	-	-	-	-	-	-	-	1,205
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>1,205</b>	<b>585</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>585</b>	<b>-</b>	<b>1,790</b>



## NVTA Local Funding (30%) - Town of Purcellville

### Project Description – C02017

This project reports funding transfers made to the Town of Purcellville from the County's share of the NVTA 30% Local funds. The Town of Purcellville is entitled to a portion of the County's funds based upon the percentage of revenues generated within the Town from the sales, grants and hotel tax levies enacted by HB 2313 to fund NVTA Regional Road initiatives.

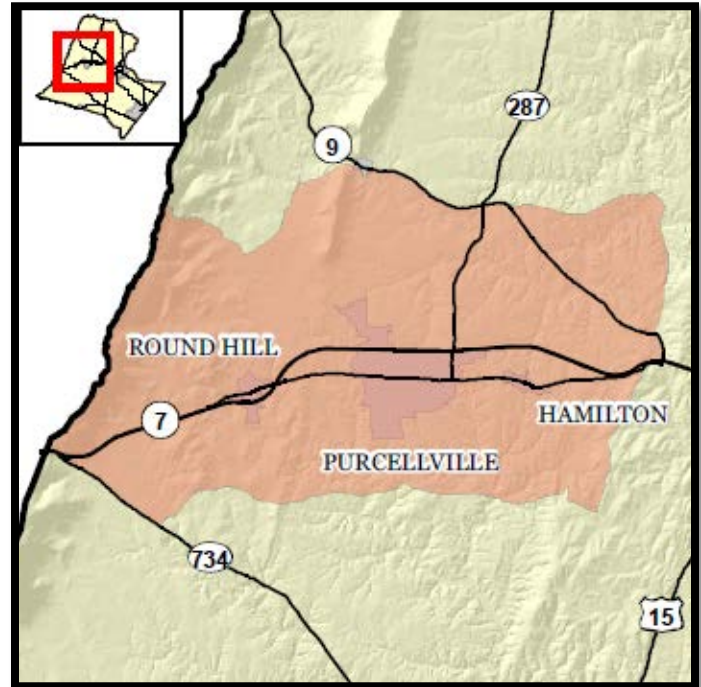
The Town must use its portion of the NVTA 30% local funds on eligible road and transportation projects; otherwise the County may withhold the Town's share of the local funds. The Town is using its portion of the 30% local funds on the following projects from FY 2017 to FY 2022:

Nursery Avenue Sidewalk Replacement from South 20<sup>th</sup> Street to K Street

The projects are the responsibility of the Town of Purcellville or the Virginia Department of Transportation (VDOT).

### Funding Plan

This project is funded using NVTA 30% Local funds. The figures depicted represent the estimated portion of the County's 30% Local NVTA revenues due to the Town of Purcellville for use on Town related transportation projects. All estimates are subject to change based on actual revenue collected each year.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Other	1,169	444	457	471	486	501	516	2,875	2,290	6,334
<b>Total Cost</b>	<b>1,169</b>	<b>444</b>	<b>457</b>	<b>471</b>	<b>486</b>	<b>501</b>	<b>516</b>	<b>2,875</b>	<b>2,290</b>	<b>6,334</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	1,169	444	457	471	486	501	516	2,875	2,290	6,334
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>1,169</b>	<b>444</b>	<b>457</b>	<b>471</b>	<b>486</b>	<b>501</b>	<b>516</b>	<b>2,875</b>	<b>2,290</b>	<b>6,334</b>

## Transit Buses

### Project Description

This project procures buses in support of the County's transit services. The first bus acquisition schedule was approved by the Board of Supervisors in FY 2004, when the first 22 buses were purchased. With the arrival of Phase I of the Silver Line to Wiehle Avenue, the County is transitioning to less expensive transit style buses, according to the County's Transit Development Plan, to provide connections to Metrorail.

Transit buses will transport passengers to the most convenient Metrorail Stations on the Silver Line, initially in Fairfax County. Bus service will further transition to feeder service to Metrorail Stations within Loudoun County when they open for service in 2020.

At least half of the funding for planned bus acquisitions will come from State Capital Assistance grant funding. The County will procure three transit buses in FY 2017.

The program's operations and maintenance expenses are funded through a combination of fare revenues, State operating assistance, and gasoline tax revenues.

### Funding Plan

The transit bus acquisition program is funded through a combination of State Capital Assistance grants, cash proffers and excess prior year transit bus fee revenues.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Other	32,523	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	42,523
<b>Total Cost</b>	<b>32,523</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>6,000</b>	<b>4,000</b>	<b>42,523</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	335	-	-	-	-	-	-	-	-	335
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	6,859	-	-	-	-	-	-	-	-	6,859
Proffers (Cash)	4,160	500	-	-	-	-	-	500	-	4,660
State Capital Assistance	18,065	500	500	500	500	500	500	3,000	2,000	23,065
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	1,860	-	-	-	-	-	-	-	-	1,860
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
Transit Fees	-	-	500	500	500	500	500	2,500	2,000	4,500
Local Gasoline Tax	1,244	-	-	-	-	-	-	-	-	1,244
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>32,523</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>6,000</b>	<b>4,000</b>	<b>42,523</b>



## Leesburg Park and Ride Lot

### Project Description

This project provides for the design and construction of a minimum 300 space surface park and ride lot on a site to be acquired near the Town of Leesburg, as recommended in the County's transit plans.

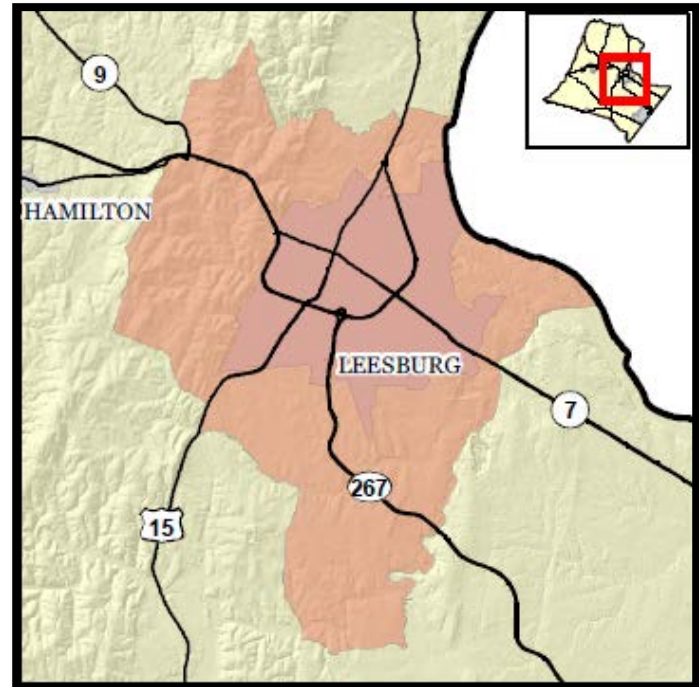
Additional funding will need to be identified to construct this facility. Staff is exploring funding options to deliver this project.

### Current Status

This project is currently in land acquisition phase.

### Funding Plan

This project is funded using cash proffers, NVTA 70% regional funds, and NVTA 30% local funds. NVTA 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding on County road projects are subject to award of the funding to the County by NVTA. All proposed uses of NVTA 30% funds are subject to allocation of the funding to the County by NVTA.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	2,000	-	-	-	-	-	-	-	-	2,000
Preliminary Engineering	500	-	-	-	-	-	-	-	-	500
Construction	-	1,490	-	-	-	-	-	1,490	-	1,490
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>2,500</b>	<b>1,490</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,490</b>	<b>-</b>	<b>3,990</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	1,500	-	-	-	-	-	-	-	-	1,500
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	1,000	-	-	-	-	-	-	-	-	1,000
NVTA 30% (Local)	-	1,490	-	-	-	-	-	1,490	-	1,490
<b>Total Financing</b>	<b>2,500</b>	<b>1,490</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,490</b>	<b>-</b>	<b>3,990</b>
<b>Operating Impact (\$ in 1000s)</b>		<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>Total</b>		
O&M		-	-	31	31	31	32	124		
<b>Total Impact</b>		<b>-</b>	<b>-</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>32</b>	<b>124</b>		

## Metro Capital Contribution

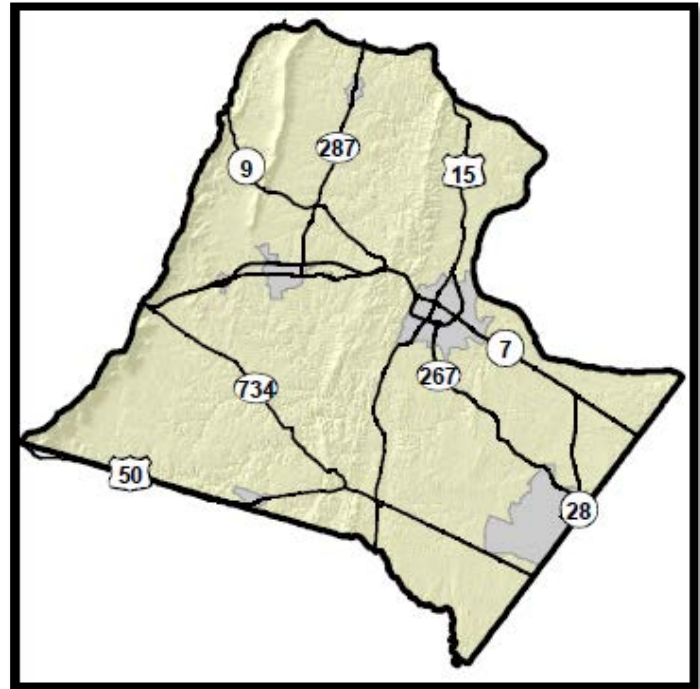
### Project Description

As part of bringing the Silver Line Phase 2 to Loudoun County, the County has agreed to enter into a Capital Funding Agreement (CFA) with WMATA in which the County provides an annual contribution to provide system performance funds and fund contractual obligations WMATA has made during the term of the CFA, as well as long-term debt service beyond the expiration of the agreement.

This project provides an annual capital contribution to WMATA beginning in FY 2019.

### Funding Plan

This project is funded using general obligation bonds. The general obligation bonds will be scheduled for placement on the November 2018 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	12,000	12,000	13,000	13,000	50,000	-	50,000
<b>Total Cost</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,000</b>	<b>12,000</b>	<b>13,000</b>	<b>13,000</b>	<b>50,000</b>	<b>-</b>	<b>50,000</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	12,000	12,000	13,000	13,000	50,000	-	50,000
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,000</b>	<b>12,000</b>	<b>13,000</b>	<b>13,000</b>	<b>50,000</b>	<b>-</b>	<b>50,000</b>
<b>Operating Impact (\$ in 1000s)</b>		<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>Total</b>		
Debt Service		-	-	300	1,485	2,665	3,889	8,339		
<b>Total Impact</b>		<b>-</b>	<b>-</b>	<b>300</b>	<b>1,485</b>	<b>2,665</b>	<b>3,889</b>	<b>8,339</b>		

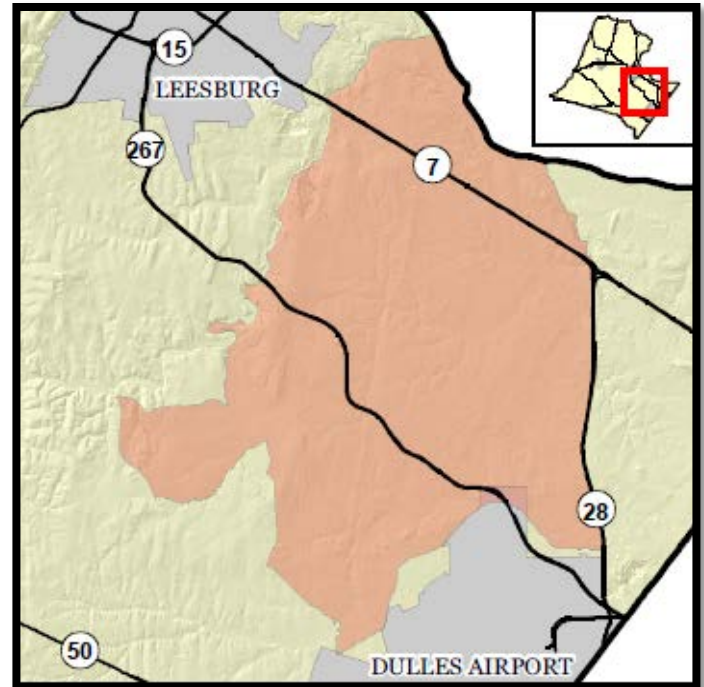
## Metro Station Area Pedestrian Improvements

### Project Description

This project provides for sidewalks, shared-use trails, crosswalks, and intersection improvements to improve pedestrian access to the Silver Line Metro Stations (Loudoun Gateway and Ashburn) in Loudoun County.

### Funding Plan

This project is funded using CMAQ funds.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	5,400	5,400	6,600	12,000
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	5,400	5,400	6,600	12,000
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	6,600	6,600
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	5,400	5,400	-	5,400
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	5,400	5,400	6,600	12,000





## New Electronic Payments Program (NEPP)

### Project Description

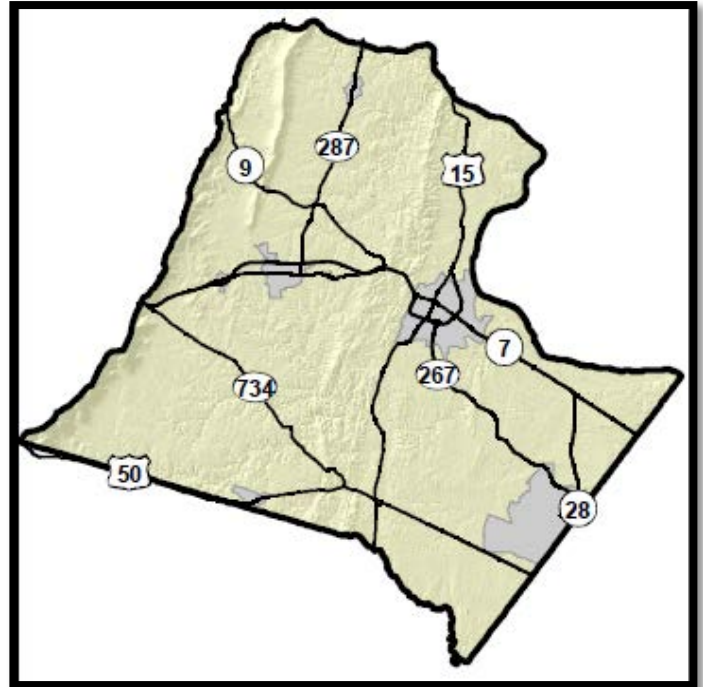
In early 2014, WMATA awarded a \$184 million contract to Accenture, Inc. for the New Electronic Payments Program (NEPP). NEPP will be designed to provide a state of the art system for Metro customers that enables them to continue to use SmarTrip® cards, while expanding fare payment to chip-enabled credit cards, federal government ID cards, and mobile phones using near field communications (NFC). The system will replace the existing SmarTrip® system and is expected to be implemented by the regional partners to create a cohesive, regional payment system. NVTC is serving as the project manager on behalf of the seven Northern Virginia transit systems for technical development and regional participation.

### Current Status

WMATA has decided to delay the implementation of NEPP across the entire metro region. The program is currently being reevaluated and staff will continue to provide status updates as appropriate.

### Funding Plan

This project is funded using local tax funding.

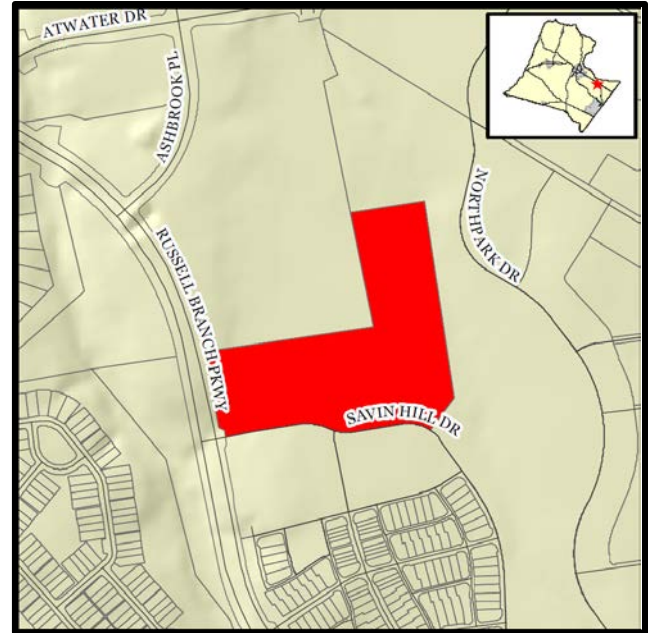


Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	2,000	-	-	-	2,000	-	2,000
<b>Total Cost</b>	-	-	-	2,000	-	-	-	2,000	-	2,000
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	2,000	-	-	-	2,000	-	2,000
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
Transit Fees	-	-	-	-	-	-	-	-	-	-
Local Gasoline Tax	-	-	-	-	-	-	-	-	-	-
Proceeds from Sale of Land	-	-	-	-	-	-	-	-	-	-
Federal Funding	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	2,000	-	-	-	2,000	-	2,000

## Project Description

The park and ride lot will be co-located on the parcel highlighted in red on the map to the right with the Ashburn Sheriff Station.

This project is funded using CMAQ funds.



Loudoun County, Virginia



## Project Description

## Funding Plan

The map displays the study area in the Shenandoah Valley, Virginia. The study area is shaded in orange and includes the communities of Round Hill, Purcellville, and Hamilton. Major roads shown are US-9, VA-287, VA-7, VA-734, and US-15. An inset map in the top left corner shows the location of the study area within the state of Virginia.

	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	675	-	-	-	-	-	675	-	675
Construction	-	3,146	-	150	-	-	-	3,296	-	3,296
Other	-	-	-	-	-	-	-	-	-	-
Total Cost	-	3,821	-	150	-	-	-	3,971	-	3,971
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
State Capital Assistance	-	-	-	-	-	-	-	-	-	-
CMAQ	-	3,821	-	150	-	-	-	3,971	-	3,971
RSTP	-	-	-	-	-	-	-	-	-	-
Revenue Sharing	-	-	-	-	-	-	-	-	-	-
NVTA 70% (Regional)	-	-	-	-	-	-	-	-	-	-
NVTA 30% (Local)	-	-	-	-	-	-	-	-	-	-
Total Financing	-	3,821	-	150	-	-	-	3,971	-	3,971
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
O&M		-	-	26	26	26	26	104		
Total Impact		-	-	26	26	26	26	104		





# School Capital Projects

## Contents

Elementary Schools	12-5
Middle Schools	12-13
High Schools	12-17
Other School Facilities	12-27





# SCHOOL CAPITAL PROJECTS

## TABLE OF CONTENTS

<b>Elementary School Projects Summary</b>	<b>12-5</b>
ES-23 Dulles North Elementary School .....	12-7
ES-28 Dulles South Elementary School .....	12-8
ES-31 Dulles North Elementary School .....	12-9
Elementary School Classroom Additions .....	12-10
Facility Renovations .....	12-11
Lovettsville ES Bus Loop and Visitor Parking .....	12-12
<b>Middle School Projects Summary</b>	<b>12-13</b>
MS-7 Dulles South Area Middle School .....	12-15
<b>High School Projects Summary</b>	<b>12-17</b>
HS-9 Dulles South High School .....	12-19
HS-11 Dulles North High School .....	12-20
CS Monroe Conversion .....	12-21
Loudoun County HS Naval JROTC Facility Renewal .....	12-22
Modular Classrooms (8) Dulles North and Dulles South .....	12-23
Modular Classrooms (10) Removal at Briar Woods High School .....	12-24
High School Synthetic Turf and Track Resurfacing .....	12-25
<b>Other School Facilities</b>	<b>12-27</b>
Division Security Improvements .....	12-29



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
School Capital Projects Fund											
Projects											
Elementary Schools		3,915	53,090	37,895	-	4,545	60,635	5,280	161,445	-	165,360
Middle Schools		3,000	57,820	-	-	-	-	-	57,820	-	60,820
High Schools		7,525	122,185	11,760	119,180	-	52,365	7,110	312,600	-	320,125
Other School Projects		-	-	-	-	-	9,570	-	9,570	-	9,570
Budgetary Cost		14,440	233,095	49,655	119,180	4,545	122,570	12,390	541,435	-	555,875
Funding Source											
Local Tax Funding		1,480	10,625	5,040	10,280	-	6,810	5,280	38,035	-	39,515
General Obligation Bonds		12,960	217,590	44,615	108,900	4,545	115,760	7,110	498,520	-	511,480
Proffers (Cash)		-	4,880	-	-	-	-	-	4,880	-	4,880
Total Funding Source		14,440	233,095	49,655	119,180	4,545	122,570	12,390	541,435	-	555,875



# School Capital Projects Elementary Schools

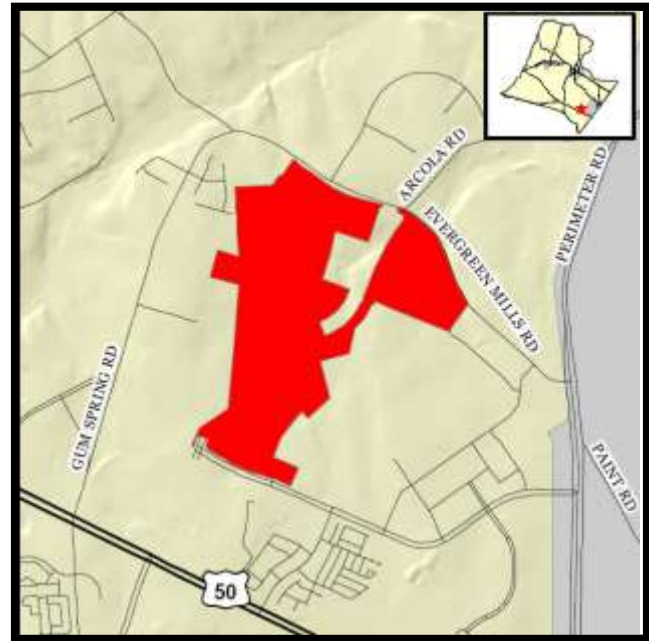




Capital Improvement Program by Functional Area Schedule of Appropriations										
Capital (\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
<b>Elementary Schools</b>										
<b>Projects</b>										
(ES-23) Dulles North Area Elementary School	-	-	-	-	4,545	40,875	-	45,420	-	45,420
(ES-28) Dulles South Area Elementary School	2,000	36,770	-	-	-	-	-	36,770	-	38,770
(ES-31) Dulles North Area Elementary School	1,915	-	37,895	-	-	-	-	37,895	-	39,810
Classroom Additions (3) Dulles North & South	-	16,320	-	-	-	19,100	-	35,420	-	35,420
Classroom Additions (3) Dulles North & South	-	-	-	-	-	-	-	-	-	-
Facility Renovation	-	-	-	-	-	-	5,280	5,280	-	5,280
Lovettsville ES Bus/Visitor Parking	-	-	-	-	-	660	-	660	-	660
Budgetary Cost	3,915	53,090	37,895	-	4,545	60,635	5,280	161,445	-	165,360
<b>Funding Source</b>										
Local Tax Funding	-	-	1,540	-	-	660	5,280	7,480	-	7,480
General Obligation Bonds	3,915	53,090	36,355	-	4,545	59,975	-	153,965	-	157,880
Total Funding Source	3,915	53,090	37,895	-	4,545	60,635	5,280	161,445	-	165,360

## Project Description

The estimated FY 2017 cost per pupil is \$13,492.

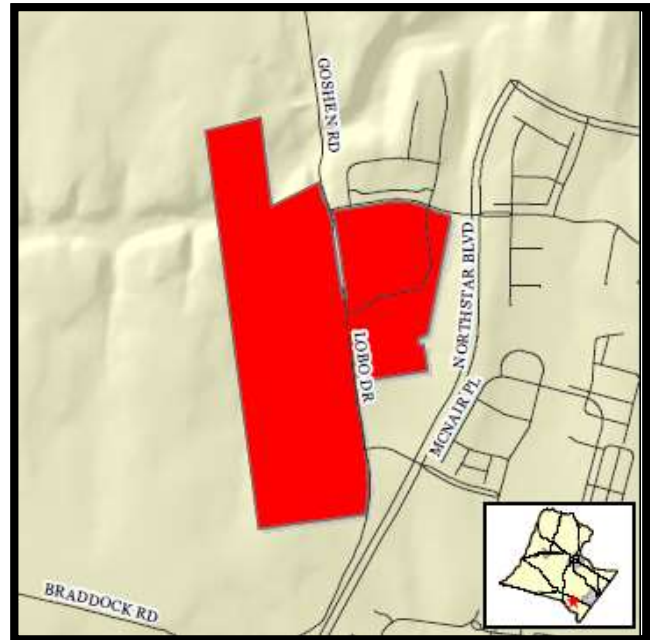


This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2019 referendum.

	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	4,545	-	-	4,545	-	4,545
Construction	-	-	-	-	-	40,875	-	40,875	-	40,875
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Cost	-	-	-	-	4,545	40,875	-	45,420	-	45,420
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	4,545	40,875	-	45,420	-	45,420
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Total Financing	-	-	-	-	4,545	40,875	-	45,420	-	45,420
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
O&M		-	-	-	-	-	14,399	14,399		
Debt Service		-	-	-	-	452	2,049	2,501		
Total Impact		-	-	-	-	452	16,448	16,900		

## Project Description

Estimated FY 2017 cost per pupil cost is \$13,492.



This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2016 referendum.

Elementary Schools



## (ES-31) Dulles North Area Elementary School

### Project Description

This project provides funding to design and construct an approximately 105,757 square foot elementary school on a site of 20 acres.

The elementary school will be designed for an anticipated program capacity of 928 students enrolled in kindergarten through the fifth grade. The facility will contain classrooms, a media center, cafeteria, multipurpose room, and two unlighted outdoor physical education fields. Loudoun County Public Schools (LCPS) employs a prototypical two-story elementary school design.

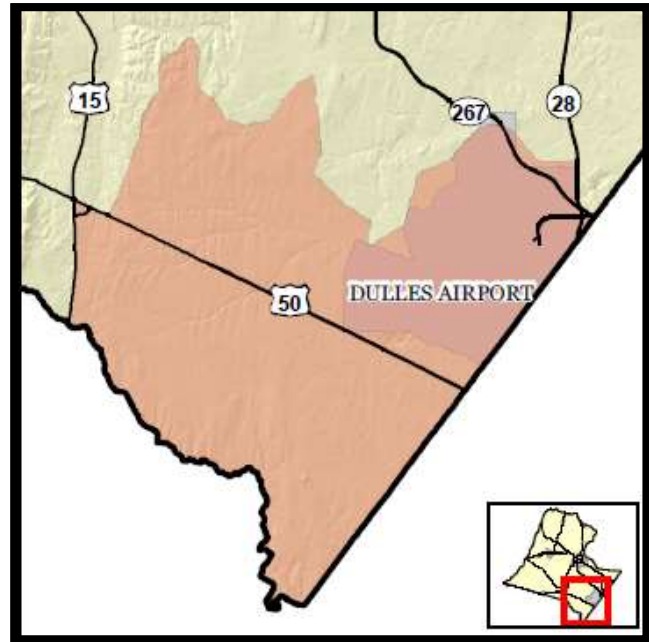
LCPS currently incorporates sustainable materials and practices into all school construction projects.

The school is scheduled to open in fall, 2019.

Estimated FY 2017 cost per pupil is \$13,492.

### Funding Plan

This project is funded using local tax funding and general obligation bond financing. The general obligation bonds were approved on the November 2015 referendum.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	1,915	-	-	-	-	-	-	-	-	1,915
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	37,895	-	-	-	-	37,895	-	37,895
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>1,915</b>	<b>-</b>	<b>37,895</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>37,895</b>	<b>-</b>	<b>39,810</b>
Local Tax Funding	-	-	1,540	-	-	-	-	1,540	-	1,540
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	1,915	-	36,355	-	-	-	-	36,355	-	38,270
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>1,915</b>	<b>-</b>	<b>37,895</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>37,895</b>	<b>-</b>	<b>39,810</b>
Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total			
O&M	-	-	13,272	13,648	14,024	14,399	55,343			
Debt Service	-	-	282	1,437	3,354	3,795	8,868			
<b>Total Impact</b>	<b>-</b>	<b>-</b>	<b>13,554</b>	<b>15,085</b>	<b>17,378</b>	<b>18,194</b>	<b>64,211</b>			



## Elementary School Classroom Additions

### Project Description

This project provides funding to design and construct three-classroom additions to twelve schools throughout the County:

The six elementary schools in the Dulles North and South planning areas that will be expanded in FY 2017 include: Arcola, Creighton's Corner, Legacy, Liberty, Pinebrook, and Rosa Lee Carter.

The classroom expansions at the initial six elementary schools in the Dulles North and Dulles South are scheduled to open in fall, 2018.

The six remaining elementary school sites will be determined at a later date. Funding for these six schools is provided in FY 2021.

The remaining school classroom expansions, sites to be determined, are scheduled to open in fall, 2022.

The elementary school additions will facilitate the expansion of full day kindergarten or other elementary instruction needs.

Loudoun County Public Schools incorporates sustainable materials and practices into all school construction projects.

Estimated FY 2017 cost per pupil is \$13,492.



### Funding Plan

This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2016 referendum.

	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	16,320	-	-	-	19,100	-	35,420	-	35,420
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	16,320	-	-	-	19,100	-	35,420	-	35,420
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	16,320	-	-	-	19,100	-	35,420	-	35,420
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	16,320	-	-	-	19,100	-	35,420	-	35,420
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
O&M		-	6,253	6,435	6,617	13,964	13,964	47,234		
Debt Service		-	1,631	1,590	1,550	1,509	3,378	9,658		
<b>Total Impact</b>		-	7,884	8,025	8,167	15,473	17,342	56,892		



## Facility Renovations

### Project Description

In 2003, a comprehensive study was conducted of all Loudoun County Public Schools (LCPS) facilities constructed prior to 1989. In 2015, professional architects and engineers began what will become a continuous evaluation process of Loudoun's schools, to determine priority ranking of facility needs in the inventory. The first phase of the study included facilities identified as most in need, based upon the relative age of the facility, which considers the original construction, building renovations and maintenance history.

This project provides preliminary design funding to begin the renovations at facilities with the lowest rated scores. Proceeding forward, LCPS ratings will be adjusted and ranking revised as maintenance and Capital Asset Preservation Program (CAPP) projects effect facility conditions.

LCPS incorporates sustainable materials and practices into all school construction projects.

The initial school facility renovations are scheduled to be complete in fall, 2024.

### Funding Plan

This project is funded using local tax funding.

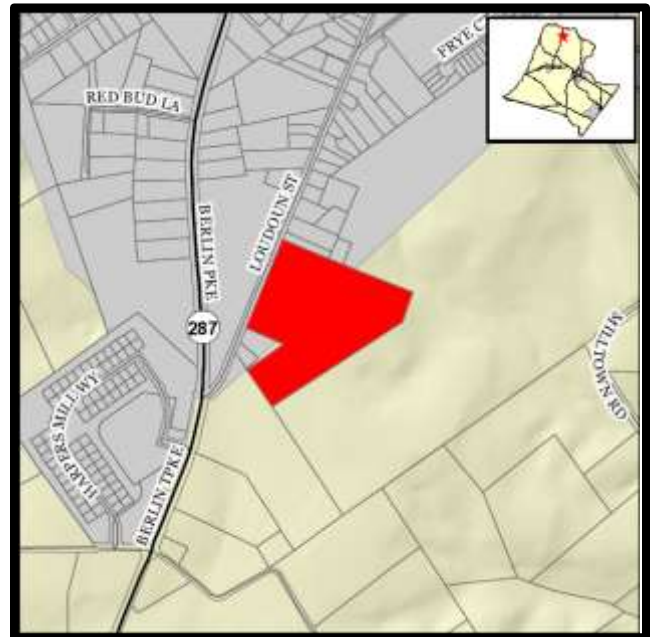


	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	5,280	5,280	-	5,280
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	-	5,280	5,280	-	5,280
Local Tax Funding	-	-	-	-	-	-	5,280	5,280	-	5,280
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	-	5,280	5,280	-	5,280
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
Debt Service		-	942	3,369	4,764	5,542	6,279	20,896		
<b>Total Impact</b>		-	942	3,369	4,764	5,542	6,279	20,896		

## Project Description

The parking lot improvements are scheduled to be completed in fall, 2022.

This project is funded using local tax funding.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	660	-	660	-	660
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Cost	-	-	-	-	-	660	-	660	-	660
Local Tax Funding	-	-	-	-	-	660	-	660	-	660
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Total Financing	-	-	-	-	-	660	-	660	-	660





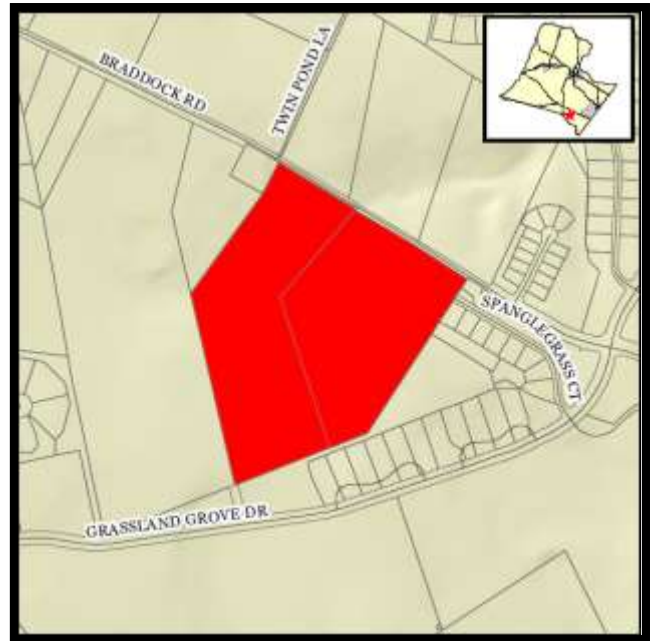
# School Capital Projects Middle Schools



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Middle Schools											
<b>Projects</b>											
(MS-7) Dulles South Area		<u>3,000</u>	<u>57,820</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>57,820</u>	<u>-</u>	<u>60,820</u>
Budgetary Cost		<u>3,000</u>	<u>57,820</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>57,820</u>	<u>-</u>	<u>60,820</u>
<b>Funding Source</b>											
General Obligation Bonds		<u>3,000</u>	<u>57,820</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>57,820</u>	<u>-</u>	<u>60,820</u>
Total Funding Source		<u>3,000</u>	<u>57,820</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>57,820</u>	<u>-</u>	<u>60,820</u>

## Project Description

Estimated FY 2017 cost per pupil is \$13,492.



This project is funded using and general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2016 referendum. General obligation bonds for land acquisition were approved on the November 2006 referendum and utilized to purchase the school site.

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Middle Schools





# School Capital Projects High Schools



Capital Improvement Program by Functional Area Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
High Schools											
Projects											
(HS- 9) Dulles South Area High School		-	-	11,760	118,900	-	-	-	130,660	-	130,660
(HS- 11) Dulles North Area High School		6,045	115,825	-	-	-	-	-	115,825	-	121,870
CS Monroe Conversion High School		-	1,750	-	-	-	50,100	-	51,850	-	51,850
Naval JROTC Facility Loudoun County High School		-	3,130	-	-	-	-	-	3,130	-	3,130
Modular Classrooms (8) John Champe HS		1,480	-	-	-	-	-	-	-	-	1,480
Modular Classrooms (8) Dulles North & South		-	1,480	-	-	-	-	-	1,480	-	1,480
Modular Classroom (10) Removal - Briar Woods		-	-	-	280	-	-	-	280	-	280
Stadium Synthetic Turf & Track Resurface		-	-	-	-	-	2,265	7,110	9,375	-	9,375
Budgetary Cost		7,525	122,185	11,760	119,180	-	52,365	7,110	312,600	-	320,125
Funding Source											
Local Tax Funding		1,480	10,625	3,500	10,280	-	5,010	-	29,415	-	30,895
General Obligation Bonds		6,045	106,680	8,260	108,900	-	47,355	7,110	278,305	-	284,350
Proffers (Cash)		-	4,880	-	-	-	-	-	4,880	-	4,880
Total Funding Source		7,525	122,185	11,760	119,180	-	52,365	7,110	312,600	-	320,125



## (HS-9) Dulles South Area High School

### Project Description

This project provides funding to design and construct an approximately 282,064 square foot high school on a site of 75 acres.

The high school will be designed for an anticipated program capacity of 1,800 students enrolled in grades nine through twelve. The facility will contain classrooms, a media center, cafeteria, auditorium, gymnasium, auxiliary gymnasium, outdoor physical education fields including a stadium and lighted competition fields, and other associated spaces to support the high school program. Loudoun County Public Schools (LCPS) employs a prototypical two-story high school design.

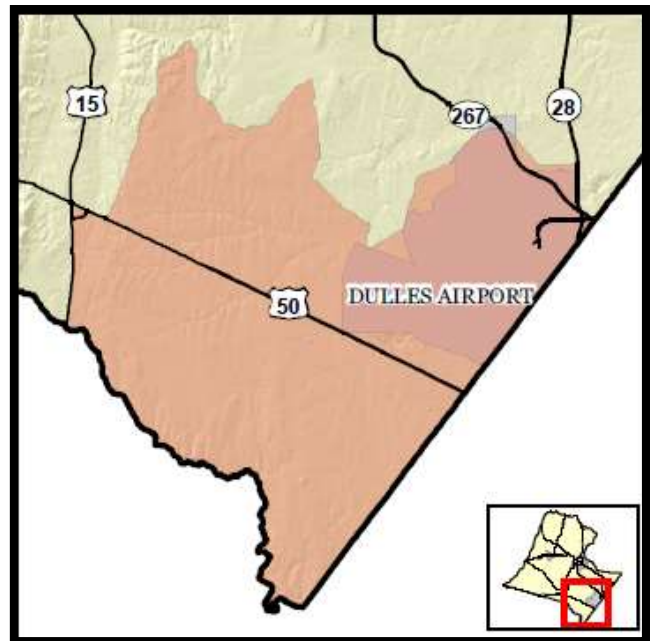
LCPS incorporates sustainable materials and practices into all school construction projects.

The school is scheduled to open in fall, 2021.

Estimated FY 2017 cost per pupil is \$13,492.

### Funding Plan

This project is funded using local tax funding and general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2017 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	11,760	-	-	-	-	11,760	-	11,760
Construction	-	-	-	118,900	-	-	-	118,900	-	118,900
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	11,760	118,900	-	-	-	130,660	-	130,660
Local Tax Funding	-	-	3,500	10,000	-	-	-	13,500	-	13,500
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	8,260	108,900	-	-	-	117,160	-	117,160
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	11,760	118,900	-	-	-	130,660	-	130,660
<b>Operating Impact (\$ in 1000s)</b>										
O&M		-	-	-	-	27,200	27,929	55,129		
Debt Service		-	-	828	3,807	8,212	10,503	23,350		
<b>Total Impact</b>		-	-	828	3,807	35,412	38,432	78,479		





## (HS-11) Dulles North Area High School

### Project Description

This project provides funding to design and construct an approximately 282,064 square foot high school on an estimated 85 acres proffered site dedicated to the County by the developer of Brambleton, that will co-locate HS-11 and Brambleton Middle School (MS-9).

The high school will be designed for an anticipated program capacity of 1,800 students enrolled in grades nine through twelve. The facility will contain classrooms, a media center, cafeteria, auditorium, gymnasium, auxiliary gymnasium, outdoor physical education fields including a stadium and lighted competition fields, and other associated spaces to support the high school program. Loudoun County Public Schools (LCPS) employs a prototypical two-story high school design.

LCPS incorporates sustainable materials and practices into all school construction projects.

The high school is projected to open in fall, 2019.

Estimated FY 2017 cost per pupil is \$13,492.

### Funding Plan

This project is funded using local tax funding and general obligation bond financing. The general obligation bonds were approved on the November 2015 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	3,045	-	-	-	-	-	-	-	-	3,045
Professional Services	3,000	18,400	-	-	-	-	-	18,400	-	21,400
Construction	-	89,025	-	-	-	-	-	89,025	-	89,025
Furniture, Fixtures & Equip	-	8,400	-	-	-	-	-	8,400	-	8,400
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	<b>6,045</b>	<b>115,825</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>115,825</b>	<b>-</b>	<b>121,870</b>
Local Tax Funding	-	9,145	-	-	-	-	-	9,145	-	9,145
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	6,045	106,680	-	-	-	-	-	106,680	-	112,725
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	<b>6,045</b>	<b>115,825</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>115,825</b>	<b>-</b>	<b>121,870</b>

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
O&M	-	-	25,743	26,472	27,200	27,929	107,344
Debt Service	-	2,898	5,476	7,437	11,342	11,029	38,182
<b>Total Impact</b>	<b>-</b>	<b>2,898</b>	<b>31,219</b>	<b>33,909</b>	<b>38,542</b>	<b>38,958</b>	<b>145,526</b>



## CS Monroe Technology Center - Douglas School Program Studies & Projects

### Project Description

With the opening of the Academies of Loudoun, the existing C.S. Monroe Technology Center will be vacated. Initial funding is requested to assess the current use and future instructional needs of the Douglas School's alternative education program, as well as the future utilization of the C.S. Monroe Technology Center facility. Depending upon the study's recommendation, project design and construction funding may be amended in subsequent fiscal years.

Estimated FY 2017 cost per pupil is \$13,492.

### Funding Plan

This project is funded in FY 2017 using cash proffers from the Town of Leesburg, pending approval by the Town's Zoning Administrator. Funding for design and construction is provided in FY 2021 using local tax funding and general obligation bonds. The general obligation bond financing will be scheduled for placement on the November 2020 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	1,750	-	-	-	50,100	-	51,850	-	51,850
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	1,750	-	-	-	50,100	-	51,850	-	51,850
Local Tax Funding	-	-	-	-	-	5,010	-	5,010	-	5,010
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	45,090	-	45,090	-	45,090
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	1,750	-	-	-	-	-	1,750	-	1,750
<b>Total Financing</b>	-	1,750	-	-	-	50,100	-	51,850	-	51,850

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
O&M	-	-	-	-	-	-	-
Debt Service	-	-	828	3,807	8,212	10,503	23,350
<b>Total Impact</b>	-	-	828	3,807	8,212	10,503	23,350



## Loudoun County High School Naval JROTC Facility Renewal

### Project Description

This project provides funding to upgrade the Loudoun County High School Naval JROTC facility, to include HVAC (Heating, Ventilation and Air Conditioning) system replacement; data/voice, electric and lighting improvements; installation of new windows; construction of a new front façade involving the removal of the garage doors; and upgrades to the PA (Public Address), CCTV (Closed Circuit TV), fire alarm and security systems.

The facility renovations are scheduled to be complete in fall, 2018.

Operations and maintenance costs for the facility are already accounted for in the Loudoun County Public Schools operating budget.

### Funding Plan

This project is funded using cash proffers collected by the Town of Leesburg and transferred through the County to the Loudoun County Public Schools.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	3,130	-	-	-	-	-	3,130	-	3,130
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	<b>3,130</b>	-	-	-	-	-	<b>3,130</b>	-	<b>3,130</b>
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	3,130	-	-	-	-	-	3,130	-	3,130
<b>Total Financing</b>	-	<b>3,130</b>	-	-	-	-	-	<b>3,130</b>	-	<b>3,130</b>



## Modular Classrooms (8) – Dulles North and Dulles South Areas

### Project Description

This project provides funding to provide eight (8) modular classrooms at schools in the Dulles North and Dulles South school planning areas. The modular classrooms will provide classroom space for projected overcrowding at LCPS facilities in the Dulles North and Dulles South planning areas.

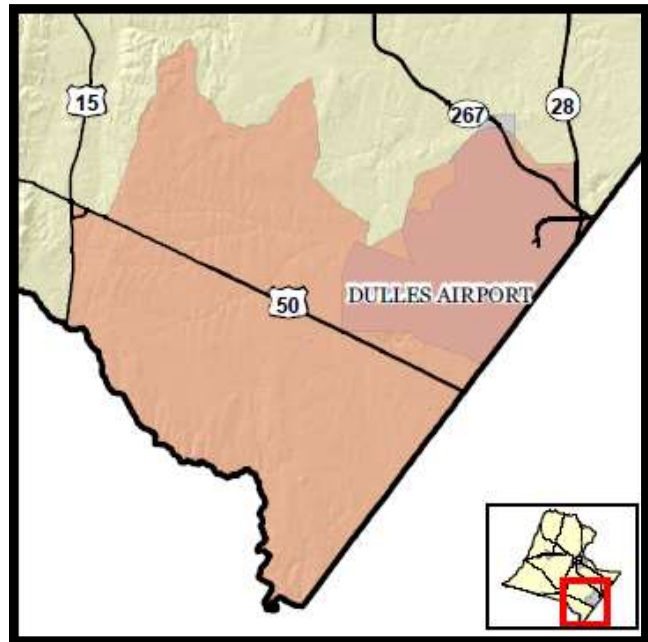
The school site location(s) for the modular classrooms will be determined during fall, 2016 to address needs at high growth schools.

The modular classrooms are scheduled to be in place by fall, 2017.

Estimated FY 2017 cost per pupil is \$13,492.

### Funding Plan

This project is funded using local tax funding.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	1,480	-	-	-	-	-	1,480	-	1,480
<b>Total Cost</b>	-	1,480	-	-	-	-	-	1,480	-	1,480
Local Tax Funding	-	1,480	-	-	-	-	-	1,480	-	1,480
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	1,480	-	-	-	-	-	1,480	-	1,480

Operating Impact (\$ in 1000s)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
O&M	-	2,779	2,860	2,941	3,022	3,103	14,704
Debt Service	-	-	-	-	-	-	-
<b>Total Impact</b>	-	2,779	2,860	2,941	3,022	3,103	14,704



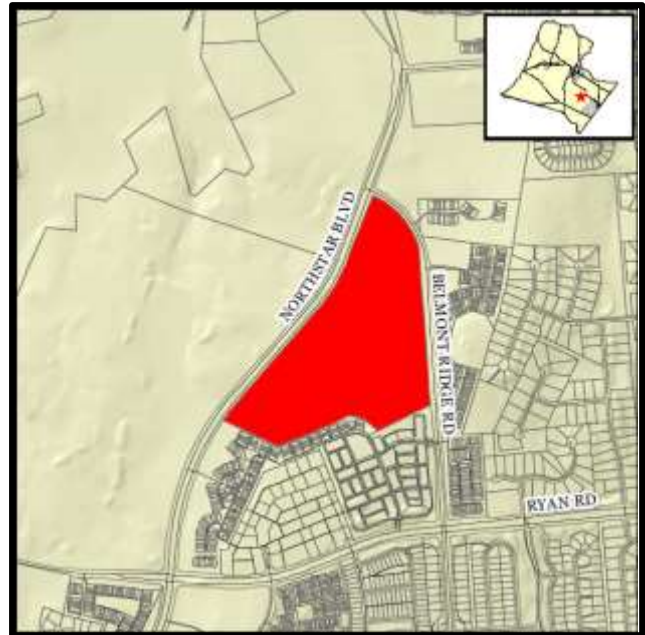
## Modular Classroom (10) Removal - Briar Woods High School

### Project Description

This project provides funding to remove ten (10) modular classroom buildings from Briar Woods High School off of Belmont Ridge Road.

### Funding Plan

This project is funded using local tax funding.



Capital (\$ in 1000s)	Prior Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	Project Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-	-	-
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	280	-	-	-	280	-	280
<b>Total Cost</b>	-	-	-	280	-	-	-	280	-	280
Local Tax Funding	-	-	-	280	-	-	-	280	-	280
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	-	-	-	-	-
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	280	-	-	-	280	-	280



## High School Stadium Synthetic Turf and Track Resurfacing

### Project Description

This project provides funding to install synthetic turf and re-surface the running track at the athletic stadium at four high schools: Briar Woods High School (FY 2021), Dominion High School (FY 2022), Freedom High School (FY 2022) and Heritage High School (FY 2022).

The schools are located in areas of the County where recreational fields are in short supply. Installing synthetic turf will allow year-round use by the schools and other organizations, per School Board policy.

### Funding Plan

This project is funded using general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2020 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Land	-	-	-	-	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	2,265	7,110	9,375	-	9,375
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-	-
Total Cost	-	-	-	-	-	2,265	7,110	9,375	-	9,375
Local Tax Funding	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	2,265	7,110	9,375	-	9,375
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
Total Financing	-	-	-	-	-	2,265	7,110	9,375	-	9,375
Operating Impact (\$ in 1000s)		FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total		
Debt Service		-	-	-	-	-	228	228		
Total Impact		-	-	-	-	-	228	228		









# School Capital Projects Other School Facilities



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Futur e FY's	CIP Total
Other School Projects											
<b>Projects</b>											
Division Security		-	-	-	-	-	9,570	-	9,570	-	9,570
Budgetary Cost		-	-	-	-	-	9,570	-	9,570	-	9,570
<b>Funding Source</b>											
Local Tax Funding		-	-	-	-	-	1,140	-	1,140	-	1,140
General Obligation Bonds		-	-	-	-	-	8,430	-	8,430	-	8,430
Total Funding Source		-	-	-	-	-	9,570	-	9,570	-	9,570



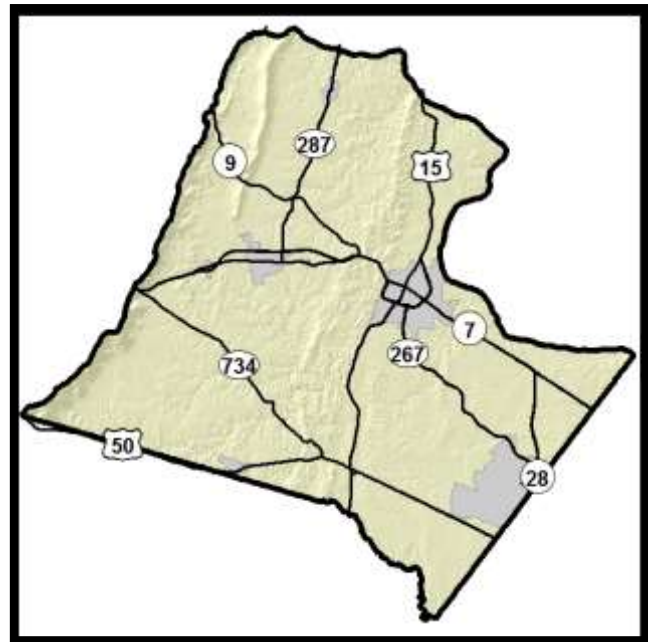
## Division Security Improvements

### Project Description

This project provides funding to improve security features and systems in school facilities across the County. The project includes the installation of electronic access locks on all exterior school building doors, security control panel upgrades, and additional security enhancements at the Loudoun County Public Schools (LCPS) Administration Building. The project will significantly improve the security of all LCPS buildings by preventing unauthorized access to school facilities while reducing key lock replacement.

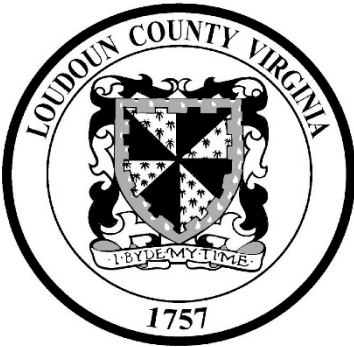
### Funding Plan

This project is funded using local tax funding and general obligation bond financing. The general obligation bonds will be scheduled for placement on the November 2020 referendum.



	Prior							6 Year	Future	Project
Capital (\$ in 1000s)	Alloc.	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total	FY's	Total
Right of Way & Utilities	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	-	-	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	9,570	-	9,570	-	9,570
Other	-	-	-	-	-	-	-	-	-	-
<b>Total Cost</b>	-	-	-	-	-	9,570	-	9,570	-	9,570
Local Tax Funding	-	-	-	-	-	1,140	-	1,140	-	1,140
Local Tax Funding - Roads	-	-	-	-	-	-	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	-	-	-	-	-	8,430	-	8,430	-	8,430
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Proffers (Cash)	-	-	-	-	-	-	-	-	-	-
<b>Total Financing</b>	-	-	-	-	-	9,570	-	13,854	-	13,854
<b>Operating Impact (\$ in 1000s)</b>										
Debt Service		-	-	-	-	-	842	842		
<b>Total Impact</b>		-	-	-	-	-	842	842		





# Debt Service Fund

## Contents

Debt Service Fund

13-2





## DEBT SERVICE FUND

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. Financing for capital improvement projects can take the form of general obligation bonds, revenue bonds, lease purchase agreements, federal loans and lease revenue bonds. Of these, 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 all other types of debt such as revenue bonds, lease purchase agreements, etc. is subject to annual appropriation by the County's governing body.

The FY 2017 Adopted Debt Service expenditures are shown in *Table 1, Debt Service Fund Financial Summary*. 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 2017 on debt scheduled to be issued in FY 2017, and certain costs of issuance incurred on that debt. The County issues debt for both School and General Government capital projects with the exception of lease purchase financing for vehicles and equipment entered into by the Schools.

Expenditures in the Debt Service Fund budget are offset by fund balance, earned interest, and interest rebates from the federal government for Build America Bonds issued in FY 2011. Periodically, the Fund receives resources in the form of transfers from other funds such as the Public Facilities (Proffer) Fund or proceeds/premiums from the sale of bonds. These resources are unpredictable and are therefore not budgeted. If these resources become available, they become part of the Debt Service Fund balance and 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**

	<b>FY 2015 Actual</b>	<b>FY 2016 Adopted</b>	<b>FY 2017 Adopted</b>	<b>FY 2018 Projected</b>
<b>Expenditures</b>				
Debt Service on County Projects	\$34,330,090	\$44,660,131	\$49,424,108	\$65,659,615
Debt Service on School Projects	122,151,415	126,835,634	134,882,962	138,333,887
Transfers to Other Funds <sup>1</sup>	27,410,823	180,000	125,110	128,863
Costs of Issuance <sup>2</sup>	689,842	420,000	640,000	640,000
<b>Total – Expenditures</b>	<b>\$184,582,170</b>	<b>\$172,095,766</b>	<b>\$185,072,180</b>	<b>\$204,762,365</b>
<b>Revenues</b>				
Use of Fund Balance	\$24,522,741	\$10,000,000	\$15,000,000	\$5,000,000
Interest Earnings	209,701	225,000	225,000	225,000
Interest Rebate – Build America Bonds	990,410	630,000	630,000	630,000
Transfers from Other Funds <sup>3</sup>	1,326,041	838,692	1,310,141	1,847,886
Bond Issuance Premium and Refunding Proceeds <sup>4</sup>	20,109,092	0	0	0
<b>Total – Revenues</b>	<b>\$47,157,985</b>	<b>\$11,693,692</b>	<b>\$17,165,141</b>	<b>\$7,702,886</b>
<b>Local Tax Funding</b>	<b>\$137,424,185</b>	<b>\$160,402,074</b>	<b>\$167,907,039</b>	<b>\$197,059,479</b>

<sup>1</sup> Transfers from the Debt Service Fund are primarily to the Capital Projects Fund or to the General Fund.

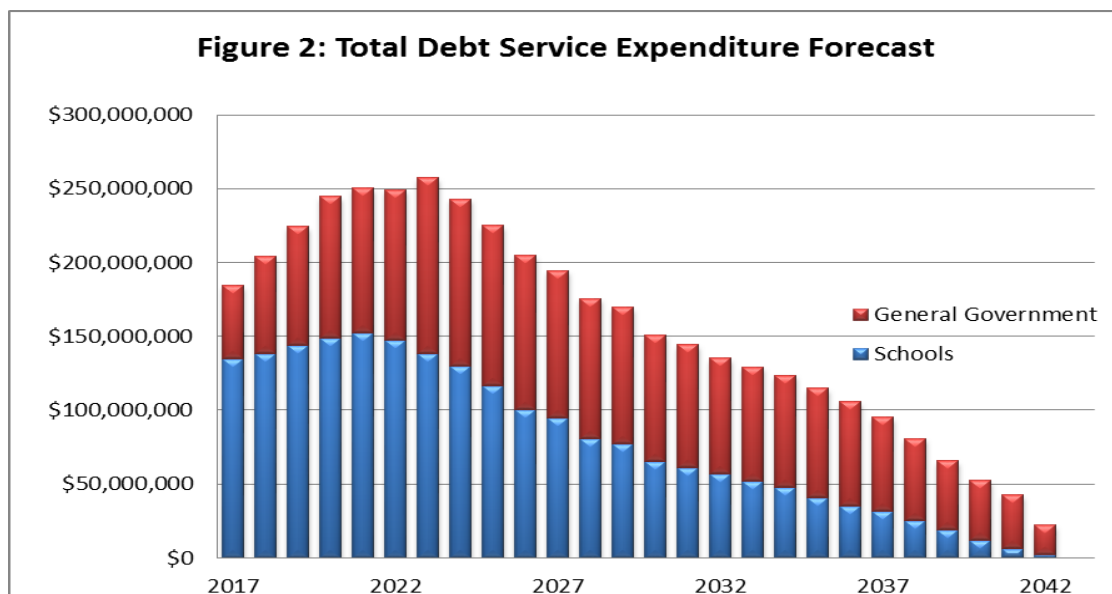
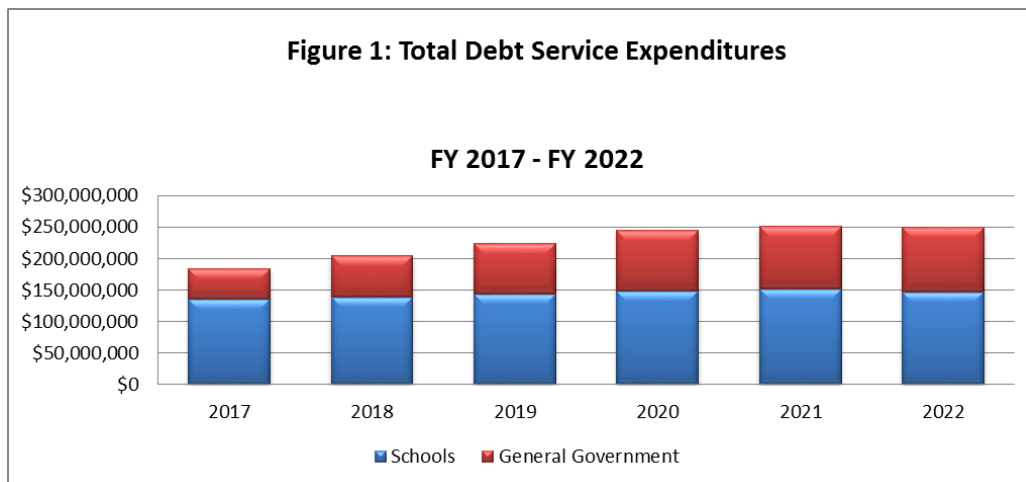
<sup>2</sup> Cost of issuance increases over the FY 2016 Adopted Budget are based on prior year actuals and anticipated issuances.

<sup>3</sup> Transfers into the Debt Service Fund are primarily from the Public Facilities (Proffer) Fund and the Capital Project Fund.

<sup>4</sup> Bond Premium and refunding proceeds are unpredictable and therefore are not budgeted. If these resources become available, they become part of the Debt Service Fund balance and are used for future debt service payments in accordance with rules and regulations governing municipal borrowing.

## Debt Service Fund

The distribution of debt service expenditures resulting from Schools and General Government capital project financings are shown below in *Figure 1* and *Figure 2*. *Figure 1* shows the relative portion of debt service attributable to schools projects and the portion attributable to general government projects for FY 2017 – FY 2022. *Figure 2* presents this same information through 2042, when the last payment will be made on debt issued through FY 2022.



While the Commonwealth of Virginia imposes no statutory limitation on the amount of debt a County may incur, Loudoun County establishes an overall limit of no more than 3.0% of its assessed value of taxable real and personal property as well as several other debt ratio guidelines through its Fiscal Policy. (The *Fiscal Policy* is provided in the Executive Summary of Volume I of this document).

These debt ratios are displayed on the following pages, and are among the information analyzed by the bond rating agencies each time the County seeks to sell bonds. The County is one of 39 states and local governments to hold the highest rating (AAA) from all three bond rating agencies – ensuring access to the market at the most favorable rates. The County's debt capacity shall be maintained within the following primary goals:



## Debt Service Fund

### Loudoun County Debt Ratios

(Last revised on January 6, 2016)<sup>5</sup>

- Annual debt issuance guideline of \$225 million. The debt issuance guideline will be adjusted every five years based on the Consumer Price Index five year rolling average beginning with FY 2017. The debt issuance guideline will be reviewed every five years beginning in FY 2022.
- Net debt as a percentage of estimated market value of taxable property should not exceed 3.0%.
- Net debt per capita as a percentage of income per capita should not exceed 8.0%.
- Debt service expenditures as a percentage of governmental fund expenditures should not exceed 10%.
- Ten year debt payout ratio should be above 60%.
- The affordability index, consisting of the weighted average of the net debt per capita (20%), net debt as a percentage of estimated market value of taxable property (45%), and debt to per capita income (35%).

*Table 2: Impact on Future Debt Ratios* on the next page begins with the projected amount of tax supported debt, and then shows the impact of adding the debt-financed capital improvement projects contained in the Adopted FY 2017 – FY 2022 Capital Improvement Program to the existing required debt service payments for those projects appropriated and financed in prior years. In addition, the table depicts vital demographic and economic indicators for Loudoun County that are necessary in outlining and assessing the community's ability to retire and issue new debt.

The Board's Fiscal Policy establishes an affordability index as a method for determining the County's ability to pay its current and future debt burdens. The affordability index consists of a weighted average of the net debt per capita (20%), net debt as a percentage of estimated market value of taxable property (45%), and net debt per capita as a percentage of income per capita (35%).

The "outstanding debt guideline" under the affordability index for each year is determined using an average weighted comparison of the amount of debt that would have to be eliminated to maintain ratio ceilings established by the Board. *Figure 6* illustrates the affordability index and Board-established ceiling. In addition to the affordability index ceiling, the Board has established a debt issuance benchmark for the six-year capital planning period of \$225 million per year.

<sup>5</sup> On January 6, 2016, the Board of Supervisors changed the annual debt issuance guideline to \$225 million from \$200 million.



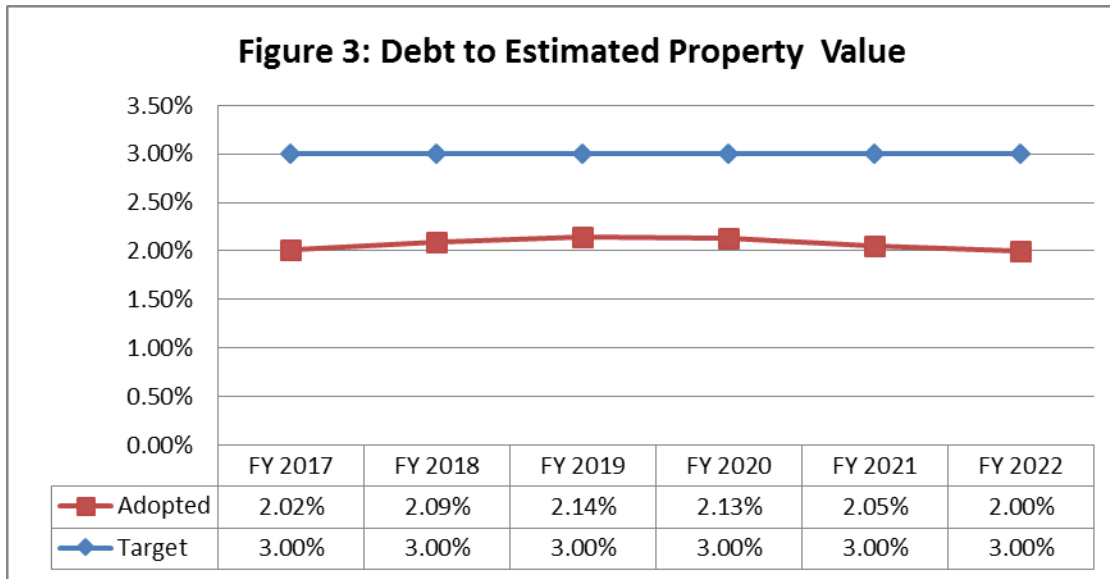
## Debt Service Fund

Table 2: IMPACT ON FUTURE DEBT RATIOS FY 2017 - FY 2022						
	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Beginning Net Tax Supported Debt	\$ 1,443,325,340	\$1,641,661,523	\$1,780,629,164	\$1,901,280,005	\$1,973,085,616	\$1,973,165,616
New Debt Issued	329,003,017	278,038,000	268,837,000	230,660,000	161,645,000	184,550,000
Retired Debt (Old)	130,666,834	122,410,359	115,551,159	110,024,389	96,340,000	86,635,000
Retired Debt (New)	0	16,660,000	32,635,000	48,830,000	65,225,000	73,125,000
Ending Net Tax Supported Debt	\$1,641,661,523	\$1,780,629,164	\$1,901,280,005	\$1,973,085,616	\$1,973,165,616	\$1,997,955,616
Population	385,114	394,968	404,056	412,538	420,115	428,000
Public School Enrollment	78,665	80,700	81,777	83,337	84,529	85,731
Estimated Property Value (in Millions)	\$81,396	\$85,221	\$88,898	\$92,440	\$96,023	\$99,668
Per Capita Income	\$77,948	\$82,127	\$85,117	\$87,393	\$89,682	\$92,075
Expenditures (in Thousands)	\$2,318,444,251	\$2,434,366,464	\$2,568,256,619	\$2,709,510,733	\$2,858,533,823	\$3,015,753,184
Debt Service (1)	\$184,307,070	\$203,993,502	\$224,451,121	\$244,701,327	\$250,536,075	\$249,436,367
<b>Ratios:</b>						
Debt to Estimated Property Value (Fiscal Policy Target = <3%)	2.02%	2.09%	2.14%	2.13%	2.05%	2.00%
Debt to Per Capita Income (Fiscal Policy Target = <8%)	5.47%	5.49%	5.53%	5.47%	5.24%	5.07%
Debt Service to Expenditures (Fiscal Policy Target =<10%)	7.95%	8.38%	8.74%	9.03%	8.76%	8.27%
Ten-Year Debt Payout Ratio (Fiscal Policy Target=>60%)	63.5%	62.4%	62.4%	63.1%	63.8%	65.0%
<b>Annual Debt Issuance Guideline:</b>						
Debt Issuance Guideline	\$225,000,000	\$225,000,000	\$225,000,000	\$225,000,000	\$225,000,000	\$225,000,000
Debt Issuance Projected	\$223,003,017	\$223,038,000	\$222,007,000	\$222,600,000	\$161,645,000	\$184,550,000
Remaining Debt Capacity	\$1,996,983	\$1,962,000	\$2,993,000	\$2,400,000	\$63,355,000	\$40,450,000
<b>Affordability Index: (2)</b>						
Outstanding Debt Guideline	\$2,131,931,250	\$2,256,218,534	\$2,365,127,967	\$2,463,691,136	\$2,561,317,096	\$2,662,944,800
Outstanding Debt Projected	\$1,641,661,523	\$1,780,629,164	\$1,901,280,005	\$1,973,085,616	\$1,973,165,616	\$1,997,955,616
<b>Overlapping Debt: (3)</b>						
Overlapping Debt Guideline	\$610,470,000	\$639,157,500	\$666,735,000	\$693,300,000	\$720,172,500	\$747,510,000
Overlapping Debt Projected	\$159,748,021	\$152,228,916	\$144,408,364	\$137,915,872	\$131,351,793	\$124,669,479
1) Debt includes general obligation bonds and appropriation-based financing.						
(2) Affordability Index is the weighted average of Debt Per Capita (20%) / Debt to Estimated Property Value (45%) / Debt to Per Capita Income (35%).						
(3) Maximum Outstanding Overlapping Debt allowed per the Fiscal Policy is 0.75% of estimated property value.						
Note: The \$225 million annual debt issuance guideline does not include the projected construction costs of the Dulles Corridor Metrorail Project, the three Loudoun County-based Metrorail garages, or the County Landfill.						

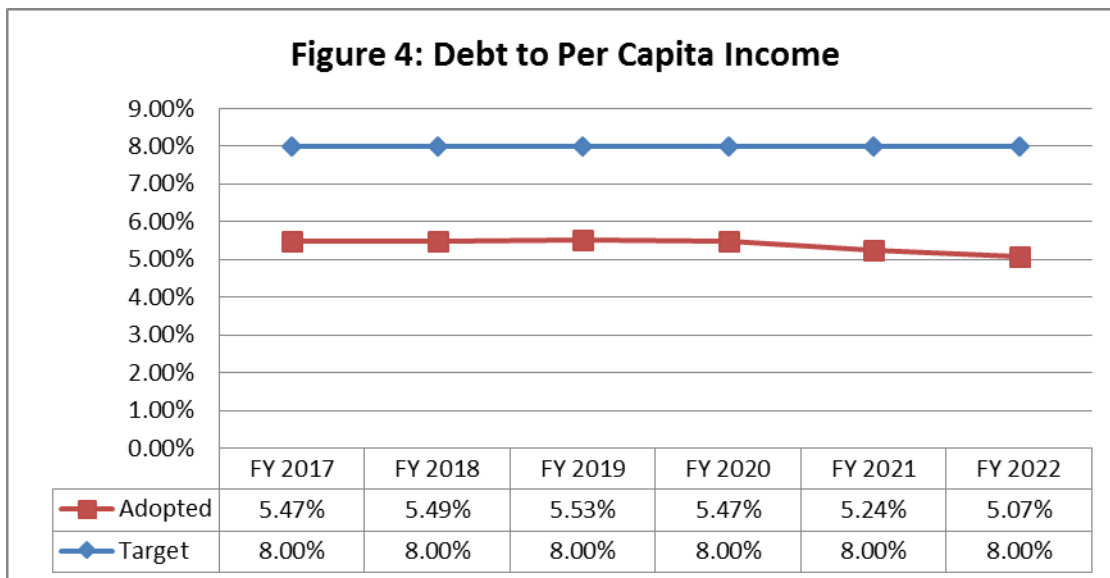
## Debt Service Fund

The following charts display the debt ratios for the Adopted FY 2017 - FY 2022 Capital Improvement Program planning period in comparison to the Board-adopted targets.

**Figure 3: Debt to Estimated Property Value.** The debt to estimated property value ratio remains beneath the Board's guideline of 3.0% for the entire FY 2017 – FY 2022 period.

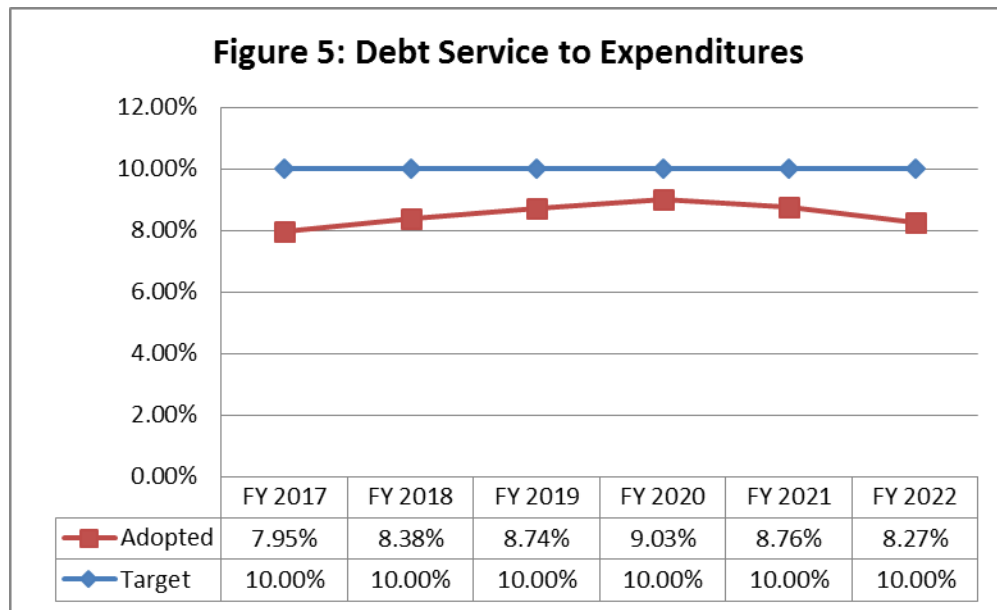


**Figure 4: Debt to Per Capita Income.** The County projects increasing per capita income for the FY 2017 – FY 2022 period and a debt to per capita income ratio below the 8.0% target throughout the planning period.

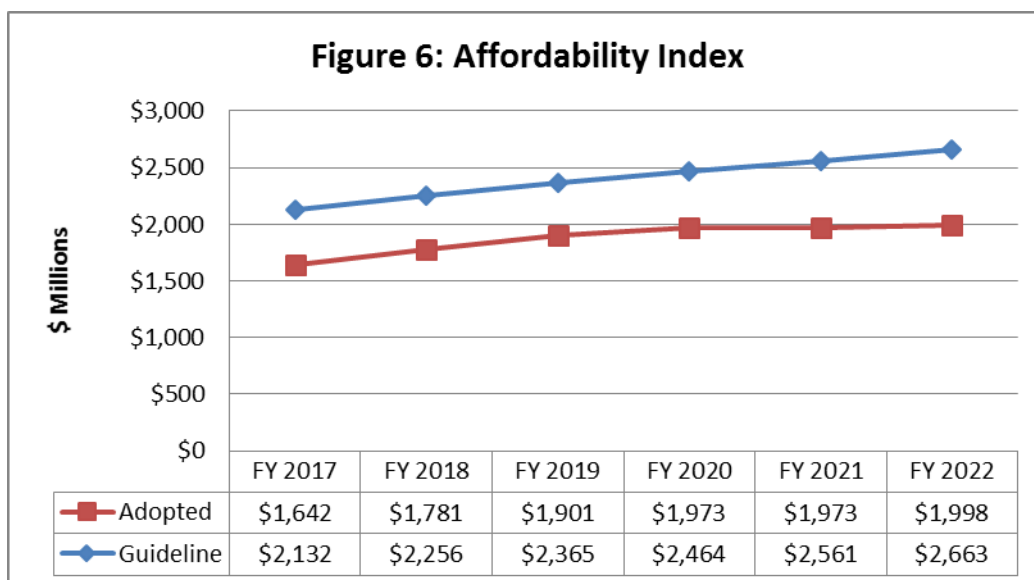


## Debt Service Fund

**Figure 5: Debt Service as a Percentage of Expenditures.** The Board's debt service to expenditure ratio target is met throughout the FY 2017 – FY 2022 planning period.

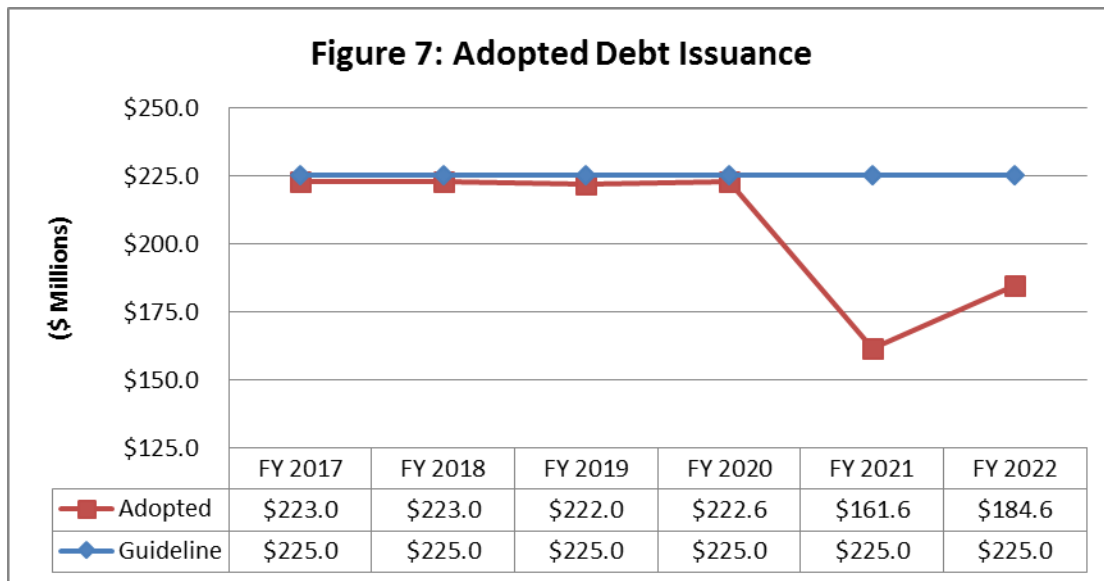


**Figure 6: Affordability Index.** The Board's affordability index guideline is met throughout the FY 2017 – FY 2022 planning period.



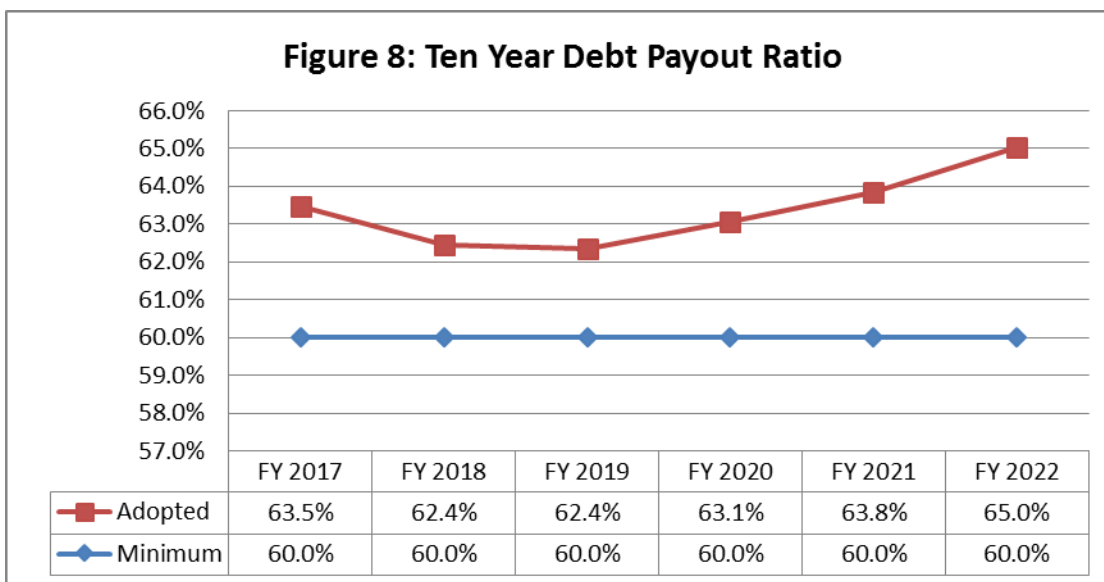
## Debt Service Fund

**Figure 7: Adopted Debt Issuance.** The Board's annual debt issuance guideline is met for the entire period of the debt issuance schedule.



(Note: Figure 7 is rounded to the nearest million.)

**Figure 8: Ten Year Debt Payout Ratio.** The Board continues to exceed its ten-year debt payout ratio target for the entire period of the debt issuance schedule. During this six-year CIP period, the payout ratio is within the mid-60% range due to the deferments of debt service of the TIFIA loan for the Dulles Corridor Metrorail Project. Interest payments for this loan is deferred until FY 2019, while principal is deferred until FY 2023.







## Debt Service Fund

**Figure 9. Debt Issuance Guideline.** The Board of Supervisors places a major emphasis on transportation, road and transit projects while developing a CIP that also addresses Loudoun's education, public safety, health and welfare, and recreational needs with its own self-imposed debt issuance guidelines.

**Figure 9: Debt Issuance Guideline**

Adopted Debt Financing For FY 2017- FY 2022 Capital Improvement Program					
Fiscal Year	General Government FY 2017 - FY 2022	Transportation FY 2017 - FY 2022	Schools FY 2017 - FY 2022	Total County Adopted FY 2017 - FY 2022	Board Guideline
2017	\$ 73,261,512	\$ 34,763,505	\$ 114,978,000	\$ 223,003,017	\$ 225,000,000
2018	98,025,000	10,875,000	114,138,000	223,038,000	\$ 225,000,000
2019	74,335,000	14,000,000	133,672,000	222,007,000	\$ 225,000,000
2020	62,125,000	19,500,000	140,975,000	222,600,000	\$ 225,000,000
2021	36,830,000	37,500,000	87,315,000	161,645,000	\$ 225,000,000
2022	81,515,000	40,860,000	62,175,000	184,550,000	\$ 225,000,000
<b>Total</b>	<b>\$ 426,091,512</b>	<b>\$ 157,498,505</b>	<b>\$ 653,253,000</b>	<b>\$ 1,236,843,017</b>	<b>\$ 1,350,000,000</b>



## Debt Service Fund

Schedule of Major Financings											
FY 2017 - FY 2022 Adopted Capital Improvement Program											
Capital Projects and Leases To Be Financed						Anticipated Sale or Closing Dates and Amounts					
Financing Type/Project	Total Project	Amount to be Financed FY 2017-FY 2022	Construction Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
<b>General Obligation Bonds or Appropriation-Based:</b>											
<b>Administration Projects:</b>											
Land Acquisition - Eastern DS Group Residence	480,000	480,000	N/A	N/A	Not Required (2)	0	0	480,000	0	0	0
Major Computer Systems	71,000,000	13,500,000 A	N/A	N/A	Not Required (2)	1,500,000	0	0	12,000,000	0	0
Subtotal, Administration Projects	71,480,000	13,980,000				1,500,000	0	480,000	12,000,000	0	0
<b>General Government Projects:</b>											
Consolidated Shops & Warehouse	38,500,000	7,500,000	2017	N/A	Not Required (2)	0	0	0	4,000,000	3,500,000	0
General Government Office Space Purchase (Blue Seal and Miller Dr)	13,600,000	8,100,000	N/A	N/A	Not Required (2)	8,100,000	0	0	0	0	0
Landfill Reclamation Project	21,480,000	19,480,000 A	2015	N/A	Not Required (2)	6,000,000	5,000,000	5,480,000	3,000,000	0	0
Landfill Sequence V Closure	6,410,000	6,410,000	2020	N/A	Not Required (2)	0	0	1,350,000	5,060,000	0	0
Subtotal, General Government Projects	79,990,000	41,490,000				14,100,000	5,000,000	6,830,000	12,060,000	3,500,000	0
<b>Health &amp; Welfare Projects:</b>											
DS Group Residence - Eastern Loudoun	2,375,000	2,375,000	2019	N/A	Not Required (2)	0	0	0	0	0	2,375,000
DS Group Residence - Purcellville	2,025,000	2,025,000	2017	N/A	Not Required (2)	0	2,025,000	0	0	0	0
Subtotal, Health & Welfare Projects	4,400,000	4,400,000				0	2,025,000	0	0	0	2,375,000
<b>Parks &amp; Recreation and Library Services Projects:</b>											
Ashburn Recreation & Community Center	70,930,000	44,270,000	2018	44,270,000	Nov. 2016 (1)	9,680,000	8,000,000	18,555,000	8,035,000	0	0
Brambleton Library	7,100,000	7,030,000	N/A	N/A	Not Required (2)	0	0	0	7,030,000	0	0
Fields Farm Park	28,910,000	27,050,000	2022	27,050,000	Nov. 2020 (1)	0	0	0	0	3,350,000	23,700,000
STEM Library	47,000,000	47,000,000	2022	47,000,000	Nov. 2020 (1)	0	0	0	0	5,900,000	41,100,000
Hal & Berni Hanson Regional Park	64,340,000	31,845,000	2018	31,845,000	Nov. 2017 (1)	0	17,000,000	14,845,000	0	0	0
Lovettsville Community Center Replacement	7,880,000	6,385,000 A	2017	N/A	Not Required (2)	6,385,000	0	0	0	0	0
Lovettsville District Park (includes entrance & access road)	9,000,000	9,000,000 A	2017	9,000,000	Nov. 2013 (1)	4,000,000	5,000,000	0	0	0	0
Franklin Park to Purcellville Trail	5,520,000	5,000,000	2022	5,000,000	Nov. 2021 (1)	0	0	0	0	0	5,000,000
Sterling Community Center Renovation	15,502,000	5,085,000 A	2017	6,085,000	Nov. 2014 (1)	0	5,085,000	0	0	0	0
Subtotal, Parks & Recreation and Library Services Projects	256,182,000	182,665,000				20,065,000	35,085,000	33,400,000	15,065,000	9,250,000	69,800,000
<b>Notes on Amount to be Financed between FY 2017 - FY 2022</b>											
A - Includes previously authorized, but unissued debt financing											
B - Remaining amount to be financed after FY 2022											
<b>Notes on Potential Referendum Dates and Projects:</b>											
(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, Lease Revenue Bonds, Other Financing Sources.											



## Debt Service Fund

Schedule of Major Financings											
FY 2017 - FY 2022 Adopted Capital Improvement Program											
Capital Projects and Leases To Be Financed						Anticipated Sale or Closing Dates and Amounts					
Financing Type/Project	Total Project	Amount to be Financed FY 2017-FY 2022	Construction Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
<b>General Obligation Bonds or Appropriation-Based:</b>											
<b>Public Safety Projects:</b>											
Animal Services Facility	15,495,000	15,370,000 A	2017	15,370,000	Nov. 2014 (1)	7,120,000	5,050,000	3,200,000	0	0	0
Courts Complex Phase III	87,210,000	77,900,000 A	2017	N/A	Not Required (2)	10,000,000	16,000,000	29,000,000	15,100,000	7,800,000	0
DIT-E911 System Upgrade	3,000,000	106,812 A	N/A	N/A	Not Required (2)	106,812	0	0	0	0	0
Philomont Fire Rescue Station Replacement	15,925,000	2,200,000	2023	15,925,000	Nov. 2021 (1)	0	0	0	0	0	2,200,000
Fire and Rescue Vehicle Annex	4,600,000	510,000	2022	4,600,000	Nov. 2021 (1)	0	0	0	0	0	510,000
Juvenile Detention Center Phase I	15,015,000	14,049,700 A	2017	N/A	Not Required (2)	6,049,700	8,000,000	0	0	0	0
Aldie Fire Rescue Station Replacement	18,860,000	4,000,000	2018	4,000,000	Nov. 2017 (1)	0	4,000,000	0	0	0	0
Station 20 - Leesburg VFD Expansion	4,000,000	4,000,000	2017	4,000,000	Nov. 2016 (1)	4,000,000	0	0	0	0	0
Leesburg South Fire & Rescue Station	17,600,000	17,600,000	2021	17,600,000	Nov. 2019 (1)	0	0	0	2,200,000	15,400,000	0
Lovettsville Fire Station Replacement	14,500,000	13,500,000	2017	13,500,000	Nov. 2016 (1)	6,750,000	6,750,000	0	0	0	0
Lucketts Fire Station Replacement	12,730,000	8,570,000 A	2017	11,490,000	Nov. 2013 (1)	5,570,000	3,000,000	0	0	0	0
Fire Rescue Training Center Expansion	7,510,000	7,510,000	2022	7,510,000	Nov. 2020 (1)	0	0	0	0	880,000	6,630,000
Public Safety Firing Range	21,300,000	16,000,000 A	2017	N/A	Not Required (2)	4,000,000	12,000,000	0	0	0	0
Round Hill Fire Station Replacement	15,660,000	15,660,000	2020	15,660,000	Nov. 2018 (1)	0	0	1,900,000	13,760,000	0	0
Sterling Fire Station Replacement	16,371,000	12,470,000 A	2018	14,430,000	Nov. 2014 (1)	0	6,115,000	6,355,000	0	0	0
Subtotal, Public Safety Projects	269,776,000	209,446,512				43,596,512	60,915,000	40,455,000	31,060,000	24,080,000	9,340,000
<b>Transit Projects:</b>											
Dulles Corridor Metrorail Project - Non TIFIA Funding	300,000,000	60,000,000 A	2016	N/A	Not Required (2)	60,000,000	0	0	0	0	0
Metrorail Parking Garages	133,000,000	130,000,000 A	2016	N/A	Not Required (2)	40,000,000	50,000,000	40,000,000	0	0	0
Metro Capital Contribution	50,000,000	50,000,000	N/A	50,000,000	Nov. 2018 (1)	0	0	12,000,000	12,000,000	13,000,000	13,000,000
Subtotal, Transit Projects	483,000,000	240,000,000				100,000,000	50,000,000	52,000,000	12,000,000	13,000,000	13,000,000
<b>Road Projects:</b>											
Alder School Road	8,395,558	5,617,000 A	2017	N/A	Not Required (2)	5,617,000	0	0	0	0	0
Shelhorn Rd	24,000,000	8,000,000	2021	8,000,000	Nov. 2016 (2)	8,000,000	0	0	0	0	0
Crosstrail Blvd - Segment A2	31,300,000	3,000,000 A	2015	N/A	Not Required (2)	3,000,000	0	0	0	0	0
Crosstrail Blvd - Segment B	43,560,000	41,560,000	2020	41,560,000	Nov. 2019 (1)	0	0	0	7,500,000	22,500,000	11,560,000
Atlantic Blvd Pedestrian Improvements	6,061,000	6,000,000	2022	6,000,000	Nov. 2021 (1)	0	0	0	0	0	6,000,000
Braddock/Supreme/Summerall Intersection Improvements	2,000,000	2,000,000	2017	2,000,000	Nov. 2016 (2)	2,000,000	0	0	0	0	0
Route 772 Transit Station Connector Bridge	24,953,000	18,209,360 A	2017	N/A	Not Required (2)	9,334,360	8,875,000	0	0	0	0
Woodgrove HS/Fields Farm Park Road	6,315,000	2,812,145 A	2017	N/A	Not Required (2)	2,812,145	0	0	0	0	0
Evergreen Mills-Belmont/Stone Springs	12,300,000	12,300,000	2021	12,300,000	Nov. 2020 (1)	0	0	0	0	2,000,000	10,300,000
Route 7/Route 690 Interchange	34,600,000	8,000,000	2017	8,000,000	Nov. 2016 (1)	4,000,000	2,000,000	2,000,000	0	0	0
Subtotal, Transportation Projects	193,484,558	107,498,505				34,763,505	10,875,000	2,000,000	7,500,000	24,500,000	27,860,000
<b>SUBTOTAL - General Government</b>	<b>1,358,312,558</b>	<b>799,480,017</b>				<b>214,025,017</b>	<b>163,900,000</b>	<b>135,165,000</b>	<b>89,685,000</b>	<b>74,330,000</b>	<b>122,375,000</b>
<b>Notes on Amount to be Financed between FY 2017 - FY 2022</b>											
A - Includes previously authorized, but unissued debt financing											
B - Remaining amount to be financed after FY 2022											
<b>Notes on Potential Referendum Dates and Projects:</b>											
(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, Lease Revenue Bonds, or Other Financing Sources.											



## Debt Service Fund

Schedule of Major Financings											
FY 2017 - FY 2022 Adopted Capital Improvement Program											
Capital Projects and Leases To Be Financed						Anticipated Sale or Closing Dates and Amounts					
Financing Type/Project	Total Project	Amount to be Financed FY 2017-FY 2022	Construction Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
<b>General Obligation Bonds or Appropriation-Based:</b>											
<b>School Administration Projects:</b>											
School Vehicle Lease	60,000,000	60,000,000									
Subtotal, Administration Projects	60,000,000	60,000,000	N/A	N/A	Not Required (2)	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
ES-22, Discovery ES	25,705,000	1,078,000	A	2012	22,830,000	Nov. 2011 (1)	1,078,000	0	0	0	0
ES-23, North Dulles	45,420,000	41,740,000	B	2021	45,420,000	Nov. 2019 (1)	0	0	0	4,545,000	21,140,000
ES-27, Dulles North Area	35,040,000	11,540,000	A	2015	31,540,000	Nov. 2014 (1)	6,430,000	0	5,110,000	0	0
ES-28, Dulles South Area	38,770,000	38,770,000		2017	38,770,000	Nov. 2016 (1)	4,500,000	14,068,000	16,152,000	4,050,000	0
ES-31, Dulles North Area	39,810,000	36,355,000		2018	38,270,000	Nov. 2015 (1)	0	2,845,000	11,630,000	18,660,000	3,220,000
Elementary School Classroom Additions- Dulles	16,320,000	16,320,000		2017	16,320,000	Nov. 2016 (1)	16,320,000	0	0	0	0
Elementary School Classroom Additions- Countywide	19,100,000	19,100,000		2021	19,100,000	Nov. 2020 (1)	0	0	0	0	19,100,000
Subtotal, Elementary School Projects	220,165,000	164,903,000				28,328,000	16,913,000	32,892,000	27,255,000	38,375,000	21,140,000
<b>Middle School Projects:</b>											
MS-6, Trailside MS	43,760,000	1,295,000	A	2012	39,380,000	Nov. 2011 (1)	1,295,000	0	0	0	0
MS-7, Dulles South Area	60,820,000	60,820,000		2017	60,820,000	Nov. 2016 (1)	9,435,000	24,510,000	14,795,000	12,080,000	0
MS-9, Dulles North Area	53,540,000	33,185,000	A	2015	48,185,000	Nov. 2014 (1)	10,000,000	7,940,000	10,000,000	5,245,000	0
Subtotal, Middle School Projects	158,120,000	95,300,000				20,730,000	32,450,000	24,795,000	17,325,000	0	0
<b>High School Projects:</b>											
HS-8, Riverside HS	90,010,000	6,960,000	A	2012	81,010,000	Nov. 2011 (1)	6,960,000	0	0	0	0
HS-9, Dulles South Area	130,660,000	117,160,000		2019	117,160,000	Nov. 2017 (1)	0	8,260,000	30,000,000	45,000,000	25,000,000
HS-11, Dulles North Area	121,870,000	109,680,000		2017	112,725,000	Nov. 2015 (1)	28,960,000	26,515,000	20,985,000	33,220,000	0
Advance Technology Academy	114,638,000	63,175,000	A	2015	83,175,000	Nov. 2014 (1)	20,000,000	20,000,000	15,000,000	8,175,000	0
CS Monroe Conversion	51,850,000	18,270,000	B	2021	45,090,000	Nov. 2020 (1)	0	0	0	0	3,245,000
HS Stadium Synthetic Field and Track Resurface	9,375,000	9,375,000		2021	9,375,000	Nov. 2020 (1)	0	0	0	0	2,265,000
Subtotal, High School Projects	518,403,000	324,620,000				55,920,000	54,775,000	65,985,000	86,395,000	30,510,000	31,035,000
<b>Other School Projects:</b>											
Division Security Improvements	9,570,000	8,430,000		2021	8,430,000	Nov. 2020 (1)	0	0	0	0	8,430,000
Subtotal, Other School Projects	9,570,000	8,430,000				0	0	0	0	8,430,000	0
<b>SUBTOTAL - Schools</b>						<b>114,978,000</b>	<b>114,138,000</b>	<b>133,672,000</b>	<b>140,975,000</b>	<b>87,315,000</b>	<b>62,175,000</b>
<b>GRAND TOTAL</b>						<b>329,003,017</b>	<b>278,038,000</b>	<b>268,837,000</b>	<b>230,660,000</b>	<b>161,645,000</b>	<b>184,550,000</b>
<b>Notes on Amount to be Financed between FY 2017 - FY 2022</b>											
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<b>Notes on Potential Referendum Dates and Projects:</b>											
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## Debt Service Fund

## Debt Service Projections: FY 2017 – FY 2022 Adopted Capital Improvement Program

Total Principal	Prior Debt		Administration			General Government		
	General Govt.	School	Consolidated Shops & Warehouse	Land Acquisition - Eastern DS Group Residence	Major Computer Systems	General Government Office Space Purchase (Blue Seal and Miller Dr)	Landfill Reclamation Project	Landfill Sequence V Closure
	(Payments Due on Previously Issued Debt)							
	\$ 578,327,406	\$ 864,997,934	\$ 7,500,000	\$ 480,000	\$ 13,500,000	\$ 8,100,000	\$ 19,480,000	\$ 6,410,000
2017	47,953,982	134,606,012	-	-	37,500	-	150,000	-
2018	45,764,999	123,467,862	-	-	148,125	810,000	717,500	-
2019	44,977,999	115,358,706	-	12,000	144,375	789,750	1,208,250	33,750
2020	46,962,760	105,955,926	100,000	48,375	440,625	769,500	1,660,875	262,250
2021	41,721,976	92,783,458	482,500	47,125	1,321,875	749,250	1,840,875	629,000
2022	39,741,009	80,833,092	730,625	45,875	1,288,125	729,000	1,792,125	617,875
2023	44,284,770	69,348,941	711,875	44,625	1,254,375	708,750	1,743,375	596,750
2024	40,855,522	64,978,019	693,125	43,375	1,220,625	688,500	1,694,625	585,625
2025	37,628,847	58,510,509	674,375	42,125	1,186,875	668,250	1,645,875	564,500
2026	35,729,163	46,510,983	655,625	40,875	1,153,125	648,000	1,597,125	548,500
2027	34,649,000	42,448,355	636,875	39,625	1,119,375	627,750	1,548,375	532,500
2028	32,639,122	33,184,408	618,125	38,375	1,085,625	607,500	1,499,625	516,500
2029	32,086,863	31,777,732	599,375	37,125	1,051,875	587,250	1,450,875	500,500
2030	28,150,059	24,531,679	580,625	35,875	1,018,125	567,000	1,402,125	484,500
2031	27,661,358	21,062,430	561,875	34,625	984,375	546,750	1,353,375	468,500
2032	24,250,690	18,325,202	543,125	33,375	950,625	526,500	1,304,625	452,500
2033	24,741,859	14,756,863	524,375	27,250	916,875	506,250	1,251,000	436,500
2034	24,533,633	12,190,324	505,625	31,125	883,125	486,000	1,207,375	420,500
2035	24,301,980	6,662,860	486,875	25,000	849,375	465,750	1,153,750	404,500
2036	22,473,373	1,984,500	468,125	28,875	815,625	445,500	1,110,125	388,500
2037	16,853,121	-	449,375	22,750	781,875	425,250	1,056,500	372,500
2038	17,294,703	-	430,625	26,625	675,000	-	720,375	356,500
2039	17,675,580	-	411,875	20,500	645,000	-	438,000	340,500
2040	17,953,738	-	393,125	-	615,000	-	153,750	256,250
2041	17,872,302	-	179,375	-	-	-	-	-
2042	7,453,515	-	-	-	-	-	-	-
2043	-	-	-	-	-	-	-	-
2044	-	-	-	-	-	-	-	-
2045	-	-	-	-	-	-	-	-
<b>Total Principal &amp; Interest</b>	\$ 796,211,922	\$ 1,099,277,861	\$ 11,437,500	\$ 725,500	\$ 20,587,500	\$ 12,352,500	\$ 29,700,500	\$ 9,769,000



## Debt Service Fund

## Debt Service Projections: FY 2017 – FY 2022 Adopted Capital Improvement Program

Total Principal	Health & Welfare					Public Safety				
	DS Group Residence - Eastern Loudoun	DS Group Residence - Purcellville	Animal Services Facility	Courts Complex Phase III	DIT-E911 System Upgrade	Philomont Fire Rescue Station Replacement	Fire and Rescue Vehicle Annex	Juvenile Detention Center Phase I	Aldie Fire Rescue Station Replacement	Station 20 - Leesburg VFD Expansion
	\$ 2,375,000	\$ 2,025,000	\$ 15,370,000	\$ 77,900,000	\$ 106,812	\$ 2,200,000	\$ 510,000	\$ 14,049,700	\$ 4,000,000	\$ 4,000,000
2017	-	-	-	250,000	2,670	-	-	151,243	-	-
2018	-	-	711,000	1,387,500	10,215	-	-	794,986	-	425,000
2019	-	231,250	1,200,750	3,267,500	9,965	-	-	1,374,861	400,000	408,750
2020	-	224,750	1,605,250	5,718,750	9,715	-	-	1,334,736	390,000	402,750
2021	-	218,250	1,566,000	6,889,875	9,465	-	-	1,304,611	380,000	386,500
2022	59,375	211,750	1,511,500	7,289,875	9,215	-	-	1,264,486	370,000	380,500
2023	265,000	205,250	1,477,500	7,095,125	8,965	220,000	50,500	1,234,361	360,000	369,250
2024	257,500	203,750	1,423,000	6,900,375	8,715	214,500	49,250	1,194,236	350,000	358,000
2025	250,000	192,000	1,389,000	6,705,625	8,465	209,000	48,000	1,164,111	340,000	306,750
2026	242,500	140,500	1,334,500	6,510,875	8,215	203,500	46,750	1,123,986	330,000	302,500
2027	235,000	136,250	1,115,500	6,316,125	7,965	198,000	45,500	1,093,861	320,000	288,000
2028	227,500	132,000	1,075,250	6,121,375	7,715	192,500	44,250	1,053,736	310,000	283,750
2029	220,000	127,750	1,045,250	5,926,625	7,465	187,000	43,000	1,023,611	300,000	269,250
2030	163,750	123,500	1,010,000	5,731,875	7,215	181,500	41,750	983,486	290,000	265,000
2031	158,750	119,250	974,750	5,537,125	6,965	176,000	40,500	953,361	280,000	250,500
2032	153,750	115,000	944,500	5,342,375	6,715	170,500	39,250	913,236	270,000	246,250
2033	153,625	110,750	904,000	5,147,625	6,465	165,000	38,000	883,111	260,000	231,750
2034	143,500	106,500	873,750	4,952,875	6,215	159,500	36,750	842,986	250,000	227,500
2035	143,375	102,250	833,250	4,758,125	5,965	154,000	35,500	812,861	240,000	213,000
2036	133,250	98,000	803,000	4,563,375	10,590	148,500	34,250	772,736	230,000	208,750
2037	133,125	98,750	762,500	4,368,625	6,982	143,000	33,000	742,318	220,000	194,250
2038	123,000	89,250	372,250	3,686,375	-	137,500	31,750	410,000	210,000	-
2039	122,875	-	99,750	2,736,625	-	132,000	35,500	-	-	-
2040	112,750	-	-	1,193,125	-	126,500	29,000	-	-	-
2041	112,625	-	-	399,750	-	121,000	32,750	-	-	-
2042	102,500	-	-	-	-	115,500	26,250	-	-	-
2043	-	-	-	-	-	-	-	-	-	-
2044	-	-	-	-	-	-	-	-	-	-
2045	-	-	-	-	-	-	-	-	-	-
<b>Total Principal &amp; Interest</b>	<b>\$ 3,513,750</b>	<b>\$ 2,986,750</b>	<b>\$ 23,032,250</b>	<b>\$ 118,797,500</b>	<b>\$ 165,862</b>	<b>\$ 3,355,000</b>	<b>\$ 781,500</b>	<b>\$ 21,426,920</b>	<b>\$ 6,100,000</b>	<b>\$ 6,018,000</b>



## Debt Service Fund

### Debt Service Projections: FY 2017 – FY 2022 Adopted Capital Improvement Program

Public Safety							
	Leesburg South Fire & Rescue Station	Lovettsville Fire Station Replacement	Lucketts Fire Station Replacement	Fire Rescue Training Center Expansion	Public Safety Firing Range	Round Hill Fire Station Replacement	Sterling Fire Station Replacement
<b>Total Principal</b>	\$ 17,600,000	\$ 13,500,000	\$ 8,570,000	\$ 7,510,000	\$ 16,000,000	\$ 15,660,000	\$ 12,470,000
2017	-	-	-	-	100,000	-	-
2018	-	677,500	558,500	-	695,000	-	152,875
2019	-	1,333,000	844,500	-	1,570,000	-	762,000
2020	-	1,299,250	823,000	-	1,530,000	190,000	1,334,625
2021	220,000	1,265,500	801,500	-	1,490,000	1,693,250	1,292,500
2022	1,754,500	1,231,750	780,000	254,750	1,450,000	1,652,500	1,260,375
2023	1,710,500	1,198,000	758,500	740,000	1,410,000	1,601,500	1,223,125
2024	1,666,500	1,164,250	737,000	721,250	1,370,000	1,560,750	1,185,875
2025	1,622,500	1,130,500	715,500	702,500	1,330,000	1,509,750	1,148,625
2026	1,578,500	1,096,750	694,000	683,750	1,290,000	1,469,000	1,111,375
2027	1,534,500	1,063,000	667,500	665,000	1,250,000	1,418,000	888,875
2028	1,490,500	1,029,250	651,250	646,250	1,210,000	1,167,250	866,000
2029	1,446,500	995,500	624,750	627,500	1,170,000	1,131,750	833,125
2030	1,402,500	961,750	608,500	608,750	1,130,000	1,096,250	810,250
2031	1,358,500	928,000	582,000	594,875	1,090,000	1,060,750	777,375
2032	1,314,500	894,250	565,750	571,000	1,050,000	1,025,250	754,500
2033	1,270,500	860,500	539,250	557,125	1,010,000	989,750	726,500
2034	1,226,500	826,750	523,000	533,250	970,000	954,250	698,500
2035	1,182,500	793,000	496,500	514,375	930,000	918,750	670,500
2036	1,138,500	759,250	480,250	495,750	890,000	883,250	642,500
2037	1,094,500	725,500	453,750	476,875	850,000	852,750	614,500
2038	1,050,500	351,750	157,500	458,250	615,000	812,000	586,500
2039	1,006,500	-	-	439,375	-	781,500	256,250
2040	962,500	-	-	420,750	-	645,750	-
2041	808,500	-	-	401,875	-	-	-
2042	-	-	-	338,250	-	-	-
2043	-	-	-	-	-	-	-
2044	-	-	-	-	-	-	-
2045	-	-	-	-	-	-	-
<b>Total Principal &amp; Interest</b>	\$ 26,840,000	\$ 20,585,000	\$ 13,062,500	\$ 11,451,500	\$ 24,400,000	\$ 23,414,000	\$ 18,596,750





## Debt Service Fund

## Debt Service Projections: FY 2017 – FY 2022 Adopted Capital Improvement Program

Parks & Recreation and Library Projects									
Total Principal	Ashburn Recreation & Community Center	Brambleton Library	Fields Farm Park	STEM Library	Hal & Berni Hanson Regional Park	Lovettsville Community Center Replacement	Lovettsville District Park (includes entrance & access road)	Franklin Park to Purcellville Trail	Sterling Community Center Renovation
	\$ 44,270,000	\$ 7,030,000	\$ 27,050,000	\$ 47,000,000	\$ 31,845,000	\$ 6,385,000	\$ 9,000,000	\$ 5,000,000	\$ 5,085,000
2017	-	-	-	-	-	159,625	100,000	-	-
2018	969,000	-	-	-	-	631,250	520,000	-	-
2019	1,744,750	-	-	-	1,700,000	615,250	878,750	-	554,250
2020	3,558,250	175,750	-	-	3,649,750	599,250	856,250	-	539,250
2021	4,799,250	692,750	-	-	3,544,750	583,250	833,750	-	524,250
2022	4,662,000	675,250	337,500	590,000	3,444,750	567,250	811,250	-	514,250
2023	4,519,750	657,750	2,694,000	4,685,250	3,334,500	551,250	788,750	500,000	494,000
2024	4,392,750	640,250	2,631,500	4,567,750	3,234,500	535,250	766,250	487,500	484,000
2025	4,245,250	622,750	2,558,750	4,450,250	3,129,250	519,250	743,750	475,000	463,750
2026	4,118,250	605,250	2,496,250	4,332,750	3,024,000	503,250	721,250	462,500	378,750
2027	3,970,750	587,750	2,423,500	4,215,250	2,128,750	487,250	698,750	450,000	367,250
2028	3,023,750	570,250	2,361,000	4,097,750	2,068,000	471,250	676,250	437,500	355,750
2029	2,922,250	557,625	2,288,250	3,980,250	1,997,000	455,250	653,750	425,000	344,250
2030	2,831,000	535,000	2,225,750	3,862,750	1,936,250	439,250	631,250	412,500	332,750
2031	2,724,500	522,375	2,153,000	3,745,250	1,865,250	423,250	608,750	400,000	321,250
2032	2,638,500	499,750	2,090,500	3,627,750	1,804,500	407,250	586,250	387,500	309,750
2033	2,537,000	487,125	2,017,750	3,510,250	1,733,500	386,375	563,750	375,000	298,250
2034	2,445,750	464,500	1,955,250	3,392,750	1,672,750	375,500	541,250	362,500	281,750
2035	2,344,250	451,875	1,882,500	3,275,250	1,601,750	354,625	518,750	350,000	275,500
2036	2,253,000	429,250	1,820,000	3,157,750	1,541,000	343,750	496,250	337,500	259,000
2037	2,151,500	416,625	1,747,250	3,040,250	1,470,000	322,875	473,750	325,000	252,750
2038	1,575,250	394,000	1,684,750	2,922,750	1,409,250	-	256,250	312,500	236,250
2039	1,103,000	381,375	1,612,000	2,805,250	488,250	-	-	300,000	-
2040	120,750	358,750	1,549,500	2,687,750	-	-	-	287,500	-
2041	-	-	1,476,750	2,570,250	-	-	-	275,000	-
2042	-	-	1,244,250	2,157,750	-	-	-	262,500	-
2043	-	-	-	-	-	-	-	-	-
2044	-	-	-	-	-	-	-	-	-
2045	-	-	-	-	-	-	-	-	-
Total Principal & Interest	\$ 65,650,500	\$ 10,726,000	\$ 41,250,000	\$ 71,675,000	\$ 46,777,750	\$ 9,731,500	\$ 13,725,000	\$ 7,625,000	\$ 7,587,000



## Debt Service Fund

## Debt Service Projections: FY 2017 – FY 2022 Adopted Capital Improvement Program

Transportation													
Total Principal	Route 7/Route 690 Interchange	Dulles Corridor Metrorail Project - Non TIFIA Funding	Metrorail Parking Garages	Braddock/Supreme /Summerall Intersection Improvements	Alder School Road	Shellhorn Rd	Crosstrail Blvd - Segment A2	Crosstrail Blvd - Segment B	Atlantic Blvd Pedestrian Improvements	Metro Capital Contribution	Route 772 Transit Station Connector Bridge	Woodgrove HS/Fields Farm Park Road	Evergreen Mills- Belmont/Stone Springs
	\$ 8,000,000	\$ 60,000,000	\$ 130,000,000	\$ 2,000,000	\$ 5,617,000	\$ 8,000,000	\$ 3,000,000	\$ 41,560,000	\$ 6,000,000	\$ 50,000,000	\$ 18,209,360	\$ 2,812,145	\$ 12,300,000
2017	-	-	-	-	140,425	-	75,000	-	-	-	233,359	70,304	-
2018	400,000	3,016,989	4,000,000	200,000	553,850	800,000	296,250	-	-	-	1,141,968	277,108	-
2019	590,000	3,016,989	8,900,000	195,000	539,850	780,000	288,750	-	-	300,000	1,774,468	270,108	-
2020	775,000	3,016,989	12,675,000	190,000	525,850	760,000	281,250	-	-	1,485,000	1,728,968	263,108	-
2021	755,000	3,016,989	12,350,000	185,000	511,850	740,000	273,750	750,000	-	2,665,000	1,683,468	256,108	-
2022	735,000	3,016,989	12,025,000	180,000	497,850	720,000	266,250	2,981,250	-	3,888,750	1,637,968	249,108	200,000
2023	715,000	3,925,189	11,700,000	175,000	483,850	700,000	258,750	4,064,250	600,000	4,755,000	1,592,468	242,108	2,180,000
2024	695,000	3,925,189	11,375,000	170,000	469,850	680,000	251,250	3,960,250	585,000	4,630,000	1,546,968	235,108	2,101,500
2025	675,000	3,925,190	11,050,000	165,000	455,850	660,000	243,750	3,856,250	570,000	4,505,000	1,506,343	228,108	2,023,000
2026	655,000	3,925,190	10,725,000	160,000	441,850	640,000	236,250	3,752,250	555,000	4,380,000	1,455,718	221,108	1,949,500
2027	635,000	3,925,190	10,400,000	155,000	427,850	620,000	228,750	3,648,250	540,000	4,255,000	1,415,093	214,108	1,865,750
2028	615,000	3,925,189	10,075,000	150,000	413,850	600,000	221,250	3,539,250	525,000	4,130,000	1,364,468	207,108	1,792,250
2029	595,000	3,925,189	9,750,000	145,000	399,850	580,000	213,750	3,440,500	510,000	4,005,000	1,323,843	200,108	1,708,500
2030	575,000	4,103,190	9,425,000	140,000	385,850	560,000	206,250	3,331,500	495,000	3,880,000	1,268,343	193,108	160,000
2031	555,000	4,316,290	9,100,000	135,000	371,850	540,000	198,750	3,232,750	480,000	3,755,000	1,232,843	186,108	155,000
2032	535,000	4,543,290	8,775,000	130,000	362,725	520,000	191,250	3,123,750	465,000	3,630,000	1,177,343	179,108	150,000
2033	515,000	4,790,940	8,450,000	125,000	343,600	500,000	183,750	3,025,000	450,000	3,505,000	1,141,843	172,108	145,000
2034	495,000	5,059,590	8,125,000	120,000	334,475	480,000	176,250	2,916,000	435,000	3,380,000	1,086,343	169,983	140,000
2035	475,000	5,351,489	7,800,000	115,000	315,350	460,000	168,750	2,817,250	420,000	3,255,000	1,050,843	157,858	135,000
2036	455,000	5,669,690	7,475,000	110,000	306,225	440,000	161,250	2,708,250	405,000	3,130,000	995,343	155,733	130,000
2037	435,000	6,022,990	7,150,000	105,000	289,050	420,000	153,750	2,609,500	390,000	3,005,000	959,219	145,699	125,000
2038	215,000	6,426,639	4,825,000	-	-	-	-	2,500,500	375,000	2,880,000	451,000	-	120,000
2039	105,000	6,906,990	2,100,000	-	-	-	-	2,401,750	360,000	2,755,000	-	-	115,000
2040	-	7,520,890	-	-	-	-	-	2,292,750	345,000	2,045,000	-	-	110,000
2041	-	8,358,090	-	-	-	-	-	1,819,000	330,000	1,365,000	-	-	105,000
2042	-	6,746,928	-	-	-	-	-	603,750	315,000	666,250	-	-	-
2043	-	-	-	-	-	-	-	-	-	-	-	-	-
2044	-	-	-	-	-	-	-	-	-	-	-	-	-
2045	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Principal &amp; Interest</b>	\$ 12,200,000	\$ 118,378,279	\$ 198,250,000	\$ 3,050,000	\$ 8,571,750	\$12,200,000	\$ 4,575,000	\$ 63,374,000	\$ 9,150,000	\$ 76,250,000	\$ 27,768,220	\$ 4,293,305	\$ 15,410,500



## Debt Service Fund

## Debt Service Projections: FY 2017 – FY 2022 Adopted Capital Improvement Program

School Administration			Elementary School Projects						Middle School Projects		
Total Principal	School Vehicle Lease	ES-22, Discovery ES	ES-23, North Dulles	ES-27, Dulles North Area	ES-28, Dulles South Area	ES-31, Dulles North Area	Elementary School Classroom Additions- Dulles	Elementary School Classroom Additions- Countywide	MS-6, Trailside MS	MS-7, Dulles South Area	MS-9, Dulles North Area
	\$ 60,000,000	\$ 1,078,000	\$ 41,740,000	\$ 11,540,000	\$ 38,770,000	\$ 36,355,000	\$ 16,320,000	\$ 19,100,000	\$ 1,295,000	\$ 60,820,000	\$ 33,185,000
2017	-	26,950	-	-	-	-	-	-	-	-	250,000
2018	3,000,000	205,025	-	961,500	450,000	-	1,631,000	-	249,750	941,750	1,186,000
2019	5,875,000	197,275	-	1,057,250	1,847,150	282,250	1,590,250	-	240,500	3,368,750	1,994,625
2020	8,625,000	189,525	-	1,401,625	3,519,500	1,436,750	1,549,500	-	231,250	4,763,750	2,818,500
2021	11,250,000	181,775	452,250	1,356,875	4,094,250	3,354,250	1,508,750	-	222,000	6,416,000	3,611,125
2022	11,250,000	174,025	2,048,750	1,312,125	3,983,500	3,795,250	1,468,000	1,910,000	212,750	6,235,750	3,503,875
2023	10,180,000	161,400	4,114,250	1,267,375	3,862,500	3,694,500	1,427,250	1,862,250	203,500	6,055,500	3,401,500
2024	7,233,500	156,825	4,004,750	1,222,625	3,751,750	3,583,500	1,386,500	1,814,500	194,250	5,880,250	3,289,125
2025	4,412,000	-	3,900,500	687,875	3,625,875	3,482,750	1,345,750	1,766,750	-	5,689,750	3,186,750
2026	1,715,500	-	3,796,250	667,625	3,520,250	3,366,750	1,305,000	1,719,000	-	5,519,750	3,074,375
2027	1,639,000	-	3,697,000	647,375	3,389,375	3,271,250	1,264,250	1,671,250	-	5,329,250	2,967,125
2028	1,572,750	-	3,587,500	627,125	2,723,500	3,160,250	1,223,500	1,623,500	-	4,289,250	2,128,625
2029	1,496,250	-	3,488,250	606,875	2,626,500	2,611,000	1,182,750	1,575,750	-	4,147,250	2,063,750
2030	-	-	3,378,750	586,625	2,550,000	2,523,000	1,147,000	1,528,000	-	4,015,500	1,988,875
2031	-	-	3,279,500	566,375	2,453,000	2,445,250	1,101,000	1,480,250	-	3,873,500	1,924,000
2032	-	-	3,170,000	546,125	2,376,500	2,357,250	1,065,250	1,432,500	-	3,741,750	1,849,125
2033	-	-	3,070,750	525,875	2,279,500	2,279,500	1,019,250	1,384,750	-	3,599,750	1,784,250
2034	-	-	2,961,250	505,625	2,203,000	2,191,500	983,500	1,337,000	-	3,468,000	1,709,375
2035	-	-	2,862,000	485,375	2,106,000	2,113,750	937,500	1,289,250	-	3,331,000	1,644,500
2036	-	-	2,752,500	470,000	2,029,500	2,025,750	901,750	1,241,500	-	3,194,000	1,569,625
2037	-	-	2,653,250	444,625	1,932,500	1,948,000	855,750	1,193,750	-	3,057,000	1,504,750
2038	-	-	2,543,750	279,250	1,629,000	1,860,000	-	1,146,000	-	2,445,000	942,375
2039	-	-	2,444,500	261,375	847,350	1,637,250	-	1,098,250	-	1,101,750	512,500
2040	-	-	2,335,000	-	-	976,500	-	1,050,500	-	315,000	-
2041	-	-	2,005,750	-	-	-	-	1,002,750	-	-	-
2042	-	-	1,107,750	-	-	-	-	-	-	-	-
2043	-	-	-	-	-	-	-	-	-	-	-
2044	-	-	-	-	-	-	-	-	-	-	-
2045	-	-	-	-	-	-	-	-	-	-	-
<b>Total Principal &amp; Interest</b>	\$ 68,249,000	\$ 1,292,800	\$ 63,654,250	\$ 16,487,500	\$ 57,800,500	\$ 54,396,250	\$ 24,893,500	\$ 29,127,500	\$ 1,554,000	\$ 90,779,250	\$ 48,904,750



## Debt Service Fund

### Debt Service Projections: FY 2017 – FY 2022 Adopted Capital Improvement Program

Total Principal	High School Projects					Other School Projects	
	HS-8, Riverside HS	HS-9, Dulles South Area	HS-11, Dulles North Area	Advance Technology Academy	CS Monroe Conversion	HS Stadium Synthetic Field and Track Resurface	Division Security Improvements
	\$ 6,960,000	\$ 117,160,000	\$ 109,680,000	\$ 63,175,000	\$ 18,270,000	\$ 9,375,000	\$ 8,430,000
2017	-	-	-	-	-	-	-
2018	1,343,000	-	2,898,000	2,000,000	-	-	-
2019	1,293,250	828,000	5,476,250	4,325,000	-	-	-
2020	1,243,500	3,807,250	7,436,750	5,535,625	-	-	-
2021	1,193,750	8,211,500	11,341,500	6,002,250	81,125	-	-
2022	1,144,000	10,503,250	11,028,500	5,844,250	693,875	228,250	841,500
2023	1,094,250	11,947,500	10,710,500	5,686,250	1,792,750	933,000	820,500
2024	1,039,500	11,608,250	10,402,750	5,528,250	1,752,125	909,500	799,500
2025	-	11,279,250	10,079,750	5,370,250	1,701,500	886,000	778,500
2026	-	10,945,000	9,777,250	5,212,250	1,660,875	862,500	757,500
2027	-	10,610,750	9,454,250	5,054,250	1,610,250	839,000	736,500
2028	-	10,276,500	7,961,750	4,896,250	1,569,625	815,500	715,500
2029	-	9,942,250	7,703,250	4,738,250	1,519,000	787,000	694,500
2030	-	8,333,000	7,455,000	4,580,250	1,478,375	768,750	678,500
2031	-	8,067,500	7,196,500	4,422,250	1,427,750	740,250	652,250
2032	-	7,791,750	6,948,250	4,259,375	1,387,125	722,000	636,250
2033	-	7,526,250	6,694,750	4,106,500	1,341,375	693,500	610,000
2034	-	7,250,500	6,441,250	3,943,625	1,295,625	675,250	594,000
2035	-	6,985,000	6,182,750	3,790,750	1,249,875	646,750	567,750
2036	-	6,709,250	5,934,500	3,627,875	1,204,125	628,500	551,750
2037	-	6,443,750	5,676,000	3,475,000	1,158,375	600,000	525,500
2038	-	6,168,000	3,977,750	2,312,125	1,112,625	581,750	509,500
2039	-	5,487,500	2,466,750	1,209,250	1,066,875	558,250	483,250
2040	-	3,737,500	1,307,250	415,125	1,021,125	534,750	467,250
2041	-	1,312,500	-	-	975,375	511,250	441,000
2042	-	-	-	-	768,750	372,750	-
2043	-	-	-	-	-	-	-
2044	-	-	-	-	-	-	-
2045	-	-	-	-	-	-	-
<b>Total Principal &amp; Interest</b>	\$ 8,351,250	\$ 175,772,000	\$ 164,551,250	\$ 96,335,000	\$ 27,868,500	\$ 14,294,500	\$ 12,861,000



## Debt Service Fund

## Debt Service Projections: FY 2017 – FY 2022 Adopted Capital Improvement Program

Summary - Total County Projects							Summary - Total School Projects						Total County & School Projects
Total Principal	Total General 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	
	\$ 55,470,000	\$ 4,400,000	\$ 182,665,000	\$ 209,446,512	\$ 347,498,505	\$ 799,480,017	\$ 60,000,000	\$ 164,903,000	\$ 95,300,000	\$ 324,620,000	\$ 8,430,000	\$ 653,253,000	\$ 1,452,733,017
2017	187,500	0	259,625	503,913	519,088	1,470,126	-	26,950	250,000	-	-	276,950	1,747,076
2018	1,675,625	0	2,120,250	5,412,576	10,686,165	19,894,616	3,000,000	3,247,525	2,377,500	6,241,000	-	14,866,025	34,760,641
2019	2,188,125	231,250	5,493,000	11,171,326	16,655,165	35,738,866	5,875,000	4,974,175	5,603,875	11,922,500	-	28,375,550	64,114,416
2020	3,281,625	224,750	9,378,500	14,638,076	21,701,165	49,224,116	8,625,000	8,096,900	7,813,500	18,023,125	-	42,558,525	91,782,641
2021	5,070,625	218,250	10,978,000	17,299,201	23,187,165	56,753,241	11,250,000	10,948,150	10,249,125	26,830,125	-	59,277,400	116,030,641
2022	5,203,625	271,125	11,602,250	19,209,451	26,398,165	62,684,616	11,250,000	14,691,650	9,952,375	29,442,125	841,500	66,177,650	128,862,266
2023	5,059,750	470,250	18,225,250	19,457,326	31,391,615	74,604,191	10,180,000	16,389,525	9,660,500	32,164,250	820,500	69,214,775	143,818,966
2024	4,925,875	461,250	17,739,750	18,903,701	30,625,115	72,655,691	7,233,500	15,920,450	9,363,625	31,240,375	799,500	64,557,450	137,213,141
2025	4,782,000	442,000	17,208,000	18,330,326	29,863,491	70,625,817	4,412,000	14,809,500	8,876,500	29,316,750	778,500	58,193,250	128,819,067
2026	4,643,250	383,000	16,642,250	17,783,701	29,096,866	68,549,067	1,715,500	14,374,875	8,594,125	28,457,875	757,500	53,899,875	122,448,942
2027	4,504,500	371,250	15,329,250	16,871,826	28,329,991	65,406,817	1,639,000	13,940,500	8,296,375	27,568,500	736,500	52,180,875	117,587,692
2028	4,365,750	359,500	14,061,500	16,149,076	27,558,365	62,494,191	1,572,750	12,945,375	6,417,875	25,519,625	715,500	47,171,125	109,665,316
2029	4,227,000	347,750	13,623,625	15,631,326	26,796,740	60,626,441	1,496,250	12,091,125	6,211,000	24,689,750	694,500	45,182,625	105,809,066
2030	4,088,250	287,250	13,206,500	15,128,826	24,723,241	57,434,067	-	11,713,375	6,004,375	22,615,375	678,500	41,011,625	98,445,692
2031	3,949,500	278,000	12,763,625	14,610,701	24,258,591	55,860,417	-	11,325,375	5,797,500	21,854,250	652,250	39,629,375	95,489,792
2032	3,810,750	268,750	12,351,750	14,108,076	23,782,466	54,321,792	-	10,947,625	5,590,875	21,108,500	636,250	38,283,250	92,605,042
2033	3,662,250	264,375	11,909,000	13,589,576	23,347,241	52,772,442	-	10,559,625	5,384,000	20,362,375	610,000	36,916,000	89,688,442
2034	3,533,750	250,000	11,492,000	13,081,826	22,917,641	51,275,217	-	10,181,875	5,177,375	19,606,250	594,000	35,559,500	86,834,717
2035	3,385,250	245,625	11,054,500	12,558,326	22,521,540	49,765,241	-	9,793,875	4,975,500	18,855,125	567,750	34,192,250	83,957,491
2036	3,256,750	231,250	10,637,500	12,060,701	22,141,491	48,327,692	-	9,421,000	4,763,625	18,104,250	551,750	32,840,625	81,168,317
2037	3,108,250	231,875	10,200,000	11,538,550	21,810,208	46,888,883	-	9,027,875	4,561,750	17,353,125	525,500	31,468,250	78,357,133
2038	2,209,125	212,250	8,791,000	8,879,375	17,793,139	37,884,889	-	7,458,000	3,387,375	14,152,250	509,500	25,507,125	63,392,014
2039	1,855,875	122,875	6,689,875	5,487,500	14,743,740	28,899,865	-	6,288,725	1,614,250	10,788,625	483,250	19,174,850	48,074,715
2040	1,418,125	112,750	5,004,250	3,377,625	12,313,640	22,226,390	-	4,362,000	315,000	7,015,750	467,250	12,160,000	34,386,390
2041	179,375	112,625	4,322,000	1,763,875	11,977,090	18,354,965	-	3,008,500	-	2,799,125	441,000	6,248,625	24,603,590
2042	-	102,500	3,664,500	480,000	8,331,928	12,578,928	-	1,107,750	-	1,141,500	-	2,249,250	14,828,178
2043	-	0	-	-	-	-	-	-	-	-	-	-	-
2044	-	0	-	-	-	-	-	-	-	-	-	-	-
2045	-	0	-	-	-	-	-	-	-	-	-	-	-
<b>Total Principal &amp; Interest</b>	<b>\$ 84,572,500</b>	<b>\$ 6,500,500</b>	<b>\$ 274,747,750</b>	<b>\$ 318,026,782</b>	<b>\$ 553,471,054</b>	<b>1,237,318,586</b>	<b>68,249,000</b>	<b>247,652,300</b>	<b>141,238,000</b>	<b>487,172,500</b>	<b>12,861,000</b>	<b>\$ 957,172,800</b>	<b>\$ 2,194,491,386</b>



# Other Funds

## Contents

Capital Asset Preservation Fund	14-2
Central Services Fund	14-4
Children's Services Act Fund	14-5
Computer System Replacement Fund	14-7
County OPEB Trust Fund	14-8
Dulles Industrial Park Water and Sewer District Fund	14-10
Dulles Town Center Community Development Authority Fund	14-11
EMS Transport Reimbursement Program Fund	14-12
Greenlea Tax District Fund	14-14
Housing Fund	14-15
Legal Resource Center Fund (Law Library)	14-16
Major Equipment Replacement Fund	14-17
Public Facilities Fund	14-19
Rental Assistance Program Fund	14-25
Restricted Use Transient Occupancy Tax Fund	14-26
Revolving Loan Fund	14-33
Route 28 Transportation Improvement District Fund	14-34
State and Federal Grant Fund	14-36
Transportation District Fund	14-37







## CAPITAL ASSET PRESERVATION PROGRAM FUND

The Board of Supervisors established the Capital Asset Preservation Fund (CAPP) in 1990 as a consistent means of planning and financing for major Loudoun County Public Schools and County General Government maintenance efforts. The CAPP affords the County the ability to extend the useful life of mature and aging facilities by repairing major facility components and systems, including repair by replacement.

The County uses nationally promulgated standards as guidelines for the maintenance of, and financial investment in, aging facilities. For example, the Association of Higher Education Facilities Officers recommends annual capital asset preservation funding ranges that are 1.5 percent to 3.0 percent of the total replacement value of an institution's physical plant. Similarly, the Federal Internal Revenue Service has established a depreciation standard of 2.5% per year on fixed assets. The number of new facilities for the Schools and County also influences the Capital Asset Preservation Fund budget, as new facilities are added to the County's fixed asset inventory at a faster pace than the County's ability to increase funding to maintain the CAPP at optimal levels.

The Capital Asset Preservation Fund is financed through local tax funding. The CAPP also receives additional revenue from surcharges collected by the Clerk of the Circuit Court on recordation. This recordation surcharge is legally earmarked for the ongoing maintenance of Court-related facilities. Budget projections for FY 2017 – FY 2022 reflect the funding required to support capital asset preservation.

### Fund Financial Summary

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
<b>Revenues</b>							
<i>Local Tax Funding</i>							
General Government	\$6,763,000	\$7,100,000	\$7,455,000	\$7,825,000	\$8,215,000	\$8,625,000	\$45,983,000
Schools*	8,992,500	12,688,000	13,973,050	14,224,500	14,424,250	14,660,500	78,962,800
<b>Subtotal</b>	<b>\$15,755,500</b>	<b>\$19,788,000</b>	<b>\$21,428,050</b>	<b>\$22,049,500</b>	<b>\$22,639,250</b>	<b>\$23,285,500</b>	<b>\$124,945,800</b>
<i>Other Revenue Sources</i>							
Proffers (Cash)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Court Recordation Fees	100,000	100,000	100,000	100,000	100,000	100,000	600,000
<b>Subtotal</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$600,000</b>
<b>Total Sources of Funds</b>	<b>\$15,855,500</b>	<b>\$19,888,000</b>	<b>\$21,528,050</b>	<b>\$22,149,500</b>	<b>\$22,739,250</b>	<b>\$23,385,500</b>	<b>\$125,545,800</b>
<b>Expenditures</b>							
<i>General Government</i>							
CAPP	\$6,763,000	\$7,100,000	\$7,455,000	\$7,825,000	\$8,215,000	\$8,625,000	\$45,983,000
Courts Maintenance	100,000	100,000	100,000	100,000	100,000	100,000	600,000
<b>Subtotal</b>	<b>\$6,863,000</b>	<b>\$7,200,000</b>	<b>\$7,555,000</b>	<b>\$7,925,000</b>	<b>\$8,315,000</b>	<b>\$8,725,000</b>	<b>\$46,583,000</b>
Schools*	\$8,992,500	\$12,688,000	\$13,973,050	\$14,224,500	\$14,424,250	\$14,660,500	\$78,962,800
<b>Total Expenditures</b>	<b>15,855,500</b>	<b>19,888,000</b>	<b>21,528,050</b>	<b>22,149,500</b>	<b>22,739,250</b>	<b>23,385,500</b>	<b>125,545,800</b>



## Capital Asset Preservation Program Fund

### Fund Compared to Fixed Asset Value

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
<b>Fixed Asset Value (FAV)</b>						
General Government	\$1,271,772,906	\$1,398,950,196	\$1,538,845,216	\$1,692,729,737	\$1,862,002,711	\$2,048,202,982
Schools*	1,963,877,369	2,160,265,106	2,376,291,617	2,613,920,779	2,875,312,856	3,162,844,142
<b>Total Fixed Asset Value</b>	<b>\$3,235,650,275</b>	<b>\$3,559,215,303</b>	<b>\$3,915,136,833</b>	<b>\$4,306,650,516</b>	<b>\$4,737,315,568</b>	<b>\$5,211,047,124</b>
<b>CAPP Projects as a % of FAV</b>						
General Government	0.54%	0.51%	0.49%	0.47%	0.45%	0.43%
Schools*	0.46%	0.59%	0.59%	0.54%	0.50%	0.46%
<b>Total Projects as a % of FAV</b>	<b>0.49%</b>	<b>0.56%</b>	<b>0.55%</b>	<b>0.51%</b>	<b>0.48%</b>	<b>0.45%</b>

### Fund by Functional Area and Repair Category

Maintenance and Repair Category	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
<b>General Government</b>							
Building	\$ 2,310,000	\$2,425,000	\$ 2,545,000	\$ 2,675,000	\$2,805,000	\$2,950,000	\$15,710,000
Mechanical/Electrical	1,400,000	1,470,000	1,545,000	1,620,000	1,700,000	1,785,000	9,520,000
Plumbing							
Parks/Recreation	953,000	1,000,000	1,050,000	1,100,000	1,160,000	1,215,000	6,478,000
Facilities							
Pavement/Site	1,580,000	1,660,000	1,740,000	1,830,000	1,920,000	2,015,000	10,745,000
Roofing	520,000	545,000	575,000	600,000	630,000	660,000	3,530,000
<b>Subtotal General Government</b>	<b>\$6,763,000</b>	<b>\$7,100,000</b>	<b>\$7,455,000</b>	<b>\$7,825,000</b>	<b>\$8,215,000</b>	<b>\$8,625,000</b>	<b>\$45,983,000</b>
<b>Courts</b>							
Court Facilities	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Maintenance							
<b>Subtotal Courts</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$600,000</b>
<b>Schools*</b>							
Electrical	\$1,437,250	\$1,264,000	\$1,748,050	\$1,044,500	\$468,750	\$1,820,000	\$7,782,550
HVAC	727,750	457,500	779,750	528,000	1,655,000	1,559,000	5,707,000
Plumbing	232,750	172,000	660,250	623,250	340,250	255,000	2,283,500
Resurfacing	1,790,500	7,116,750	6,085,750	4,744,500	5,906,000	6,380,000	32,023,500
Roofing	2,532,750	2,598,750	3,287,250	5,358,250	3,254,500	2,402,500	19,434,000
Structure Repair	864,000	1,079,000	1,032,000	1,287,250	1,943,000	1,438,000	7,643,250
Windows	1,407,500	0	380,000	638,750	856,750	806,000	4,089,000
<b>Subtotal Schools</b>	<b>\$8,992,500</b>	<b>\$12,688,000</b>	<b>\$13,973,050</b>	<b>\$14,224,500</b>	<b>\$14,424,250</b>	<b>\$14,660,500</b>	<b>\$78,962,800</b>
<b>Total Capital Asset Preservation Fund</b>	<b>\$15,855,500</b>	<b>\$19,888,000</b>	<b>\$21,528,050</b>	<b>\$22,149,500</b>	<b>\$22,739,250</b>	<b>\$23,385,500</b>	<b>\$125,545,800</b>



## CENTRAL SERVICES FUND

The Governmental Accounting Standard Board (GASB), which serves as the final arbiter of governmental accounting matters, authorizes the use of internal services funds “to account for the financing of goods or services provided by one department or agency to other departments or agencies of the governmental unit...on a cost reimbursement basis (GASB 1300.104).” The Central Services Fund provides a mechanism to centralize operations that are more efficiently managed by a single agency, such as motor pools, courier services, and telecommunications, while allowing for a complete reporting of each department’s share of system costs. In the case of the County government, this objective is accomplished by charging agencies for:

- their share of maintaining and operating the County telephone system, based on the number of extensions;
- photocopies made at centrally-located machines and agencies’ share of Countywide imaging project;
- their share of the County interdepartmental mail system, based on the number of pickup locations, and;
- costs borne by the shared County/Schools vehicle maintenance facility, based on the number and type of vehicles assigned to each department and employees’ use of the motor pool.

Agencies are also charged for scheduled depreciation on vehicles to ensure that sufficient funding is available for replacement when vehicles are no longer usable.

The Central Services Fund is managed on a cost-reimbursement basis. Since resources are provided by means of transfers from the County’s operating funds, the Central Services Fund’s spending plan is developed as part of the annual budget process. Payments are included in each agency’s adopted budget and vary depending on the department’s size, number of locations and estimated usage. The table below reflects the budgeted expenditures for duplicating, telecommunications, mail, support, and fleet-related charges within the County’s General, State and Federal Grant, Capital, and Central Service Funds.

### Fund Financial and FTE Summary

	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
Duplicating	\$1,054,426	\$1,127,070	\$1,218,318	\$1,230,502
Telephone	1,392,928	1,827,561	2,509,924	2,535,023
Mailing	703,426	843,350	741,767	749,185
Central Support Services	1,218,713	1,570,104	1,544,703	1,560,150
Vehicle Fuel	3,334,236	5,697,347	5,069,772	5,133,256
Vehicle Maintenance	2,764,701	3,050,487	3,447,214	3,493,185
Vehicle Depreciation	7,672,316	8,691,547	10,318,076	10,458,099
Vehicle Leases	147,022	292,929	240,000	242,400
<b>Total</b>	<b>\$18,287,768</b>	<b>\$23,100,395</b>	<b>\$25,089,774</b>	<b>\$25,401,800</b>
<b>FTE</b>	<b>13.27</b>	<b>13.27</b>	<b>13.27</b>	<b>13.27</b>



## CHILDREN'S SERVICES ACT

The Children's Services Act (formerly known as Comprehensive Services Act) for At-Risk Youth and Families (CSA) program utilizes a state-local match formula to purchase mandated services for the highest risk populations of youth with emotional, mental health, and behavior problems such as self-harm, severe depression, and extreme actions often relating to trauma. The CSA provides services and placements for these youth including private educational placements, foster care services, services to prevent foster care placements, and Wrap Around services for students with disabilities. The administrative office of the CSA program is housed within the Loudoun County Department of Family Services. CSA is governed by a mandated local interagency body called the Community Policy and Management Team (CPMT), whose role is to manage cooperative efforts serving the needs of youth and their families, and to maximize the use of State and community resources. The CPMT is composed of the directors of the Departments of Family Services, Mental Health/Substance Abuse/Developmental Services, the Juvenile Court Services Unit, Health Department, County Administration, Loudoun County Public Schools, and parent and private provider representatives. The CPMT develops inter-agency policies and procedures to govern the provision of services, develops fiscal policies governing access to State pool funds, establishes quality assurance and accountability procedures and coordinates long-range community planning for services. Loudoun County's CPMT oversees a Multi-Disciplinary Team (MDT) process which reviews all requests for CSA funded services as required to access State pool funds under the Comprehensive Services Act. The purpose of a case-specific MDT meeting is to assess the strengths and needs of a troubled youth and his/her family and to identify supports and services required to meet those needs. MDT referrals can be initiated by any of the agencies represented on the CPMT.

The CSA program is funded through a State pool of money allocated to each locality, which is subject to a local match. The match rates vary by type of service provided. Local match rates are as low as 23.82 percent for community based services and as high as 59.54 percent for residential treatment services.

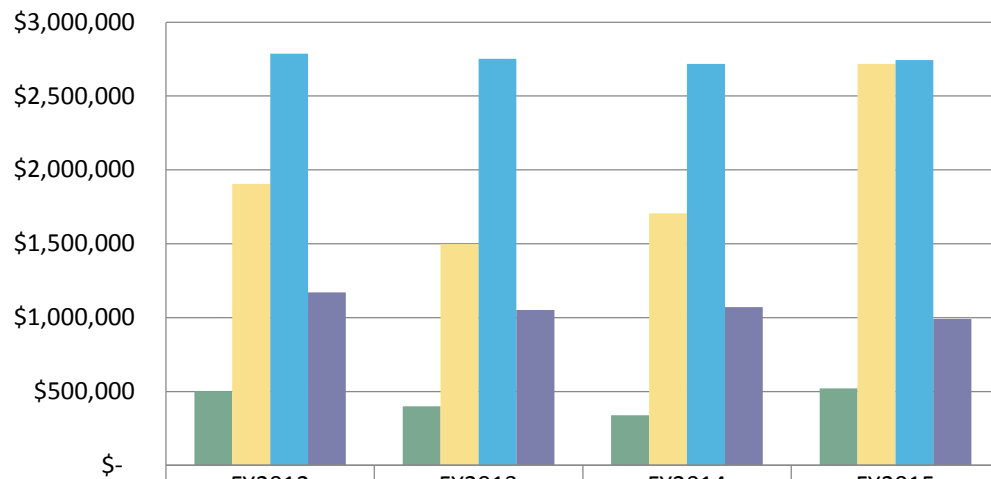
### Fund Financial Summary

	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Expenditures</b>				
Expenditures	\$7,020,960	\$8,811,056	\$8,811,056	\$8,811,056
Transfer to General Fund	4,057,239 <sup>1</sup>	183,000	183,000	183,000
<b>Total – Expenditures</b>	<b>\$11,078,199</b>	<b>\$8,994,056</b>	<b>\$8,994,056</b>	<b>\$8,994,056</b>
<b>Revenues</b>				
State Revenue	\$4,344,464	\$3,682,514	\$3,682,514	\$3,682,514
Other Revenue	850,503	1,140,000	1,140,000	1,140,000
<b>Total – Revenues</b>	<b>\$5,194,967</b>	<b>\$4,822,514</b>	<b>\$4,822,514</b>	<b>\$4,822,514</b>
<b>Local Tax Funding</b>	<b>\$4,171,542</b>	<b>\$4,171,542</b>	<b>\$4,171,542</b>	<b>\$4,171,542</b>

<sup>1</sup> As part of FY 2014 Year-End Fiscal Condition item, the Board of Supervisors approved the transfer of unused local tax funding back to General Fund.



## Total Expense by Service Type



	FY2012	FY2013	FY2014	FY2015
Community Based Services	\$500,850	\$400,056	\$338,380	\$521,467
Residential Services	\$1,904,395	\$1,498,376	\$1,706,692	\$2,718,379
Private Day Placements (IEP Driven)	\$2,786,518	\$2,751,260	\$2,718,016	\$2,744,539
Family Foster Care Services	\$1,170,522	\$1,052,359	\$1,071,151	\$990,771

Program Performance Measures	FY 2015 Actual	FY 2016 Estimated	FY 2017 Estimated	FY 2018 Projected
Children receiving community based services	133	160	176	194
Average cost for community based services	\$3,921	\$4,313	\$4,744	\$5,182
Children receiving residential services	62	74	81	89
Average cost for residential services	\$21,347	\$22,414	\$23,535	\$24,712
Children receiving private day placements	71	78	82	86
Average cost of private day placements	\$38,655	\$42,520	\$44,646	\$46,878
Children receiving treatment foster care services	21	23	25	28
Average cost for treatment foster care services	\$27,063	\$29,769	\$31,257	\$32,820



## COMPUTER SYSTEM REPLACEMENT FUND

The Computer System Replacement Fund, a component part of the Capital Asset Preservation Program (CAPP) and a sub-fund within the Capital Projects Fund, was established during the FY 2003 budget process to fund computer hardware and software system replacements critical to County operations. The Department of Information Technology (DIT) annually reviews current hardware and software systems, and inventories systems that have future replacement costs associated with their life cycle usefulness. This fund was established to address the replacement costs of the County's computer systems.

### Minor Computer System Replacements (Up to \$500,000)

The Computer System Replacement Fund provides funding for system replacements that cost up to \$500,000. The table below provides a categorical list of the annual replacement costs for FY 2017 through FY 2022.

**FY 2017 – FY 2022 Computer Replacement Fund Contribution Requirements for Minor Replacements**

System Replacement Category	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Network Equipment	\$600,000	\$700,000	\$800,000	\$900,000	\$900,000	\$900,000
Windows and Enterprise Servers	500,000	500,000	500,000	500,000	500,000	500,000
Enterprise Storage	320,000	320,000	320,000	320,000	320,000	320,000
Application Software	20,000	20,000	20,000	20,000	20,000	20,000
Video Conferencing	100,000	25,000	25,000	25,000	25,000	25,000
Network Security	260,000	260,000	260,000	260,000	260,000	260,000
<b>FY 2017 – FY 2022 Annual Required Contribution</b>	<b>\$1,800,000</b>	<b>\$1,825,000</b>	<b>\$1,925,000</b>	<b>\$2,025,000</b>	<b>\$2,025,000</b>	<b>\$2,025,000</b>

**Minor Computer System Replacement Fund Financial Summary (in Thousands)**

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
<b>Revenues</b>							
Local Tax Funding	\$1,800	\$1,825	\$1,925	\$2,025	\$2,025	\$2,025	\$11,625
<b>Total Sources of Funds</b>	<b>\$1,800</b>	<b>\$1,825</b>	<b>\$1,925</b>	<b>\$2,025</b>	<b>\$2,025</b>	<b>\$2,025</b>	<b>\$11,625</b>
<b>Expenditures</b>							
Minor Computer System Replacement	\$1,800	\$1,825	\$1,925	\$2,025	\$2,025	\$2,025	\$11,625
<b>Total Expenditures</b>	<b>\$1,800</b>	<b>\$1,825</b>	<b>\$1,925</b>	<b>\$2,025</b>	<b>\$2,025</b>	<b>\$2,025</b>	<b>\$11,625</b>

## COUNTY OPEB TRUST FUND

The Governmental Accounting Standards Board issued Statement #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” or “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. The new standard requires recognition of the cost of the benefits over the service period of the employee. This concept is similar to accounting requirements for pension obligations under existing standards.

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 have begun to consider OPEB funding status in their evaluations of government financial condition. It is possible that bond ratings may suffer for those 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.

In response to the reporting requirements, the County created a fiduciary fund in FY 2009 with a budget of \$10,000,000; \$7,000,000 for the LCPS and \$3,000,000 for Loudoun County. The purpose of this fiduciary fund was to provide the County with a means to budget for the annual cost of public employee non-pension benefits related to OPEB in the same manner as reporting financial information for 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. In order to better control the increasing cost of retiree health benefits trend and mitigate future liabilities, the LCPS and Loudoun County have continued to monitor the program, implementing several cost saving measures over the last several years. The changes which include restructuring cost sharing and eligibility have resulted in notable savings. The County and LCPS will continue to explore innovative solutions that will assist in future program cost management.

In FY 2015, a contribution of \$17,500,000; \$12,000,000 for the LCPS and \$5,500,000 for Loudoun County, was made to the Trust. The FY 2016 Adopted Budget included the same level of funding as FY 2015 with an annual contribution of \$17,500,000 to the OPEB Trust; \$12,000,000 for the LCPS and \$5,500,000 for Loudoun County. In an ongoing commitment to this program, the same level of funding as FY 2015 and FY 2016 is included in the FY 2017 Adopted and FY 2018 Projected budget amounts.

The LCPS FY 2017 budget amount of \$12,000,000, which is included in the LCPS Superintendent’s FY 2017 Adopted Budget, is projected to be included in future budgets for the near term. The School Board has approved retiree health care reforms and their impact on the OPEB obligation will be actuarially reassessed and adjusted as appropriate for future budget requests. The County FY 2017 budget amount of \$5,500,000 to be paid into the OPEB Trust (in addition to other OPEB Plan County contributions) represents a commitment to a full funding approach and will result in an ongoing annual reduction to the Net OPEB Obligation (NOO).



**Fund Financial Summary**

<b>OPEB Contributions</b>	<b>FY 2015 Actual</b>	<b>FY 2016 Adopted</b>	<b>FY 2017 Adopted</b>	<b>FY 2018 Projected</b>
County	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000
Schools	12,000,000	12,000,000	12,000,000	12,000,000
<b>Total OPEB Contributions</b>	<b>\$17,500,000</b>	<b>\$17,500,000</b>	<b>\$17,500,000</b>	<b>\$17,500,000</b>



## DULLES INDUSTRIAL PARK WATER AND SEWER DISTRICT FUND

The Board of Supervisors established the Dulles Industrial Park Water & Sewer District in 2006 as a service district pursuant to the Code of Virginia, Section 15.2, Chapter 24, in response to a landowner petition for the construction of water and sewer lines. The district consists of 24 properties located north of U.S. Route 50, near the Loudoun County-Fairfax County boundary. Utility improvements were constructed and operated by Loudoun Water.

The special assessment was negotiated on a per property basis as a fixed-dollar amount. The special assessment was estimated to generate \$1,650,000 in revenue over 10 years. On September 7, 2011, the Board of Supervisors adopted the "Ordinance Amending the Special Assessment to Fund Water and Sewer Improvements at Dulles Industrial Park Based on Final Project Costs" which lowered the assessment to \$1,372,557.67. The current repayment schedule shows the final payment on this debt in December 2016. Consequently, the revenues and expenditures shown for FY 2017 are one-half of the annual amounts shown for prior years.

### Fund Financial Summary

	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Expenditures</b>	<b>\$151,903</b>	<b>\$143,752</b>	<b>\$71,876</b>	<b>\$0</b>
<b>Revenue</b>	<b>\$155,307</b>	<b>\$143,752</b>	<b>\$71,876</b>	<b>\$0</b>



## DULLES TOWN CENTER COMMUNITY DEVELOPMENT AUTHORITY FUND

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. The Dulles Town Center Community Development Authority (CDA) was created by the Board of Supervisors in 1998 via Codified Ordinances of Loudoun County § 260.03 after petition from the owners of land comprising the district. The bonds issued by the CDA are not debts of Loudoun County.

Prior to FY 2016, the Board did not appropriate this fund during the budget process; instead, appropriations were made as they were needed. Beginning with FY 2016, in an effort to standardize the process, this fund was included within the proposed budget for appropriation during the budget process.

### Fund Financial Summary

	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Expenditures</b>				
Operating and Maintenance	\$2,899,646	\$3,500,000	\$3,500,000	\$3,500,000
<b>Total – Expenditures</b>	<b>\$2,899,646</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>
<b>Revenues</b>				
General Property Taxes	\$2,905,769	\$3,500,000	\$3,500,000	\$3,500,000
<b>Total – Revenues</b>	<b>\$2,905,769</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>

## EMS TRANSPORT REIMBURSEMENT PROGRAM FUND

Adopted in FY 2014, the Emergency Medical Services (EMS) Transport Reimbursement Program Fund was established as part of the FY 2015 budget development process. The program became operational during FY 2016. Through the EMS Transport Reimbursement Program, any individual transported to a medical facility as a result of an emergency call response will have their insurance carrier billed for reimbursement to the County agency or Loudoun County Volunteer Company for the incurred costs of the transport. The reimbursement rate 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 fiduciary responsibility of the respective agencies. The identified revenue sharing formula is as follows:

<b>Fiduciary Responsibility Type</b>	<b>Percentage Share (%)</b>
<b>Apparatus (transport vehicle) ownership</b>	20%
<b>Station ownership</b>	20%
<b>EMS provider (highest level of treatment)</b>	25%
<b>County provided infrastructure</b>	25%
<b>First responder (units assigned to first response)</b>	10%

The EMS Transport Reimbursement Program Fund is a special revenue fund through which all of the revenue yielded from the EMS Transport Reimbursement Program will be appropriated, and the distribution of the revenue to the respective Volunteer Companies and the Department of Fire, Rescue and Emergency Management and programmatic costs will derive. In addition, 25 percent of the net revenue is retained as fund balance to maintain the County provided infrastructure of the Combined Fire-Rescue System including technology infrastructure, facilities maintenance, renovations and additions, apparatus equipment, replacement, debt service and other operational elements required to promote and sustain an effective Combined Fire-Rescue System. The program staff costs are within the Department of Fire, Rescue and Emergency Management (DFREM) and will be covered through a transfer from this Fund to the General Fund. As a result, no local tax revenues are to be used to fund any EMS transport reimbursement efforts. The administrative costs, contractual requirements, and other necessary costs associated with conducting the program is derived directly from the EMS transport reimbursement revenue and is paid first prior to any distribution.



## EMS Transport Reimbursement Program Fund

### Fund Financial Summary

	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Estimated Beginning Balance<sup>1</sup></b>	<b>\$207,197</b>	<b>\$18,849</b>	<b>\$975,094</b>	<b>\$1,712,147</b>
<b>Revenue</b>				
Charges for Service <sup>2</sup>	\$0	\$4,500,000	\$3,500,000	\$3,500,000
<b>Total – Revenues</b>	<b>\$0</b>	<b>\$4,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>
<b>Expenditures</b>				
Personnel <sup>3</sup>	\$0	\$0	\$274,537	\$282,773
Operating & Maintenance	70,941	417,400	264,382	267,026
Distribution to Agencies	0	2,868,737	2,224,028	2,224,028
Transfer to General Fund- DFREM <sup>3</sup>	117,407	257,618	0	0
<b>Total – Expenditures</b>	<b>\$188,348</b>	<b>\$3,543,755</b>	<b>\$2,762,947</b>	<b>\$2,773,827</b>
<b>Projected Year End Fund Balance<sup>4</sup></b>	<b>\$18,849</b>	<b>\$975,094</b>	<b>\$1,712,147</b>	<b>\$2,438,320</b>

The fees established by the Board of Supervisors for system 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 be included in the adopted appropriation. The applicable CPI utilized must be certified by the County Treasurer.

### FY 2017 Adopted Rate Schedule for EMS Transport Reimbursement Program

<b>Service Reimbursement</b>	<b>Rate (\$)</b>
<b>Basic Life Support, Emergency (BLS)</b>	\$467.00
<b>Advanced Life Support, Level 1 (ALS-1)</b>	\$660.00
<b>Advanced Life Support, Level 2 (ALS-2)</b>	\$770.00
<b>Mileage Reimbursement</b>	
<b>Per mile traveled (applies to all types of service)</b>	\$11.00

<sup>1</sup> FY 2016 Adopted beginning balance figures are derived from the County's FY 2015 Comprehensive Annual Financial Report.

<sup>2</sup> FY 2016 Adopted revenue is based on early estimates provided by a consulting firm and reflects a start date of July 1, 2014. The program did not begin collecting reimbursements until July 2015. FY 2017 adopted revenues are based on actual reimbursements received through the first half of FY 2016.

<sup>3</sup> Personnel costs associated with County program staff of 3.00 FTE were previously budgeted in the General Fund. Beginning in FY 2017, these costs will be budgeted directly in the EMS Transport Reimbursement Program Fund.

<sup>4</sup> Projected Fund Balance reflects the 25 percent of the net revenue retained by the County for the provision of Fire Rescue system infrastructure. No infrastructure costs are included in this Fund Summary.



## GREENLEA TAX DISTRICT FUND

In its 2008 Special Session, the Virginia General Assembly passed legislation amending §15.2-2404 of the Virginia State Code authorizing 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 easily met this standard with a signed petition to the County requesting that the Board of Supervisors 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 of Supervisors 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 completely financed by the Greenlea Homeowners Association II in conjunction with a private lender. The County pays the proceeds for 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 of Supervisors 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 six percent interest per year. The 19 properties in the community will be taxed equally and will pay the assessment in semi-annual payments.

### Fund Financial Summary

	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Expenditures</b>	<b>\$43,027</b>	<b>\$44,038</b>	<b>\$44,038</b>	<b>\$44,038</b>
<b>Revenue</b>	<b>\$45,345</b>	<b>\$44,038</b>	<b>\$44,038</b>	<b>\$44,038</b>



## HOUSING FUND

Revenue collected in the Housing Fund is generated through the sale of Affordable Dwelling Units (ADUs) sold at market price, cash proffers specifically designated to the Fund, ADUs that have been sold at market price upon expiration of the 15 year covenant, and the provision of cash in lieu of constructing ADUs as the result of a Board of Supervisors approved zoning modification. The Fund is governed by an agreement which was adopted by the Board of Supervisors in 1997. Expenditures within this fund, as determined by the Board in a specific allocation action, include funding for specific County programs and initiatives. They include the Down Payment and Closing Cost (DPCC) program, the Public Employee Homeownership Grant (PEG) program, the ADU Foreclosure Purchase program, the ADU Purchase program, the Housing Funds Application process for Non-profit Developers, grant match to the federal grant for the now completed Neighborhood Stabilization Program, and used in 2005 to pay for a title review of ADUs for the identification of ADUs that had been over-financed. Expenditures in FY 2017, FY 2018, and beyond include additional activity in program areas.

Until FY 2016, the Board has not appropriated this fund during the budget process; instead, appropriations have been made as they are needed. In an effort to standardize the process, this fund was included within the proposed budget for appropriation during the budget process.

### Fund Financial Summary

	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Expenditures</b>				
Operating And Maintenance	\$106,777	\$5,000,000	\$5,000,000	\$5,000,000
<b>Total – Expenditures</b>	<b>\$106,777</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>
<b>Revenues</b>				
Use Of Money And Property	\$2,266	\$0	\$0	\$0
Miscellaneous Revenue	2,014,661	5,000,000	5,000,000	5,000,000
Recovered Costs	74	0	0	0
<b>Total – Revenues</b>	<b>\$2,017,001</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>





## LEGAL RESOURCE CENTER FUND (LAW LIBRARY)

The mission of the Law Library is to provide resources and reference services that promote access to justice by addressing the legal information needs of Loudoun County government, court personnel, attorneys, the local prison population and the general public. The Law Library provides a collection of legal materials that is needed, much used, and not generally available elsewhere in Loudoun County. The full-time law librarian selects, purchases, shelves, and updates materials, manages subscriptions, coordinates gifts, processes payments, and develops library policies and procedures.

The library is open 8:30 AM to 4:30 PM, Monday through Friday. During these hours, the librarian is available to provide reference service, bibliographic instruction, copier service, and online access. Attorneys and court personnel can also access the collection at other times during the workweek. The librarian responds to patrons' requests received in person and by phone or e-mail and prisoner requests submitted by the Office of the Sheriff.

### Fund Financial and FTE Summary

	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Expenditures</b>				
Personnel	\$81,543	\$79,451	\$81,719	\$84,171
Operating and Maintenance	11,517	5,937	5,937	5,996
<b>Total – Expenditures</b>	<b>\$93,060</b>	<b>\$85,388</b>	<b>\$87,656</b>	<b>\$90,167</b>
<b>Revenues</b>				
Charges For Services	\$43,550	\$49,000	\$49,000	\$52,466
Miscellaneous Revenue	10,000	20,000	20,000	20,000
Intergovernment-Commonwealth	0	16,388	18,656	17,701
Transfer from the General Fund	42,920	0	0	0
<b>Total – Revenues</b>	<b>\$96,470</b>	<b>\$85,388</b>	<b>\$87,656</b>	<b>\$90,167</b>
<b>Local Tax Funding</b>	<b>\$3,410</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>FTE</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>



## MAJOR EQUIPMENT REPLACEMENT FUND

The Major Equipment Replacement Fund (MERF) allows for the scheduled and emergency replacement of major operational equipment over \$5,000 in value. Previously, the County funded replacement of such equipment on an as-needed basis through either allocation of local tax resources in the General Fund budget or through mid-year use of fund balance. This fund was created as part of the FY 2016 Adopted Budget.

The FY 2017 Adopted Budget allocates \$4,000,000 in local tax funding to the Major Equipment Replacement Fund to allow for replacement of selected major equipment during FY 2017. Following is a fund summary, as well as planned uses for FY 2016 and FY 2017.

### Fund Financial Summary

	FY 2015 Actual	FY 2016 Estimated	FY 2017 Adopted	FY 2018 Projected
<b>Revenue</b>				
Projected Beginning Fund Balance	\$0	\$0	\$2,694,179	\$1,863,179
Transfer from the General Fund	0	4,000,000	4,000,000	4,000,000
<b>Total – Revenue</b>	<b>\$0</b>	<b>\$4,000,000</b>	<b>\$6,694,179</b>	<b>\$5,863,179</b>
<b>Expenditures</b>				
Operations and Maintenance	\$0	\$0	\$1,231,000	\$831,000
Capital Outlay	0	1,305,821	3,600,000	3,600,000
Other Use of Funds	0	0	0	0
<b>Total – Expenditures</b>	<b>\$0</b>	<b>\$1,305,821</b>	<b>\$4,831,000</b>	<b>\$4,431,000</b>
<b>Available Year-End Fund Balance</b>	<b>\$0</b>	<b>\$2,694,179</b>	<b>\$1,863,179</b>	<b>\$1,432,179</b>

### FY 2016 Estimated Uses of Funds

Department	Asset	Expenditure
<b>Capital Outlay</b>		
Building and Development	Format Plotter	\$10,398
Courts	Digital Audio Systems Replacement in Courtrooms	25,686
Fire, Rescue, and Emergency Services	Bomb Disposal Suits	100,646
Fire, Rescue, and Emergency Services	Audio – Visual Equipment Replacement for Training Center	180,664
Information Technology	Adult Detention Center Door Security System	150,000
Information Technology	Juvenile Detention Center Camera Monitoring System	120,000
Library Services	Self-Checkout Kiosks	143,500
Mapping and Geographic Information	OCE Engineering Copier	15,597
Parks, Recreation, and Community Services	Grounds Maintenance Equipment	151,522
Parks, Recreation, and Community Services	Heavy Maintenance Equipment	184,053
Parks, Recreation, and Community Services	Replacement Mower for Claude Moore Park	62,500
Parks, Recreation, and Community Services	Baumalight Brush Fire MP360 for Banshee Nature Preserve	11,045
Parks, Recreation, and Community Services	Toro Groundsmaster Mower for Franklin Park	61,277
Sheriff's Office	High Density Storage Systems	79,297
Transportation and Capital Infrastructure	Format Plotter	9,636
<b>Total – Capital Outlay</b>		<b>\$1,305,821</b>



## Major Equipment Replacement Fund

### FY 2017 Anticipated Uses

In the FY 2017 Adopted Budget, the Major Equipment Replacement Fund has an allocation of \$200,000 to conduct a comprehensive Fixed Asset Replacement Cycle Analysis for County departments. A Request for Proposal (RFP) process will be utilized to select a vendor to conduct the study. The replacement analysis will be used for the budget and planning of major equipment purchases.

The Department of Fire and Emergency Management has requested the replacement of 700 Self-Contained Breathing Apparatus (SCBA) units (650 standard packs, 50 Rapid Intervention Team packs) to upgrade the existing system to SCBA's manufactured under the 2013 National Fire Protection Association (NFPA) standards 1981 and 1982. The Department has applied for a \$2 million grant opportunity to potentially offset the full cost of the \$6 million replacement and will be notified in early 2017 of the decision. To assist the Department with the SCBA replacement, the MERF has an FY 2017 allocation of \$1,031,000; of this amount \$200,000 is for the 10 percent grant match requirement, and \$831,000 is for the annual debt service payment to finance the purchase of the SCBA units. Staff is still evaluating the plan to finance the SCBAs, and debt service payments are proposed to be paid out of the fund directly at this time.

The Department of Information Technology is budgeted for \$3.1 million in FY 2017 to initiate the first phase of the Public Safety Radio System replacement. This project will focus on replacing all public safety mobile radios in vehicles and apparatus and the microwave network that handles the radio communications. The system infrastructure is a critical component to public safety field communications and dispatching calls for service. The system replacement will occur in three phases from FY 2017 to FY 2019 and must be addressed for capability purposes with the new Computer-Aided Dispatch system going live in May 2016.

Department	Asset	Expenditure
<b>Operations and Maintenance</b>		
Fire, Rescue, and Emergency Management	SCBA Units – Grant Match	\$200,000
Fire, Rescue, and Emergency Management	SCBA Debt Payment	831,000
Management and Budget	Fixed Asset Replacement Cycle Analysis	200,000
<b>Subtotal – Operations and Maintenance</b>		<b>\$1,231,000</b>
<b>Capital Outlay</b>		
Information Technology	Public Safety Radio System Replacement	\$3,100,000
Projected Other Uses	Various	500,000
<b>Subtotal – Capital Outlay</b>		<b>\$3,750,000</b>
<b>Total</b>		<b>\$4,831,000</b>

## PUBLIC FACILITIES FUND

Developer contributions, also known as proffers, provide resources that assist in developing capital facilities in the Capital Improvement Program (CIP). Proffers are cash contributions, dedicated land, and/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 rezonings, or changes in the planned use of land and/or higher residential densities on a property, which may generate significant capital facility costs. When a developer is granted a rezoning that changes the use of land parcels from commercial to residential uses, or to higher density residential uses, those new housing units generate a need for County services and capital facilities such as schools, parks, libraries, etc. at a higher rate than the pre-existing base zoning of the parcel. The development community offers proffer contributions to help offset these future capital costs.

The County maintains an inventory of all types of proffers, which include cash, land and in-kind proffers. Cash proffers accrue to the Public Facilities Fund. As allowed in §15.2-2299 of the Code of Virginia, the Loudoun County Zoning Administrator is vested with all necessary authority to administer and enforce proffers and, per statute, holds the final authority to adjudicate the eligibility of proffers for public facility uses.

In 2001, the General Accounting Standards Board (GASB) issued GASB 34, the account reporting standard for local governments. Prior to GASB 34, proffers had been reported as transfers from the Public Facilities Fund to particular capital projects. Since FY 2002, the County is required to budget proffer funds and report them in its annual financial report. The County began budgeting appropriated proffers in the Public Facilities Fund in FY 2003.

Until recently, land proffers were budgeted at a pre-zoned assessed value with the final value of the land proffer established at the time of conveyance. In 2005, the Board of Supervisors initiated a Comprehensive Plan Amendment (CPAM) which included a revision to the proffered land policy. CPAM 2006-0001, "Proffered Land Sites Credit Methodology," was approved by the Board of Supervisors on June 14, 2006. Per this policy, land proffers dedicated to the County are valued at the market rate for the planned land use of the parcel. In-kind proffers are budgeted at an estimated value based on current construction market trends. The values of in-kind assets are verified at the time the work is completed. Cash proffers are budgeted in the Public Facilities Fund and shown as transfers into the Capital Fund, Transportation District Fund, General Fund or Debt Service Fund as applicable.

### FY 2017 – FY 2022 Public Facilities Fund

The FY 2017 – FY 2022 Adopted Public Facilities Fund utilizes \$71,457,876 in cash proffers to fund capital improvement projects in the six-year CIP. The expenditures focus on capital investments for County-owned facilities with the goal to develop County-owned land assets, expand the use of existing facilities for public use, emphasize the construction of transportation infrastructure, and lower the County's debt burden to develop capital facilities and roads.

#### Public Facilities Fund Financial Summary

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	Total
<b>Revenues</b>							
<i>Public Facilities Fund</i>							
Cash Proffers	\$37,532,000	\$30,349,000	\$0	\$2,584,000	\$0	\$253,000	\$70,718,000
Cash Proffer Interest	\$739,876	\$0	\$0	\$0	\$0	\$0	\$739,876
In-Kind Proffers	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>\$38,271,876</b>	<b>\$30,349,000</b>	<b>\$0</b>	<b>\$2,584,000</b>	<b>\$0</b>	<b>\$253,000</b>	<b>\$71,457,876</b>

The FY 2017 cash proffer appropriations obtained 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.



## FY 2017 Public Facilities Fund

	ZMAP	Development	SEQ#	AMOUNT
<b>Ashburn Senior Center</b>	ZMAP-2004-0013	ALEXANDERS CHASE	99066799	\$624,496.28
	ZMAP-2002-0019	AMBERLEIGH	99065148	\$1,312,168.32
	ZMAP-1994-0012	ASHBROOK	96094650	\$0.03
	ZMAP-1994-0012	ASHBROOK	97020070	\$0.37
	ZMAP-2005-0017	ASHBURN PLACE	99066989	\$341,340.06
	ZMAP-1994-0013	ASHBURN RUN (1)	99062711	\$0.50
	ZMAP-1986-0032	ASHLEIGH	96031115	\$0.13
	ZMAP-2005-0019	BELMONT ESTATES	99071228	\$1,318,304.27
	ZCPA-1991-0007	BELMONT FARMS GRAVES LANE	96014720	\$0.22
	ZCPA-1993-0006	BELMONT FOREST	95070019	\$0.07
	ZMAP-1986-0047	BELMONT FOREST	96111451	\$0.79
	ZCPA-2009-0007	BELMONT GLEN VILLAGE	99072299	\$1,236,420.96
	ZCPA-2011-0002	BROADLANDS SOUTH SECTION 200	99073353	\$564,297.18
	ZMAP-1999-0005	CEDAR RIDGE	99063646	\$0.72
	ZMAP-1989-0039	COURTS OF ASHBURN	96023105	\$7.97
	ZMAP-2005-0026	ERICKSON RETIREMENT COMMUNITIES	99067825	\$1,739,849.66
	ZMAP-1999-0023	HUNT AT BELMONT COUNTRY C- BLES / WELLER	99064224	\$0.09
	ZMAP-1990-0015	LOUDOUN PARKWAY CENTER	97040470	\$146,584.54
	ZMAP-2002-0016	ONE LOUDOUN CENTER	99065895	\$206,089.45
	ZMAP-2000-0003	POTTER PROPERTY	99063216	\$0.39
	ZCPA-1992-0001	PRIMROSE VILLAGE (WARNER) PROFFERS	97020051	\$0.56
	ZMAP-1993-0002	RIDGES AT ASHBURN	95060028	\$9.45
	ZMAP-1994-0016	RYANS RIDGE	96061154	\$35.95
	ZMAP-1995-0002	SUNVALLEY MEWS	96061817	\$0.56
	ZMAP-1990-0008	TOLL ROAD PLAZA	95120227	\$471,230.33
	ZMAP-2004-0023	TOWNS AT BELMONT RIDGE	99067483	\$323,796.19
	ZMAP-1994-0003	WORTMAN PROPERTY	95060003	\$364.96
				<b>\$ 8,285,000.00</b>

	ZMAP	Development	SEQ#	AMOUNT
<b>Route 606 Widening</b>	ZMAP-1986-0012	BROAD RUN	97060952	\$16,000.00
	ZMAP-1988-0200	TURNER PROPERTY (AKA WESTWIND 606)	99066519	\$268,000.00
				<b>284,000.00</b>

	ZMAP	Development	SEQ#	AMOUNT
<b>Sterling Boulevard Extension</b>	ZMAP-2005-0038	TOWNES AT AUTUMN OAKS	99068700	\$28,000.00
				<b>\$28,000.00</b>



## FY 2017 Public Facilities Fund

	ZMAP	Development	SEQ#	AMOUNT
<b>Hal and Berni Hanson Regional Park</b>	ZMAP-2006-0015	ARCOLA CENTER	99072078	1,244,047.03
	ZMAP-2003-0014	BELMONT TRACE	99066151	0.33
	ZMAP-2002-0020	BRADDOCK CORNER	99065503	82,863.52
	ZMAP-2002-0003	C D SMITH PROPERTY	99066684	4,693,301.38
	ZMAP-2011-0004	CARDINE TORRIS	99073555	399,858.00
	ZMAP-2004-0022	DAWSONS CORNER	99066972	2,877,344.04
	ZMAP-2004-0020	EAST GATE ONE	99066957	1,945,554.71
	ZMAP-2005-0003	EAST GATE THREE	99066965	323,880.40
	ZMAP-2004-0004	ESTATES AT ELK RUN	99067198	0.75
	ZMAP-2003-0007	GRAHAM FLYNN BIGGERS	99065973	274,258.90
	ZMAP-2003-0002	GREENFIELD CROSSING	99066271	313,260.08
	ZMAP-2005-0016	KIMMITT PROPERTY	99066982	241,904.60
	ZCPA-2010-0002	KIRKPATRICK FARMS - LUNETTE HOUSE	99070577	200,000.00
	ZMAP-2002-0001	KIRKPATRICK WEST	99066954	938,109.70
	ZMAP-2003-0004	MASIRA	99066116	0.74
	ZMAP-2001-0004	PINEBROOK VILLAGE	99064554	1,479,003.16
	ZMAP-2002-0023	PROVIDENCE GLEN	99066058	1,221,922.89
	ZMAP-2005-0007	RESERVE AT SOUTH RIDING I	99067694	203,931.24
	ZMAP-2005-0014	RESERVE AT SOUTH RIDING II	99067719	1,328.79
	ZMAP-2005-0001	SEVEN HILLS	99066992	1,851,687.88
	ZMAP-1994-0017	STONE RIDGE	96073609	56,138.26
	ZMAP-2002-0022	TOWNES AT EAST GATE	99066557	3,522,518.34
	ZMAP-2004-0019	TREBURG	99067641	0.26
	ZMAP-2006-0008	WHITE OAK CREST	99071264	740,593.92
	ZMAP-2005-0044	WOODBURN	99068359	943,491.08
				<b>23,555,000.00</b>

	ZMAP	Development	SEQ#	AMOUNT
<b>Transit Buses</b>	ZMAP-2004-0004	Estates at Elk Run	99067195	118,730.49
	ZMAP-2008-0007	Fairfield at Ryan's Corner	99070332	296,421.92
	ZMAP-2006-0007	Glascok Field at Stone Ridge	99071138	84,823.87
	ZMAP-2002-0005	Loudoun Station	99064848	22.94
	ZMAP-2006-0003	Morley Corner	99069013	0.38
	ZMAP-2005-0039	Victoria Station	99068232	0.40
				<b>\$500,000.00</b>



## FY 2017 Public Facilities Fund

	ZMAP	Development	SEQ#	AMOUNT
Town of Round Hill - Sleeter Lake Park		CASH PROFFER INTEREST		\$173,462.00
				<b>\$173,462.00</b>

	ZMAP	Development	SEQ#	AMOUNT
Town of Hamilton Pedestrian Improvements		CASH PROFFER INTEREST		\$566,414.00
				<b>\$566,414.00</b>

	ZMAP	Development	SEQ#	AMOUNT
Loudoun County High School Naval JROTC Facility Renovations		TOWN OF LEESBURG CASH PROFFERS		\$3,130,000.00
				<b>\$3,130,000.00</b>

	ZMAP	Development	SEQ#	AMOUNT
CS Monroe Center Conversion		TOWN OF LEESBURG CASH PROFFERS		\$1,750,000.00
				<b>\$1,750,000.00</b>

**FY 2017 Total: \$38,271,876**





## FY 2018 Public Facilities Fund

	ZMAP	Development	SEQ#	AMOUNT
<b>Ashburn Recreation &amp; Community Center</b>	ZMAP-1996-0001	BELMONT BLUFF	99041858	33,592.84
	ZMAP-2008-0007	FAIRFIELD AT RYANS CORNER	99070315	7,945,144.88
	ZMAP-1999-0021	FAIRFIELD RESIDENTIAL AT SILO CREEK	99063314	599,514.00
	ZMAP-2002-0009	GOOSE CREEK PRESERVE	99066199	3,781,357.50
	ZMAP-2003-0008	GOOSE CREEK VILLAGE NORTH	99067537	6,941,347.20
	ZMAP-2003-0009	GOOSE CREEK VILLAGE SOUTH	99066235	0.84
	ZMAP-2003-0006	LANSDOWNE VILLAGE GREENS	99066408	2,180,962.09
	ZMAP-2002-0004	RESERVE AT BELLE TERRA, THE	99064798	707,483.53
	ZMAP-2004-0018	RESERVE AT WAXPOOL	99067444	1,174,415.92
	ZMAP-2005-0004	STONEGATE	99067390	2,752,563.88
	ZMAP-2012-0003	WALTONWOOD ASHBURN	99074006	543,617.32
				<b>\$26,660,000.00</b>

	ZMAP	Development	SEQ#	AMOUNT
<b>Claude Moore Recreation Center</b>	ZMAP-2002-0017	PARC DULLES II	99072361	\$2,000,000.00
				<b>\$2,000,000.00</b>

	ZMAP	Development	SEQ#	AMOUNT
<b>Shaw Road</b>	SPEX-1997-0025	ALLIED PLAZA	99062389	\$30,000.00
	ZCPA-1993-0005	DOMINION STATION PEACE PLANTATION 2	95070051	\$282,263.49
	ZMAP-1986-0046	SCHWALD AND LERNER STERLING BUS PRK CTR	97013231	\$393,653.00
	SPEX-1986-0053	STEEPLECHASE INDUSTRIAL PARK 2	97101606	\$59,295.65
	SPEX-1986-0053	STEEPLECHASE INDUSTRIAL PARK 2	96105340	\$134,787.86
				<b>\$900,000.00</b>

	ZMAP	Development	SEQ#	AMOUNT
<b>Waxpool/Loudoun County Park way</b>	SPEX-1997-0008	AMERICA ONLINE BRITISH AEROSPACE	97091571	\$0.40
	SPEX-1998-0017	ASHBURN CORPORATE CENTER L 2-17	99062646	\$80.00
	SPEX-1999-0026	BEAUMEADE CORP CTR LOTS 29 & 30	99062184	\$19.00
	ZMAP-2011-0006	DIGITAL LOUDOUN	99073025	\$187,828.56
	ZMAP-1999-0021	FAIRFIELD RESIDENTIAL AT SILO CREEK	99063323	\$332.00
	ZMAP-2002-0016	ONE LOUDOUN CENTER	99064780	600,000.00
	ZMAP-1985-0014	SYSTEMATICS GENERAL	96090747	\$740.04
				<b>\$789,000.00</b>

**FY 2018 Total: \$30,349,000**



## FY 2020 Public Facilities Fund

	ZMAP	Development	SEQ#	AMOUNT
Brambleton Library	ZMAP-1993-0005	BRAMBLETON (1)	99064107	\$70,000.00
				<b>\$70,000.00</b>

	ZMAP	Development	SEQ#	AMOUNT
Glascok Boulevard (East of Arcola)	ZMAP-2004-0016	DULLES LANDING	99069627	\$2,514,000.00
				<b>\$2,514,000.00</b>

**FY 2020 Total: \$2,584,000**

## FY 2022 Public Facilities Fund

	ZMAP	Development	SEQ#	AMOUNT
Atlantic Boulevard Pedestrian Improvements	ZMAP-1995-0015	VESTALS GAP CENTER	97101649	\$9,974.95
	SPEX-2001-0034	DULLES TOWN CROSSING STAY HOTELS	99064492	\$51,025.05
				<b>\$61,000.00</b>

	ZMAP	Development	SEQ#	AMOUNT
Northstar Boulevard (80) (Tall Cedars to Braddock)	ZMAP-1999-0006	EAST RIDING ESTATES	99063787	\$87,123.52
	ZMAP-2000-0008	DEAN PROPERTY	99065413	\$104,876.48
				<b>\$192,000.00</b>

**FY 2022 Total: \$253,000**



## RENTAL ASSISTANCE PROGRAM FUND

In 1977, Loudoun County Housing Services, now a part of the Department of Family Services, executed its first agreement with the Virginia Housing Development Authority (VHDA) to serve as the local administering agency of the Housing Choice Voucher (HCV) Rental Assistance Program. This Federal Rental Assistance Program is funded by the U.S. Department of Housing and Urban Development (HUD) and prior to FY 2002 funding was passed through VHDA to Loudoun. Loudoun County executed agreements with VHDA and HUD to transfer the administration of the Housing Choice Voucher Program from passing through VHDA to direct County administration with HUD, effective July 1, 2001 (FY 2002). The program's purpose is to provide low income families decent, safe, and sanitary housing at prices which they can afford. The program provides rent subsidies for eligible low-income families and handicapped or elderly persons. All housing types are eligible (i.e., single-family homes, duplexes, condominiums and apartments), provided they meet Housing and HUD Housing Quality Standards.

### Fund Financial Summary

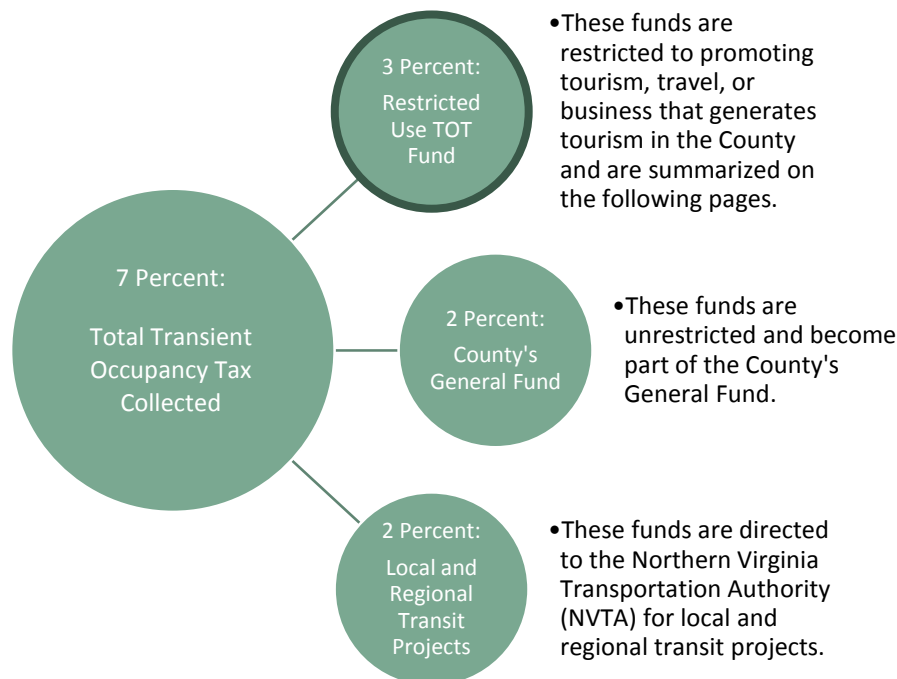
	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Expenditures</b>	<b>\$8,052,338</b>	<b>\$9,041,450</b>	<b>\$8,528,784</b>	<b>\$8,528,784</b>
<b>Revenues</b>	<b>\$7,996,266</b>	<b>\$8,961,044</b>	<b>\$8,448,378</b>	<b>\$8,448,378</b>
<b>Local Tax Funding</b>	<b>\$56,072</b>	<b>\$80,406</b>	<b>\$80,406</b>	<b>\$80,406</b>
<b>FTE Summary<sup>1</sup></b>	<b>11.25</b>	<b>9.25</b>	<b>9.25</b>	<b>9.25</b>

<sup>1</sup> Two (2.00) FTE were moved to the Benefits Program within the General Fund as part of an FY 2015 mid-year reallocation of resources.

## RESTRICTED USE TRANSIENT OCCUPANCY TAX FUND

Loudoun County levies a Transient Occupancy Tax (TOT) on hotels, motels, travel campgrounds, and other businesses offering guest rooms for rent. The application of this tax has several stipulations; for example, the business must meet certain room number requirements, and the rooms must be available for continuous occupancy, but for fewer than thirty consecutive days by the same individual. The tax is calculated at 7 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 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 revised in January 2011. The Funding Policy guides the Board of Supervisors in its efforts to strategically and proactively impact tourism in Loudoun County. The Board's funding priorities are:

- **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 program. 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. Twenty-five percent of the forecasted Restricted TOT revenues will be available to fund those uses as determined by the Board that best meet the goals of the Tourism Destination Strategy.

Projections for FY 2017 Restricted TOT revenue anticipate an increase of 5 percent from FY 2016 adopted revenues. The Board of Supervisors mandate that 10 percent of projected revenue be held in reserve. The projected reserve amount for FY 2017 is \$387,750. The fund's year-end balance is projected to exceed the 10 percent reserve requirement.



## Restricted Use Transient Occupancy Tax Fund

<b>Fund Financial Summary</b>	<b>FY 2015 Actual<sup>1</sup></b>	<b>FY 2016 Estimated</b>	<b>FY 2017 Adopted</b>	<b>FY 2018 Projected<sup>2</sup></b>
<b>Resources</b>				
Projected Beginning Fund Balance	\$418,830	\$553,406	\$1,457,309	\$1,728,461
Estimated Restricted TOT Revenue	3,371,423	3,591,000	3,877,500	3,993,600
<b>Total Projected Restricted TOT Resources</b>	<b>\$3,790,253</b>	<b>\$4,144,406</b>	<b>\$5,334,809</b>	<b>\$5,722,061</b>
<b>Board Approved Uses or Reserves</b>				
Visit Loudoun	\$2,095,250	\$2,254,050	\$2,908,125	\$2,995,200
Transfer to the General Fund <sup>3</sup>	391,597	383,047	398,223	404,401
Redskins Marketing Agreement	500,000	0	0	0
<b>Funding Requests</b>				
Epicurience VA (Visit Loudoun)	\$200,000	\$0	\$100,000	\$0
Visit Loudoun Sports Tournament Grants	50,000	50,000	50,000	50,000
Waterford Fair	0	0	150,000	0
<b>Total Projected Restricted TOT Uses</b>	<b>\$3,236,847</b>	<b>\$2,687,097</b>	<b>\$3,606,348</b>	<b>\$3,449,601</b>
<b>Year-End Restricted TOT Balance</b>	<b>\$553,406</b>	<b>\$1,457,309</b>	<b>\$1,778,461</b>	<b>\$2,272,460</b>
<i>Mandated Restricted Reserve<sup>4</sup></i>	<i>\$337,142</i>	<i>\$359,100</i>	<i>\$387,750</i>	<i>\$399,360</i>
<b>Projected Fund Balance Less Mandated Reserve</b>	<b>\$216,264</b>	<b>\$1,098,209</b>	<b>\$1,340,711</b>	<b>\$1,873,100</b>

<sup>1</sup> FY 2015 revenue figures are derived from the County's FY 2015 Comprehensive Annual Financial Report.

<sup>2</sup> FY 2018 Projections are derived from projections provided by the County to the NVTa.

<sup>3</sup> The transfer to the General Fund is for specific tourism-related expenditures within the Departments of Economic Development, Fire, Rescue, and Emergency Management, and Parks, Recreation, and Community Services, which are outlined on the following pages.

<sup>4</sup> The Board of Supervisors mandated that 10 percent of Restricted TOT revenue be held in reserve. Current projections do not indicate that any adjustments will be needed to maintain the 10 percent of revenue reserve ratio.



## Restricted Use Transient Occupancy Tax Fund

### Transfer to the General Fund by Department from the Restricted TOT Fund

	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Department of Economic Development</b>	\$195,207	\$184,078	\$196,300	\$199,954
International cluster activities within the Department of Economic Development are funded through a transfer from the Restricted TOT fund. The Department's funds are used to offset the cost of a position 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. This transfer is projected to increase with projected increases in revenue from the TOT for FY 2017 and 2018.				
<b>Department of Fire, Rescue, and Emergency Management</b>	\$78,610	\$81,189	\$84,143	\$86,667
Restricted TOT funding is used to offset the costs of the Department of Fire, Rescue, and Emergency Management's (FREM) Special Events Coordinator. This position serves as the conduit for collaborative work with event organizers to ensure compliance with permitting requirements; assist in the development of emergency contingency plans; aid in identifying ways to minimize the impact on the surrounding community; and, in many instances, provide onsite support during an event. Through the efforts of the Special Events Coordinator, FREM 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 ranging in 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 such as tournaments, 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 TOT Funding Policy. Funding for this position is projected to increase 3 percent from FY 2017 to FY 2018.				
<b>Department of Parks, Recreation, and Community Services</b>	\$117,780	\$117,780	\$117,780	\$117,780
A portion of the Department of Parks, Recreation and Community Services' athletic field maintenance expenditures are offset by Restricted 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 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.				
<b>Total Transfer to the General Fund</b>	<b>\$391,597</b>	<b>\$383,047</b>	<b>\$398,223</b>	<b>\$404,401</b>



## Restricted Use Transient Occupancy Tax Fund

### Contributions to External Organizations from the Restricted TOT Fund

Summary of Adopted Contributions to External Organizations	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Visit Loudoun</b>	\$2,095,250	\$2,254,050	\$2,908,125	\$2,995,200
According to the County's Memorandum of Understanding with Visit Loudoun, dated January 19, 2011, Visit Loudoun receives 75 percent of projected Restricted TOT revenue appropriated by the County each year. Revenue from the TOT is projected to increase for FY 2017 and FY 2018 over FY 2016, thereby increasing the adopted and projected allocations to Visit Loudoun.				
<b>Visit Loudoun Epicurience Virginia</b>	\$200,000	\$0	\$100,000	\$0
Epicurience Virginia is an annual event held during Labor Day weekend which features Loudoun wineries, restaurants, and businesses in an effort to increase tourism and travel within the County. Visit Loudoun requested \$200,000 per year for three years (FY 2013 – FY 2015) to assist with the establishment of this event. No funds were allocated to Visit Loudoun for this event in FY 2016. Visit Loudoun has committed to \$100,000 in its FY 2017 budget for Epicurience Virginia and is requesting matching funds of \$100,000 from the Restricted TOT Fund to ensure baseline funding for the event.				
<b>Visit Loudoun Sports Tournament Grant Program</b>	\$50,000	\$50,000	\$50,000	\$50,000
Sports tourism, which refers to travel to view or participate in a sporting event, has become the fastest growing sector in the global travel industry. Loudoun is perfectly suited to take advantage of this segment, with top-notch facilities, professional sports and 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 Loudoun Board of Supervisors in March 2006. The program is designed to support bids on sports tournaments, including human and animal events that will generate the greatest return on investment in terms of visitor spending in Loudoun. A competitive application process encourages cooperation, ensures that the tournaments can be accommodated, and increases their success.				
<b>The Waterford Foundation – The Waterford Fair</b>	\$0	\$0	\$150,000	\$0
The Waterford Fair is an annual event that highlights local crafts, historic homes, and local history. The fair also features traditional dance, music, and activities in which attending families can participate. The fair attempts to provide an educational experience along with entertainment and frequently selects artisans and vendors who can provide historical information and context to the skill they are demonstrating.				
<b>Total Contribution to External Organizations</b>	<b>\$2,845,250<sup>5</sup></b>	<b>\$2,304,050</b>	<b>\$3,208,125</b>	<b>\$3,045,200</b>

<sup>5</sup> This figure includes \$200,000 for Visit Loudoun's Epicurience event and \$500,000 for the Redskins Marketing Agreement.



## Restricted Use Transient Occupancy Tax Fund

### Restricted Use Transient Occupancy Tax (TOT) Funding Policy Adopted by the Loudoun County Board of Supervisors July 19, 2005 Revised Through January 19, 2011

#### I. Purpose:

- a. To provide the Loudoun County Board of Supervisors with the opportunity to strategically and proactively impact tourism in Loudoun County through the sustained investment in the provision of core tourism services.
- b. To enable targeted investment in high priority tourism projects that advance Loudoun's strategic tourism objectives.
- c. To maximize tax relief to the general fund by increasing Restricted Transient Occupancy Tax revenues.

#### II. Funding Guidelines:

- a. Use of funds must meet the purposes set out for the Restricted Transient Occupancy Tax as stated in Section 58.1-3819 of the Code of Virginia (1950), as amended, which is:

"(Any) excess over two 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." While it is recognized that this is a broad criteria, it will be incumbent on the entity requesting the funds to show how they meet this requirement.

#### III. Tourism Priorities:

- a. Priorities of funding for the revenues generated by the Restricted Transient Occupancy Tax will be as follows:
  1. **Core Tourism Services** to sustain Loudoun's tourism base and competitively position Loudoun County to attract visitors; and
  2. **Strategic Tourism Growth Initiatives** to expand Loudoun's tourism base by implementing high priority projects that are compatible with the programmatic elements of the Loudoun County Tourism Destination Strategy.

#### IV. Development of the Loudoun Tourism Destination Strategy:

- a. Loudoun County will develop and adopt a 5-year Tourism Destination Strategy that will guide the marketing, promotion and product development of Loudoun's tourism sector.
- b. The Loudoun Convention and Visitors Association, Inc. (d/b/a "Visit Loudoun"), as the primary programmatic element of Loudoun County's travel and tourism promotion, will coordinate the Tourism Destination Strategy development process.
- c. The development of the Tourism Destination Strategy will include broad participation from tourism industry sectors, citizens, advisory boards (Economic Development Commission, Rural Economic Development Council, Parks and Recreation Advisory Board, Loudoun PLACES), elected officials, and others.
- d. The Tourism Destination Strategy will be reviewed annually by the Board of Supervisors, with the Economic Development Commission, Visit Loudoun, and industry partners. This annual review will identify and prioritize Strategic Tourism Growth Initiatives. It will also determine how to assign and manage the allocation of funds for Strategic Tourism Growth Initiatives.

## Restricted Use Transient Occupancy Tax Fund

### V. Funding Policy for Core Tourism Services:

- a. Core Tourism Services will be defined and measured based upon standards recommended by the International Association of Convention and Visitors Bureaus.
- b. Loudoun County will develop a 5-Year Memorandum of Understanding (MOU) with Visit Loudoun to provide those defined Core Tourism Services.
- c. Seventy-five (75) percent of the projected Restricted Transient Occupancy Tax funds will be allocated annually to Visit Loudoun to perform Core Tourism Services.
- d. Visit Loudoun will report semi-annually to the Board of Supervisors, or one of its Committees, regarding its performance in the delivery of Core Tourism Services.
- e. The funding process for Core Tourism Services shall be as follows:
  1. Each year, by November 1, the Budget Office will provide Visit Loudoun with a preliminary projection of Restricted TOT revenues for the upcoming fiscal year.
  2. Each year by December 1, Visit Loudoun will provide to the Budget Office, a complete description of the Core Tourism Services that will be performed in the upcoming fiscal year by Visit Loudoun based on the receipt of 75 percent of the forecasted Restricted TOT revenues, and based on any excess revenues from the prior fiscal year.
  3. Each year, along with the year-end fund balance report, the Board of Supervisors will consider the draft budget for Visit Loudoun for the upcoming fiscal year, to include any necessary increase or decrease based on the prior fiscal year's actual revenues.
  4. The Budget Office will incorporate the draft budget for Visit Loudoun, with any changes recommended by the Board of Supervisors, into the County Administrator's proposed budget document for the upcoming year.

### VI. Funding Policy for Strategic Tourism Growth Initiatives:

- a. Projects to be funded as Strategic Tourism Growth Initiatives will be identified and prioritized by the annual review of the Tourism Destination Strategy.
- b. Specified projects may be funded by competitive procurement, grants to non-profit entities, or transfers to County agencies or Visit Loudoun.
- c. Unallocated funds may be carried over to the following year to use as a reserve or for multi-year projects.
- d. The Board will maintain a reserve of 10% of actual Restricted TOT Revenues, to be adjusted at the end of each fiscal year, for years in which revenues received are less than projected.
- e. It is the Board's policy that non-profit entities receiving public funds for a certain project through other means (such as through Visit Loudoun, CDBG, Regional Organizations, or other such programs), will not be eligible for Restricted TOT grants.
- f. The funding process for Strategic Tourism Growth initiatives shall be as follows:



## Restricted Use Transient Occupancy Tax Fund

1. Funding for Strategic Tourism Growth initiatives will be considered as part of the Countywide budget review.
2. Upon closing of the financial books for the previous fiscal year, staff will bring a year-end report of the Restricted TOT Fund to the Board of Supervisors, or one of its Committees, for review. Staff will also update the Board on the status of the Restricted TOT Reserve Fund and projected revenues for the upcoming fiscal year. The County Administrator (or designee) will recommend potential uses of the Restricted TOT Fund for the upcoming fiscal year. (November/December)
3. The annual review of the Tourism Destination Strategy will identify and prioritize the Strategic Tourism Growth Initiatives. The Board will make a recommendation for use of the Restricted TOT Fund for consideration in the upcoming budget process. (December/January)
4. Should the Board recommend funding Strategic Tourism Growth Initiatives outside of County programs, applications will be due to Visit Loudoun by April 1. Applicants will be expected to complete the TOT Funding Application provided by the County and any additional materials requested by Visit Loudoun.
5. Proposals and applications will be reviewed by Visit Loudoun and recommendations provided to a Committee of the Board at a May meeting.
6. TOT funds for strategic tourism growth projects will be allocated by the Board of Supervisors prior to July 1<sup>st</sup> of such year. Any entity receiving funding through Strategic Tourism Growth Initiative funds will be required to enter into an MOU with the County guiding the use of those funds.



## REVOLVING LOAN FUND

The Board of Supervisors created the Revolving Loan Fund (RLF) on July 21, 1992. The Fund provided a financing mechanism for capital project and equipment needs of General Government, the Schools, and Volunteer Fire and Rescue Companies. During the CIP deliberation process on March 21, 1996, the Board of Supervisors redefined the scope of the Revolving Loan Fund by limiting those entities that may receive these funds. As a result, General Government and School capital projects no longer receive any financing from the Revolving Loan Fund. The Fund remains a source of capital for future non-General Government and non-School requests related to wastewater treatment projects or Volunteer/Fire Rescue requests. The FY 2016 estimated year-end balance for the Revolving Loan Fund is \$4,027,383.

### Revolving Loan Fund Requests

There were no requests submitted for FY 2017. An estimated \$4,105,477 will be available by FY 2018 for loans meeting the Board of Supervisors' criteria.

#### Fund Financial Summary

	FY 2015 Actuals	FY 2016 Revised	FY 2017 Adopted	FY 2018 Projected
<b>Estimated Beginning Balance:</b>	<b>\$1,378,688</b>	<b>\$3,945,893</b>	<b>\$4,027,383</b>	<b>\$4,105,477</b>
<b>Revenue</b>				
<b>Principal Payments</b>				
Ashburn Volunteer Fire and Rescue Company <sup>1</sup>	\$2,400,000	\$0	\$0	\$0
Leesburg Volunteer Fire Company	67,908	67,908	67,908	67,908
<b>Subtotal – Payments Received</b>	<b>\$2,467,908</b>	<b>\$67,908</b>	<b>\$67,908</b>	<b>\$67,908</b>
Interest Income	\$99,297	\$13,582	\$10,186	\$6,791
<b>Total – Revenues</b>	<b>\$2,567,205</b>	<b>\$81,490</b>	<b>\$78,094</b>	<b>\$74,699</b>
<b>Available Balance</b>	<b>\$3,945,893</b>	<b>\$4,027,383</b>	<b>\$4,105,477</b>	<b>\$4,180,176</b>

<sup>1</sup> In FY 2015, the Ashburn Volunteer Fire and Rescue Company paid off the remainder of the balance owed to the Revolving Loan Fund.



## ROUTE 28 TRANSPORTATION DISTRICT 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. Expected expenditures can be met in FY 2017 with a rate of 18 cents per \$100 of assessed value.

For FY 2017, the Route 28 Transportation Improvement District is projected to generate \$10,264,000 in current and delinquent tax revenue to offset its estimated \$10,264,000 in expenditures. There is no local tax funding in this district/fund.



## Route 28 Transportation District Fund

### Fund Financial Summary

	FY 2015 Actual	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Expenditures</b>	<b>\$9,550,126</b>	<b>\$10,021,000</b>	<b>\$10,264,000</b>	<b>\$10,619,000</b>
<b>Revenue</b>	<b>\$9,691,900</b>	<b>\$10,021,000</b>	<b>\$10,264,000</b>	<b>\$10,619,000</b>
<b>Total</b>	<b>\$141,774</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

### FY 2017 Forecasted Real Property Taxable Base (Forecasted as of January 2016)

2016 Estimated fair market value of real taxable property <sup>1</sup>	\$5,697,283,000
PLUS: Reassessment due to equalization	67,717,000
PLUS: Actual full value of new construction	<u>129,830,000</u>
2016 Forecasted fair market value of real taxable property	\$5,894,830,000
 FY 2017 Real property tax base subtotal	 \$5,796,057,000
LESS: Potential administrative and/or Board of Equalization adjustments <sup>2, 3</sup>	(86,941,000)
LESS: Land use deferrals	0
Plus: Partial value of new construction	<u>25,966,000</u>
FY 2017 Forecasted real property tax base total	\$5,735,082,000

### FY 2017 Forecasted Real Property Tax Revenue

	Forecasted Taxable Base	Net Revenue per Penny <sup>4</sup>	Revenue (\$0.18/\$100 Tax Base)
Real Property	\$5,735,082,000	\$565,770	\$10,184,000
Public Service Corp., Delinquent, and Penalty			<u>\$80,000</u>
<b>Total Revenue<sup>5</sup></b>			<b>\$10,264,000</b>

<sup>1</sup> Excludes residential properties.

<sup>2</sup> Resulting from appeals and hearings.

<sup>3</sup> Estimated at 1.5% of fair market value.

<sup>4</sup> Excludes estimate of 0.05% uncollectible revenue and 1.0% deferred revenue and 0.30% for refunds projected to be unavailable for funding expenditures in FY 2017.

<sup>5</sup> Revenue total is rounded to nearest \$1,000 for FY 2017 forecast.



## STATE AND FEDERAL GRANT FUND

The State and Federal Grant Fund was established during FY 2011 to record State, Federal, or other revenues that restrict expenditures for specified purposes. Previously, these funds had been recorded in the departmental revenues and expenditures. Due to the establishment of this fund, those amounts are now reflected in the State and Federal Grant Fund as well as in the respective department figures. The FY 2017 Adopted Budget includes State or Federal revenues totaling \$2,176,400.

The Department of Family Services receives Federal funding for the Community Development Block Grant (CDBG) program which is used for program operating costs and personnel support of 1.28 FTE. The purpose of the CDBG program is to help develop viable communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for low- and moderate-income persons.

The Department of Fire, Rescue, and Emergency Management receives Four-for-Life funds dedicated to enhance the provision of emergency medical services to Loudoun County. These funds are used for County emergency medical services.

The Department of Mental Health, Substance Abuse, and Development Services receives State funding for the Early Intervention Programs and 6.00 FTE dedicated personnel. The Early Intervention Program is mandated to provide early intervention services to disabled infants and toddlers and their families.

The Department of Transportation and Capital infrastructure receives Federal funding for the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The Department also receives State funding for the Regional Surface Transportation Program (RSTP). Both of these programs support surface transportation projects and other related efforts that contribute to air quality improvements and provide congestion relief.

### Fund Financial and FTE Summary

	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>Expenditures</b>			
Personnel	\$758,383	\$841,182	\$841,182
Operating And Maintenance	1,359,276	1,335,218	1,335,218
<b>Total – Expenditures</b>	<b>\$2,117,659</b>	<b>\$2,176,400</b>	<b>\$2,176,400</b>
<b>Revenue</b>			
Intergovernmental -Commonwealth	\$789,126	\$825,533	\$825,533
Intergovernmental - Federal	1,328,533	1,350,867	1,350,867
<b>Total – Revenues</b>	<b>\$2,117,659</b>	<b>\$2,176,400</b>	<b>\$2,176,400</b>
<b>Local Tax Funding</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>FTE</b>	<b>7.86</b>	<b>7.28</b>	<b>7.28</b>

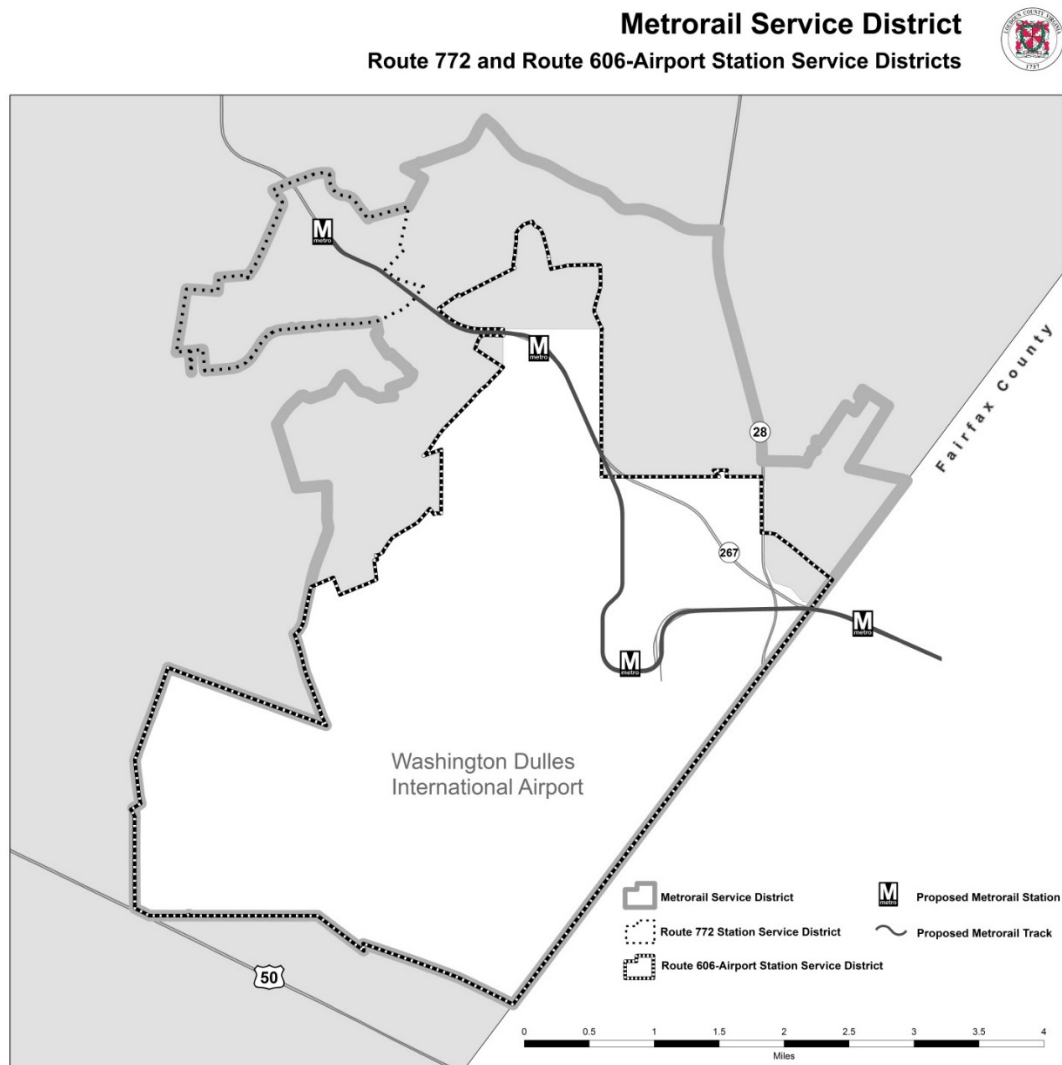


## TRANSPORTATION DISTRICT FUND

The Transportation District Fund was created in FY 2013 for the purpose of segregating transportation and transit-related revenues and expenditures. This fund includes real property tax revenue collected from the Special Tax Districts created to support the Dulles Corridor Metrorail Project, a transfer from the General Fund of \$0.02 of the real property tax rate, revenue resulting from the enactment of HB2313 by the Virginia General Assembly in 2013, and local gasoline tax revenue.

### Metrorail Service Special Tax Districts

In December 2012, the Board established three special tax districts in concert with Phase II of the Dulles Corridor Metrorail project (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 county-wide real property tax is administered.





## Transportation District Fund

The **Metrorail Service Tax District** was established for the purpose of providing public transportation systems serving each Station Service District. The ordinance allows for revenue to be utilized specifically for Loudoun's share of the cost of constructing any related facilities and structures including parking facilities; 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; rail lines; relocation of roadways; and engineering and legal costs related to the Metrorail project. The primary purpose of the Metrorail Service Tax District is to pay off the debt service on the TIFIA loan (detailed below) and any other debt issued by the County for the construction of the Dulles Corridor Metrorail Project extension into the County.

The **Route 606-Airport Stations Service Tax District** (Ashburn Station) was created to provide public transportation systems serving the District at the new stations to be located at the Dulles International Airport proximate to the airport passenger terminal and proximate to State Route 606 respectively. This District is to provide revenue continuing beyond the term of the Metrorail Service District for the purpose of funding the ongoing payments to the Washington Metropolitan Area Transit Authority (WMATA) to provide Metrorail transit service to the stations.

The **Route 772 Station Service Tax District** (Loudoun Gateway Station) was created to provide public transportation systems serving the District at the station to be located proximate to State Route 772. This District is to provide revenue continuing beyond the term of the Metrorail Service District for the purpose of funding the ongoing payments to the Washington Metropolitan Area Transit Authority (WMATA) to provide Metrorail transit service to the stations.

### Transportation Infrastructure Finance and Innovation Act (TIFIA)

The Transportation Infrastructure Finance and Innovation Act of 1998 (TIFIA), as amended, is a federal credit assistance program, administered by the United States Department of Transportation (USDOT), for eligible surface transportation projects of regional or national significance. The program offers three forms of credit assistance, secured (direct) loans, loan guarantees, and lines of credit. On February 21, 2014, USDOT formally invited Loudoun County, Fairfax County, and the Metropolitan Washington Airports Authority (MWAA) to apply for TIFIA credit assistance that will be used for each entity's individual capital contribution towards the Dulles Corridor Metrorail Project. Loudoun County submitted an application for TIFIA credit assistance for a secured loan amount of \$195,072,507 plus deferred interest and closed on the loan on December 9, 2014.

MWAA estimates the total cost to construct the Dulles Corridor Metrorail Project at \$5.6 billion. The County will use the TIFIA loan to finance a portion of Loudoun's share of the Project. Per the Memorandum of Agreement executed December 2011, Loudoun County is responsible for 4.8 percent or \$273 million of the total project cost. With the TIFIA loan amount of \$195,072,507, the County requires an additional \$78 million to fund its share of the project. The County plans to use the Metrorail Service District tax revenues to potentially offset future borrowing needs for the remaining portion of the project costs.

It is projected that beginning in FY 2019, Loudoun County will begin paying its portion of the WMATA capital contributions for the Metrorail system. At this time, Loudoun's capital contribution is estimated to be approximately \$12 to \$13 million annually. These projected funds are included in the FY 2017 – FY 2022 Adopted CIP and proposed to be funded using general obligation bond financing. While the ordinance establishing the Metrorail Service District allows the use of the revenues generated by the district for ongoing costs to WMATA, the debt service on the TIFIA loan and additional borrowing for the construction of the project have priority in drawing on those funds per the TIFIA Loan Agreement until such debt is paid off, which is estimated to be in 2042. As such, additional appropriations from the General Fund would be needed to cover debt service for the debt issued for the capital contribution during that time.



## Transportation District Fund

### HB2313 Statutory Requirements and Local and Regional Revenues

During the 2013 Virginia General Assembly legislative session, HB2313 was enacted; it established three revenue sources dedicated to transportation and transit for Northern Virginia and the establishment of the Northern Virginia Transportation Authority (NVTA) as the organization responsible for managing these revenue sources.

HB2313 included an incremental increase of 0.7 percent for the State Sales Tax; \$0.15 congestion relief fee to the Grantor's Tax; and 2 percent to the Transient Occupancy Tax within the nine jurisdictions comprising the NVTA. NVTA distributes "Local" 30 percent of the proportional revenue collected to each of the jurisdictions on a periodic basis. The 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. The remaining "Regional" 70 percent of the proportional revenue collected in each jurisdiction is retained by NVTA for regional transportation projects that are included within the TransAction regional transportation plan or mass transit capital projects that increase capacity. The regional transportation projects are prioritized and adopted by the NVTA Board on an annual basis with the intent that over time each jurisdiction will receive its proportional equivalent share of the revenue.

In addition, the towns that have road maintenance responsibility or a population over 3,500 within each of the respective counties are to be provided the proportional share of the "Local" 30 percent revenue collected within the town limits. The Towns of Leesburg and Purcellville are eligible for these funds. Per HB2313, these revenue sources must be deposited into a separate, special revenue fund for which the Transportation District Fund is to serve as Loudoun County's designated fund. For FY 2017, the revenue is dedicated to projects included in the FY 2017-2022 Capital Improvement Program (CIP). Further details on the transportation projects utilizing HB2313 revenues can be found within the Transportation Capital Projects section of the CIP in Volume 2 of this document.

HB2313 also requires that the County maintain the level of funding dedicated for transportation and transit equivalent to the average of expenditures for transportation and transit as established for the period of FY 2011 to FY 2013 (three fiscal years), or approximately \$14.53 million; and that the dedicated revenue is separate from the anticipated HB2313 revenues. In addition to the requirement of maintaining funding levels, 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 in order to receive the 30 percent share of HB2313 revenue. It is estimated that a C&I tax levied in Loudoun County would yield approximately \$15,890,000 in FY 2016. The Board of Supervisors has taken no action to levy such a tax, and accordingly the FY 2017 Adopted Budget includes appropriations for transportation and transit purposes, which includes the equivalent of \$0.02 of the real estate property tax or \$15 million, an additional \$2 million in local tax funding for a total of \$17 million as a transfer in from the General Fund, cash proffer funding of \$1,378,414 for local transportation projects, and \$7,898,000 of local gasoline tax revenue. Per the statute, this funding is placed in a separate account within the County's Transportation District Fund.

### Future of Local Gasoline Tax Revenue and Uses

Loudoun County began the collection of a 2 percent local gasoline tax in January 1989. Initially, gasoline tax funds were administered through the Loudoun County Transportation District Commission (LCTDC). In January 1990, the Loudoun County Board of Supervisors (the Board) dissolved the LCTDC and elected to join the Northern Virginia Transportation Commission (NVTC). Local gasoline tax collections are now directed to a separate Loudoun account at NVTC and transferred to the County as revenue. It is anticipated that in FY 2019, start-up costs for the operation of the Metrorail will begin, and Loudoun's share of local gasoline tax revenues will be dedicated to WMATA to support the operation and maintenance of the Metrorail system. (Payments are required 18 months in advance of the opening date.)

In 1993, the Board modified the original policy by establishing a funding formula for the Local Gasoline Tax Fund annual budget; which is now part of the Transportation District Fund. As part of this funding formula, the Board



## Transportation District Fund

designates a percentage of the County's gasoline tax revenues to the Towns of Leesburg and Purcellville proportionate to the Towns' populations of the County's population. The Board agreed to provide these two towns with a proportional share of local gasoline tax revenue because these towns have responsibility for maintenance of their streets. The other five incorporated towns in Loudoun County have not met the State Code population threshold of 3,500 to require locally funded street maintenance.

Beginning in FY 2015 and continuing to the opening of the Dulles Corridor Metrorail Project in FY 2020 the County's local gasoline tax revenue is projected to come in on average \$3.1 million lower than was estimated during the FY 2016 budget process. In FY 2015, the local gasoline tax revenue was estimated to generate revenue of \$11.5 million, but actual revenue only totaled to \$8.7 million. The FY 2016 Adopted Budget included gasoline tax revenue projections for FY 2016 of \$10.2 million and for FY 2017 of \$10.8 million. Historically low gas prices have now reduced those projections to \$7.3 million and \$7.9, respectively, in the FY 2017 Adopted Budget.

While the fund itself has had the benefit of sufficient gasoline tax fund balances to cover these deficits in collections, the realized shortfalls in FY 2015 and projected shortfalls in FY 2016 together with reduced revenue projections over the next few fiscal years will decrease these available funds. Thus far, the gasoline tax shortfalls have not had an impact on operations and planned capital projects, but the flexibility of gasoline tax revenue the County has previously enjoyed is no longer available. The FY 2017 Adopted Budget uses \$2.8 million of gasoline tax fund balance to maintain current service levels.

Gasoline tax revenue shortfalls will impact the County in three ways over the short- and long-term.

1. Over the short-term – until Metrorail becomes operational and gasoline tax revenues are diverted to WMATA – projected gasoline tax revenue projections are not sufficient to fund all previously-funded programs.
2. When Metrorail becomes operational and the County must commence its payments to WMATA, all gasoline tax-funded programs will either require new revenue sources, be reduced, or be discontinued.
3. Local gasoline tax revenue will likely not be sufficient to fully fund the operational and capital contributions to WMATA. Revenue generated by the Metrorail Tax Districts must first be used to repay the TIFIA loan; it is estimated those payments will end in 2042.

Over the next two to three fiscal years, the County will engage in a process of transitioning its operations from the use of gasoline tax revenue to an alternative revenue source(s) or make service changes to require a lesser amount of funding. The FY 2017 Adopted Budget and FY 2018 Projected Budget begin to address the intermediate needs to transition programs off of local gasoline tax funding.

- Beginning in the FY 2017 Adopted Budget, local tax funding has replaced gasoline tax funding for administrative support and grant matches for DTCL in the amount of \$509,611.
- Beginning in the FY 2018 Projected Budget, contributions to transportation-related non-profit organizations in the amount of \$664,201 are projected to be eliminated. Local tax funding replaces gasoline tax funding for advertising in DTCL, park and ride maintenance in the Department of General Services, and Adaptive Recreation Program transportation services in the Department of Parks, Recreation, and Community Services in the amount of \$408,984. Finally, gasoline tax funding for the County's commuter and local fixed route bus operations is reduced from \$9,305,600 to \$6,236,700 (approximately by one-third), and over the next fiscal year staff will analyze, with the Board's guidance, available replacement revenue sources (i.e., local tax funding, regional revenue sources) or alternatively changes in service level.



## Transportation District Fund

### Fund Financial Summary

	FY 2016 Revised	FY 2017 Adopted	FY 2018 Projected
<b>Estimated Beginning Fund Balance</b>	<b>\$40,261,633</b>	<b>\$47,886,663</b>	<b>\$56,160,633</b>
<b>Revenues</b>			
Metrorail Services Special Tax Districts	\$7,096,000	\$7,569,000	\$8,249,000
Local Gasoline Tax	7,327,000	7,898,000	8,340,000
NVTA Local 30%	15,516,000	16,611,737	17,091,895
NVTA Regional 70%	36,204,000	38,760,720	39,881,088
Interest	23,000	23,000	23,000
Transfer from General Fund <sup>1</sup>	16,095,000	17,000,000	15,000,000
Transfer from Public Facilities Fund	18,183,999	1,378,414	1,689,000
Transfer from Capital Financing Fund	0	0	0
Use of Prior-Year Fund Balance – Local Gasoline Tax	4,534,035	2,800,123	0
<b>Total - Revenues</b>	<b>\$104,979,034</b>	<b>\$92,040,994</b>	<b>\$90,273,983</b>
<b>Expenditures</b>			
Local Gasoline Tax <sup>2</sup>	\$11,861,035	\$10,698,123	\$7,405,563
Capital Projects	1,446,078	693,484	1,156,250
Transportation/Transit	9,975,816	9,970,627	6,236,700
Administrative	439,141	34,012	12,613
HB2313 Local (30%) - NVTA Administrative Fees	167,743	207,647	213,649
HB2313 Local (30%) - Transfer to Capital Fund	15,348,257	16,404,090	16,878,246
HB2313 Regional (70%) - Transfer to Capital Fund	36,204,000	38,760,720	39,881,088
Transportation Capital Project – Transfer to Capital Fund	34,278,999	18,378,414	16,689,000
<b>Total – Expenditures</b>	<b>\$97,860,034</b>	<b>\$84,448,994</b>	<b>\$81,067,546</b>
<b>Estimated Impact to Fund Balance</b>	<b>\$7,119,000</b>	<b>\$7,592,000</b>	<b>\$9,206,437</b>
<b>Projected Year End Fund Balance</b>	<b>\$47,380,633</b>	<b>\$54,972,633</b>	<b>\$64,179,070</b>

<sup>1</sup> This transfer includes the equivalent of \$0.02 of the general property tax.

<sup>2</sup> The table on the next page provides detail for local gasoline tax expenditures.



## Transportation District Fund

### Local Gasoline Tax Appropriations

	FY 2016 Revised	FY 2017 Adopted	FY 2018 Projected
<b>Capital Projects</b>			
Town of Leesburg <sup>3</sup>	\$1,222,931	\$587,462	\$977,971
Town of Purcellville	223,147	106,022	178,279
Capital Improvement Program	0	0	0
<b>Subtotal – Capital Projects</b>	<b>\$1,446,078</b>	<b>\$693,484</b>	<b>\$1,156,250</b>
<b>Percent of Total Expenditures</b>	<b>12.2%</b>	<b>6.5%</b>	<b>15.6%</b>
<b>Transportation/Transit</b>			
DGS – Park and Ride Lot Maintenance	\$177,467	\$179,242	\$0
DTCI – Commuter Bus	5,617,800	5,209,746	3,592,000
DTCI – Local Fixed Route	3,433,537	3,870,270	2,644,700
DTCI- Rideshare Grant Match	88,688	0	0
PRCS – Adaptive Recreation Transportation	160,000	135,000	0
American Red Cross	38,916	38,916	0
Every Citizen Has an Opportunity	35,700	36,700	0
Loudoun Volunteer Caregivers	165,297	168,510	0
Virginia Regional Transit – Rural Fixed Route Service	258,411	332,243	0
Other Transit-Related Projects	0	0	0
<b>Subtotal – Transportation/Transit Projects</b>	<b>\$9,975,816</b>	<b>\$9,970,627</b>	<b>\$6,236,700</b>
<b>Percent of Total Expenditures</b>	<b>84.1%</b>	<b>93.2%</b>	<b>84.2%</b>
<b>Administrative Contributions</b>			
DTCI – Commuter Bus Promotion and Advertising	\$10,000	\$10,000	\$0
DTCI – Administrative Services	400,876	0	0
Dulles Area Transportation Association	12,000	12,000	0
Northern Virginia Transportation Commission (NVTC)	16,265	12,012	12,613
<b>Subtotal – Administrative Contributions</b>	<b>\$439,141</b>	<b>\$34,012</b>	<b>\$12,613</b>
<b>Percent of Total Expenditures</b>	<b>3.7%</b>	<b>0.3%</b>	<b>0.2%</b>
<b>Total – Expenditures</b>	<b>\$11,861,035</b>	<b>\$10,698,123</b>	<b>\$7,405,563</b>

<sup>3</sup> The Towns of Leesburg and Purcellville receive a percentage of local gasoline tax revenue proportional to their population of the County's population. Based on the reduced revenue estimates for the gasoline tax in FY 2016, the Towns' proportional share has been reduced for FY 2017 accordingly.



## Transportation District Fund

### Local Gasoline Tax Appropriation – Capital Projects

	<b>FY 2016 Adopted</b>	<b>FY 2017 Adopted</b>	<b>FY 2018 Projected</b>
<b>Town of Leesburg</b>	\$1,222,931	\$587,462	\$977,971
<p>As part of the funding formula adopted in 1993, the Board designates a percentage of the County's gasoline tax revenues to the Town of Leesburg proportionate to the Town's population of the County's population. The County's total projected population in FY 2017 is 385,114. Leesburg's forecasted population is 45,433 or 11.8 percent, which would result in an allocation of \$931,750 of projected gasoline tax revenues to the Town to use for transportation projects. However, due to projected shortfalls in FY 2016, the Town's allocation has been reduced by \$344,288 in FY 2017 to make up for the overpayment in FY 2016. The Town, which requested \$3,290,000, has indicated that it intends to use the FY 2017 funding for Phase IV widening of Sycolin Road project, Battlefield Parkway, and Local Fixed Route Transit Services.</p>			
<b>Town of Purcellville</b>	\$223,147	\$106,022	\$178,279
<p>As part of the funding formula adopted in 1993, the Board designates a percentage of the County's gasoline tax revenues to the Town of Purcellville proportionate to the Town's population of the County's population. The County's total projected population in FY 2017 is 385,114. Purcellville's forecasted population is 8,233 or 2.1 percent, which would result in an allocation of \$168,844 of projected gasoline tax revenues to the Town to use for transportation projects. However, due to projected shortfalls in FY 2016, the Town's allocation has been reduced by \$62,822 in FY 2017 to make up for the overpayment in FY 2016. The Town, which requested \$234,304, has indicated that it intends to use the FY 2017 funding for Route 690 and A Street intersection improvements.</p>			
<b>Total</b>	<b>\$1,446,078</b>	<b>\$693,484</b>	<b>\$1,156,250</b>





## Transportation District Fund

### Local Gasoline Tax Appropriation – Transportation/Transit

	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>DGS – Park and Ride Lot Maintenance</b>	\$177,467	\$179,242	\$0
<p>The Department of General Services (DGS) requested funding for maintenance of County-owned park and ride lots. Maintenance responsibilities include pavement maintenance, signage, snow removal and lighting. The increase in funding requested is attributable to a 1 percent annual cost escalation on operations and maintenance.</p> <p>The Department requested \$218,984 for FY 2018; this request is planned to be funded in FY 2018 through local tax funding.</p>			
<b>DTCI – Loudoun County Commuter Bus Operations</b>	\$5,617,800	\$5,209,746	\$3,592,000
<p>The DTCI Transportation Planning and Operations Division requested funding for Loudoun County Commuter Bus operations. This service provides daily transportation for commuters to and from Arlington County and Washington, D.C. The commuter bus program is funded by a combination of fare box revenue, annual appropriations from the local gasoline tax revenue, and State Formula Aid.</p> <p>In anticipation of needing to reduce the bus operations' dependence on local gasoline tax, contributions have been reduced in FY 2018. In FY 2017, a fare increase is anticipated, which will reduce the need for gasoline tax revenue. In addition, over the next fiscal year, staff will explore the use of local tax funding as a replacement revenue source; the availability of other regional revenue sources will also be explored.</p>			
<b>DTCI – Loudoun County Urban Local Fixed Route Transit Operations</b>	\$3,433,537	\$3,870,270	\$2,644,700
<p>The DTCI Transportation Planning and Operations Division requested funding for Loudoun County Urban Local Fixed Route Transit operations. The Urban Local Fixed Route Transit program is funded by a combination of fare box revenue, annual appropriations of local gasoline tax revenue, and State Operating Assistance Grant. The requested appropriation covers the anticipated contracted hourly service rate for the service hours and routes.</p> <p>In anticipation of needing to reduce the bus operations' dependence on local gasoline tax, contributions have been reduced in FY 2018. Over the next fiscal year, staff will explore the use of local tax funding as a replacement revenue source; the availability of other regional revenue sources will also be explored.</p>			
<b>DTCI – Rideshare Matching Grant Program</b>	\$88,688	\$0	\$0
<p>This matching program leverages State funds at an 80/20 ratio, with the State providing 80 percent of the program costs. The Rideshare program provides personal assistance to commuters interested in car/van pooling and commuter transit services, and advocates the benefits of ridesharing services through advertisements and promotional events. In addition, this funding provides the 20 percent match to support a full-time employer outreach position. This request is funded in FY 2017 and FY 2018 through local tax funding.</p>			



## Transportation District Fund

	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>PRCS – Adaptive Recreation Transportation</b>	\$160,000	\$135,000	\$0

The Department of Parks, Recreation and Community Services (PRCS) requested funding for the Adaptive Recreation Program that operates a summer camp program for individuals who qualify for special education ages 2 to 22, for an eight week period annually. The Adaptive Recreation Program follows the mission of PRCS to promote healthy lifestyles for all Loudoun citizens.

The Department requested \$200,000 for FY 2018; this request is planned to be funded in FY 2018 through local tax funding.

<b>American Red Cross, Loudoun County Chapter</b>	\$38,916	\$38,916	\$0
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The Loudoun County Chapter requested funding for the maintenance of disaster vehicle fleet, which is used to carry out its stated mission of providing relief to victims of disasters 24 hours a day, seven days a week. Currently, the Chapter maintains three separate vehicles that are dedicated to disaster response: Emergency Response Vehicle, Shelter Response Truck, and a Mobile Communications and Service Delivery Unit.

The FY 2018 Projected Budget eliminates the County's gasoline tax contribution to the American Red Cross.

<b>Every Citizen Has an Opportunity (ECHO)</b>	\$35,700	\$36,700	\$0
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ECHO has requested funding to support part of the organization's transportation operational costs for transporting clients to their workplaces. ECHO assists disabled persons with securing and maintaining integrated community-based employment. As in previous years, the organization will continue to seek Federal Transit Administration grant funding. ECHO estimates that it will provide daily transportation to work sites for approximately 150 County residents with various levels of disability.

The FY 2018 Projected Budget eliminates the County's gasoline tax contribution to the ECHO.

<b>Loudoun Volunteer Caregivers</b>	\$165,297	\$168,510	\$0
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Loudoun Volunteer Caregivers requested funding to provide annual transportation services to its clients. Loudoun Volunteer Caregivers is a volunteer organization that provides elderly residents and people with disabilities within Loudoun County with assisted transportation. Services include transportation to non-emergency medical appointments, prescription pick-ups, physical therapy, and cancer or dialysis treatments. In FY 2015, Loudoun Volunteer Caregivers provided 6,480 total trips for 228 County seniors and residents with disabilities.

The FY 2018 Projected Budget eliminates the County's gasoline tax contribution to Loudoun Volunteer Caregivers.



## Transportation District Fund

	<b>FY 2016 Adopted</b>	<b>FY 2017 Adopted</b>	<b>FY 2018 Projected</b>
<b>Virginia Regional Transit (VRT) – Rural Fixed Route Transit Services</b>	\$258,411	\$332,243	\$0
<p>Virginia Regional Transit (VRT) requested funding to provide public transportation services to Loudoun County residents as planned and coordinated in collaboration with the Department of Transportation and Capital Infrastructure. VRT's operations in Loudoun County include daily transportation services for three rural On-Demand routes in western Loudoun County as well as a fixed route between the Towns of Leesburg and Purcellville.</p> <p>The FY 2018 Projected Budget eliminates the County's gasoline tax contribution to Virginia Regional Transit.</p>			
<b>Total</b>	<b>\$9,975,816</b>	<b>\$9,970,627</b>	<b>\$6,236,700</b>



## Transportation District Fund

### Local Gasoline Tax Appropriation – Administrative Contributions

	FY 2016 Adopted	FY 2017 Adopted	FY 2018 Projected
<b>DTCI – Commuter Bus Promotion and Advertising</b>	\$10,000	\$10,000	\$0
<p>The DTCI Transportation Planning and Operations Division requested funding for the promotion and advertisement of commuter bus services to the public. The policy guidelines for the distribution of these funds are established by the Loudoun Commuter Bus Advisory Board (CBAB). The County has made use of this allocation in recent years to leverage Federal grant funding promoting public awareness of transit alternatives.</p> <p>The Department requested \$10,000 for FY 2018; this request is planned to be funded in FY 2018 through local tax funding.</p>			
<b>DTCI – Administrative Services</b>	\$400,876	\$0	\$0
<p>The DTCI Transportation Planning and Operations Division requested funding to offset staffing and operating costs associated with administrative functions as well as transit and commuter services. This request is funded in FY 2017 and FY 2018 through local tax funding.</p>			
<b>Dulles Area Transportation Association (DATA)</b>	\$12,000	\$12,000	\$0
<p>Loudoun County is a member of the Dulles Area Transportation Association, which is a transportation management association operating in the Dulles Airport/Route 28 employment center. DATA assesses transportation needs and issues, formulates strategies to meet those needs, and provides a forum within which all members can work cooperatively to formulate policies, plans, and programs for the effective administration of transportation operations within the area. Membership consists of government and business organizations. Annual dues have been funded from the Local Gasoline Tax Fund since FY 1992.</p> <p>The FY 2018 Projected Budget eliminates the County's contribution to the Dulles Area Transportation Association.</p>			
<b>Northern Virginia Transportation Commission Administrative Costs</b>	\$16,265	\$12,012	\$12,613
<p>The Northern Virginia Transportation Commission receives, invests, and disburses Loudoun County's share of local gasoline tax funds. Funding is associated with the administrative cost of this service. The FY 2018 Projected Budget is based on a 5 percent increase over the FY 2017 contribution.</p>			
<b>Total</b>	<b>\$439,141</b>	<b>\$34,012</b>	<b>\$12,613</b>



# Fiscal Trends

## Contents

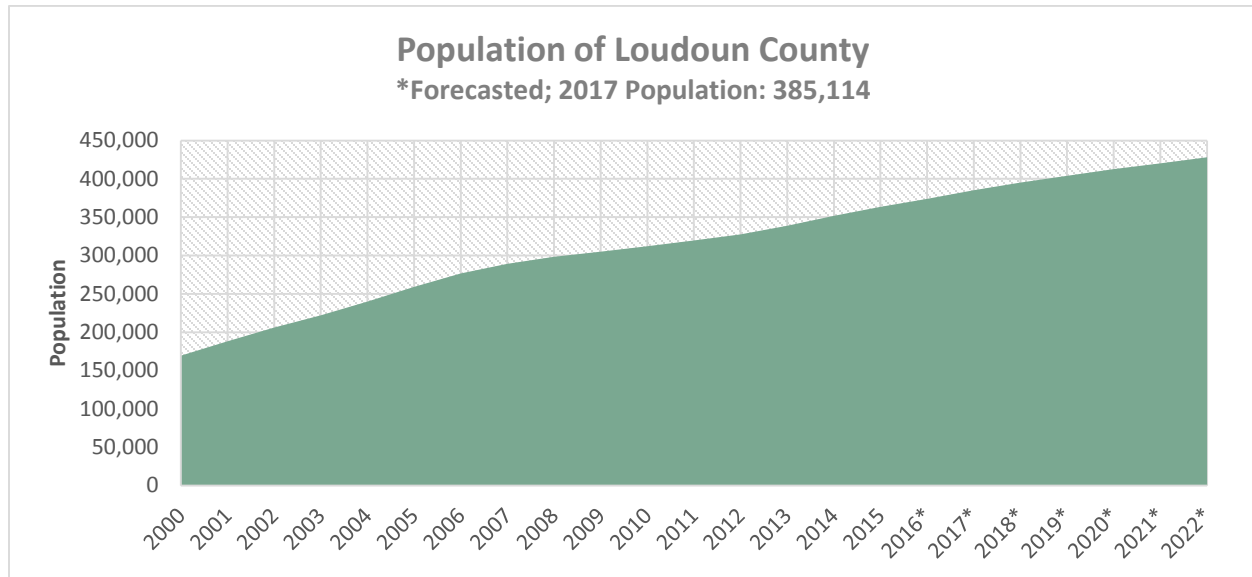
Demographic and Economic Trends	15-2
Assessed Value and Tax Rates	15-16
Revenue and Expenditures	15-24



## DEMOGRAPHIC AND ECONOMIC TRENDS

### Population

Loudoun County has been one of the fastest growing counties in the nation since the late 1990s. Between 2010 and 2015 Loudoun was ranked the twentieth fastest growing county in the nation and number six for jurisdictions with populations over 100,000. The County's forecasted 2017 population is 385,114. In 2022, the County's population is forecasted to be 428,000, which is an increase of 37 percent from 2010.



Sources: U.S. Census Bureau, *Census 2000* and *Census 2010*; Loudoun County Department of Planning and Zoning, *FY 17 Budget Forecast Series*, Oct. 7, 2015.

### Population in Loudoun County

Year	Source	Population	Avg Annual % Change in Population
1960	U.S. Census Bureau figure	24,549	n/a
1970	U.S. Census Bureau figure	37,150	4.2%
1980	U.S. Census Bureau figure	57,427	4.5%
1990	U.S. Census Bureau figure	86,129	4.1%
2000	U.S. Census Bureau figure	169,599	7.0%
2010	U.S. Census Bureau figure	312,311	6.3%
2011	Estimate	319,537	2.3%
2012	Estimate	327,605	2.5%
2013	Estimate	338,664	3.4%
2014	Estimate	351,595	3.8%
2015	Estimate	363,524	3.4%
2016	Forecast	374,062	2.9%
2017	Forecast	385,114	3.0%
2018	Forecast	394,968	2.6%
2019	Forecast	404,056	2.3%
2020	Forecast	412,538	2.1%
2021	Forecast	420,115	1.8%
2022	Forecast	428,000	1.9%





## Demographic and Economic Trends

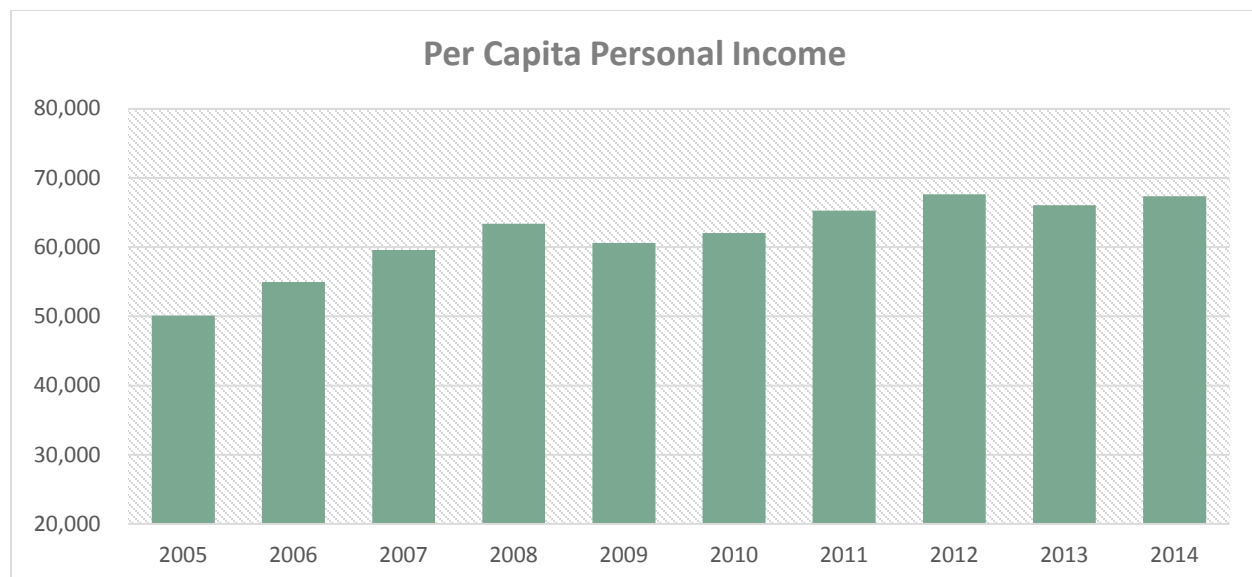
### Income

Incomes in Loudoun County are among the highest in the nation. Loudoun County's median household income was ranked first in the nation out of all jurisdictions according to the U.S. Census Bureau's 2010-2014 American Community Survey five-year averages. Among jurisdictions with populations above 65,000, Loudoun County's median household income has ranked highest in the nation since 2007 according to the U.S. Census Bureau's American Community Survey one-year estimates. In 2014, Loudoun's median was \$122,294, more than twice the national median of \$53,657, and nearly twice Virginia's median of \$64,902. Compared to the Washington, DC, Metropolitan Statistical Area's (MSA) median of \$91,193, Loudoun was 34 percent higher.

On a per capita personal income basis, Loudoun County residents have seen their incomes increase since 2005 at an average annual rate of 3.4 percent per year. Loudoun County's 2014 per capita income ranked in the top 3 percent in the United States, placing 72nd out of 3,113 U.S. counties, according to the U.S. Bureau of Economic Analysis.

#### History of per Capita Personal Income

Year	Per Capita Personal Income
2005	50,092
2006	54,991
2007	59,594
2008	63,405
2009	60,600
2010	62,030
2011	65,283
2012	67,628
2013	66,062
2014	67,384



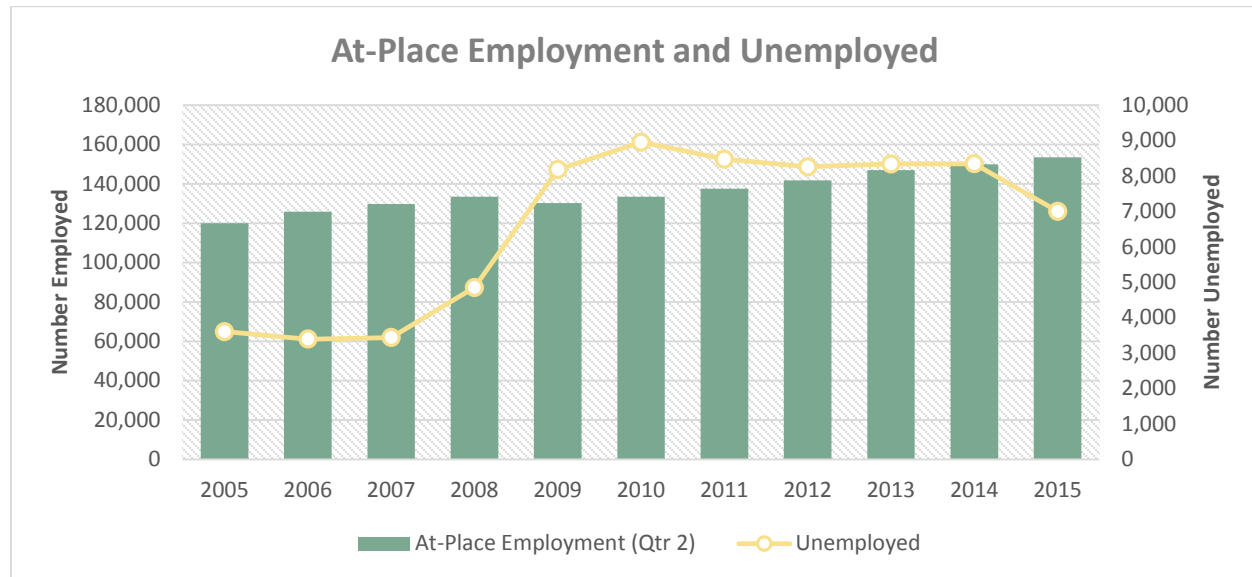
Source: U.S. Bureau of Economic Analysis (November 19, 2015).



## Demographic and Economic Trends

### At-Place Employment and Unemployed

At-place employment is the number of persons working at businesses and other organizations within the County. Loudoun's at-place employment increased 28 percent between 2005 and 2015. The 18-month recession, which began in December 2007, reduced job growth within Loudoun and led to sharp increases in unemployment in 2008 and 2009. The number of unemployed residents peaked in 2010 and has since fallen. After declining in 2009, employment has increased for six consecutive years; and the number of unemployed residents declined by 1,340 persons or 16 percent from 2014 to 2015.



Source: Virginia Employment Commission.

Note: The at-place employment data are for the second quarter of each calendar year. Unemployment data are annual values, based on residence in Loudoun County, not place of employment.

The number of employees in the County for each industry sector as of the second quarter of 2015 is:

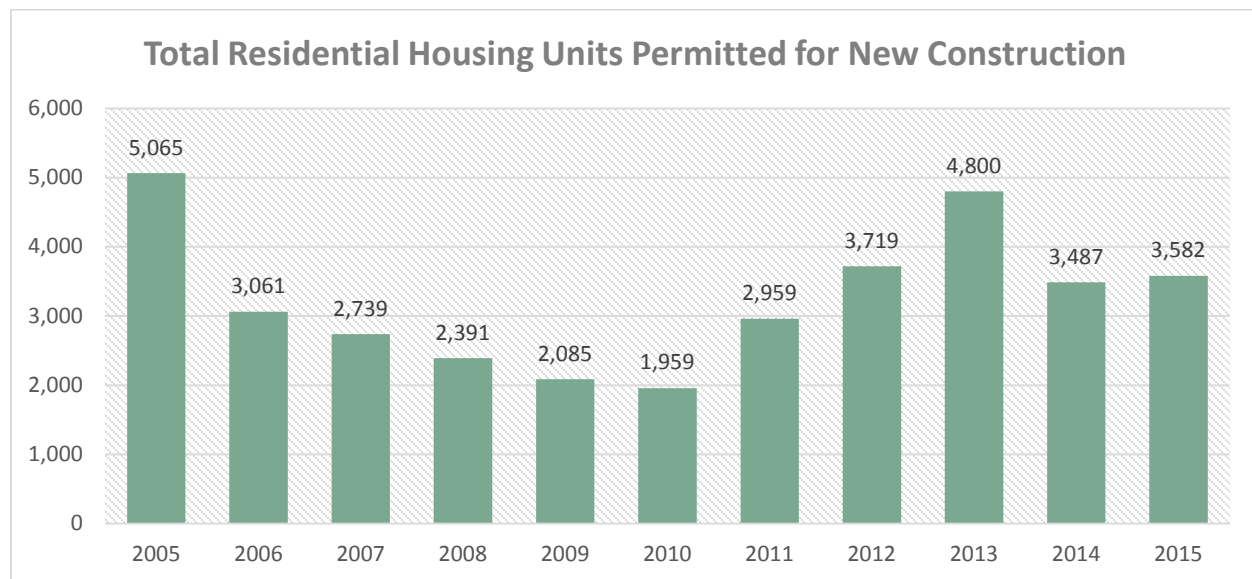
Industry Sector	No. of Employees	Percentage
Natural Resources and Mining	670	0.4%
Construction	14,020	9.1%
Manufacturing	6,302	4.1%
Trade, Transportation, and Warehousing	34,525	22.5%
Information	7,447	4.9%
Financial Activities	4,898	3.2%
Professional and Business Services	28,871	19.5%
Education and Health Services	26,645	17.4%
Leisure and Hospitality	18,392	12.0%
Other Services (except Public Administration)	5,135	3.3%
Public Administration	5,505	3.6%
<b>Total All Industries</b>	<b>153,413</b>	<b>100.0%</b>

## Demographic and Economic Trends

### Residential Construction

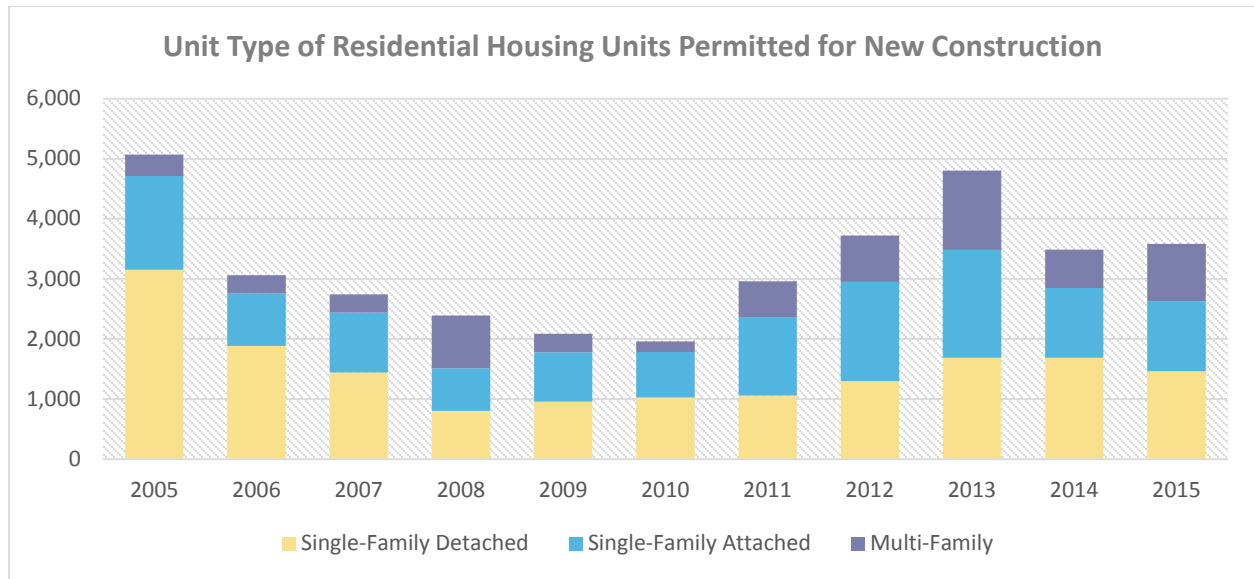
In 2015, the County issued building permits for 3,836 new residential units, 3,582 of which were for housing units and 254 were for group quarter units. Group quarters are places where people live in a group living arrangement, such as nursing homes, college dormitories, homeless shelters, and detention centers. Of the 3,582 housing units, 41 percent were for single-family detached, 33 percent for single-family attached, and 27 percent for multi-family units.

Housing unit construction was at a high level from 2003 through 2005. From 2005 to 2010 housing unit construction declined in Loudoun County, the Washington, DC, Metropolitan Area, and the nation due to the effects of the nationwide housing crisis and recession. Post-recession housing unit permit levels from 2012 to 2015 have exceeded the 2006 to 2010 levels. The 2015 housing unit permitting level in Loudoun was very similar to 2014. Loudoun continues to have one of the highest annual counts of housing units permitted in the nation and the highest in Virginia. The County's relatively large amount of residential construction, bringing with it more residents, has created increased service demands.



Source: Loudoun County Department of Building and Development. Compiled by: Loudoun County Department of Planning and Zoning.

## Demographic and Economic Trends



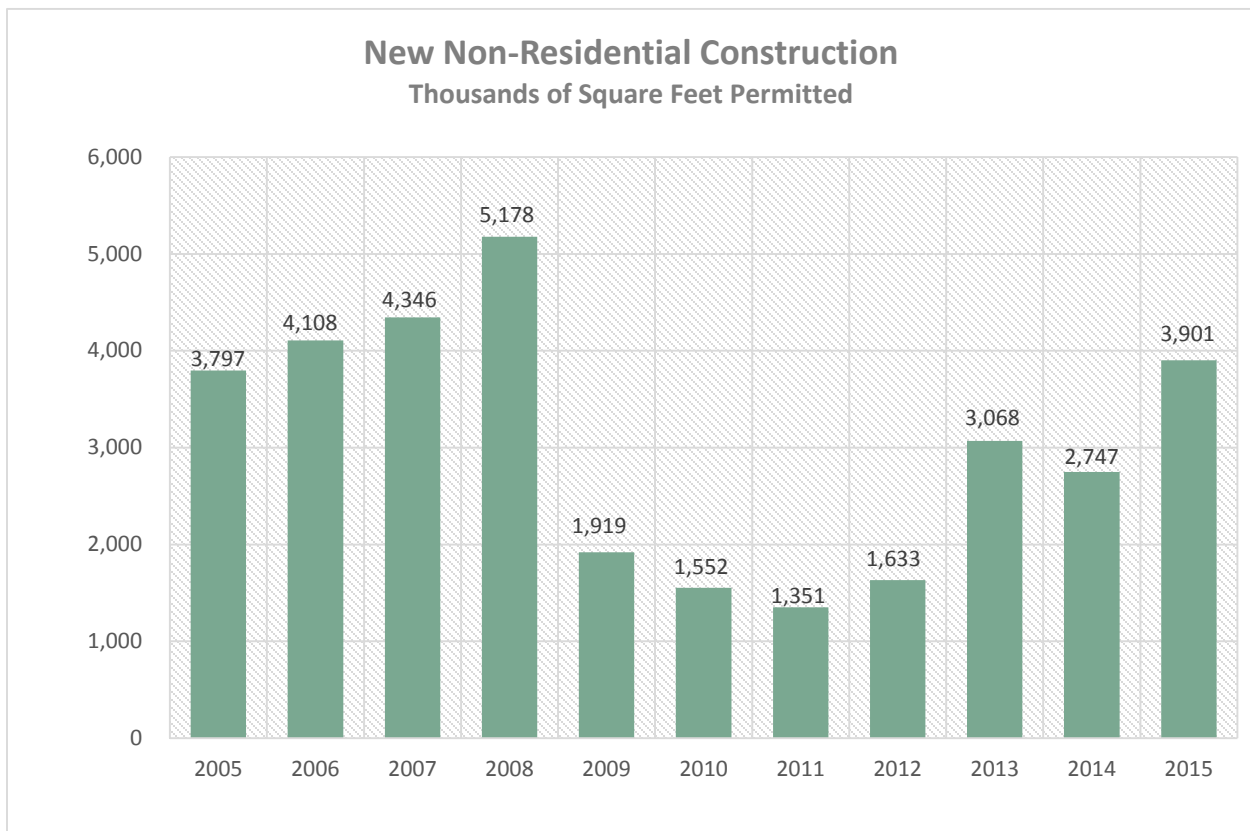
Source: Loudoun County Department of Building and Development. Compiled by: Loudoun County Department of Planning and Zoning.



## Demographic and Economic Trends

### Non-Residential Construction and Vacancy Rate

Reduced levels of non-residential permitting from 2009 through 2012 were due to the recent recession. The jump in 2008 was largely due to the parking facilities associated with the Village at Leesburg mixed commercial-residential development. More recently, the substantial increase in 2015 is due in part to permitting for new data centers. Post-recession, office demand has been steadily increasing each year since 2011.



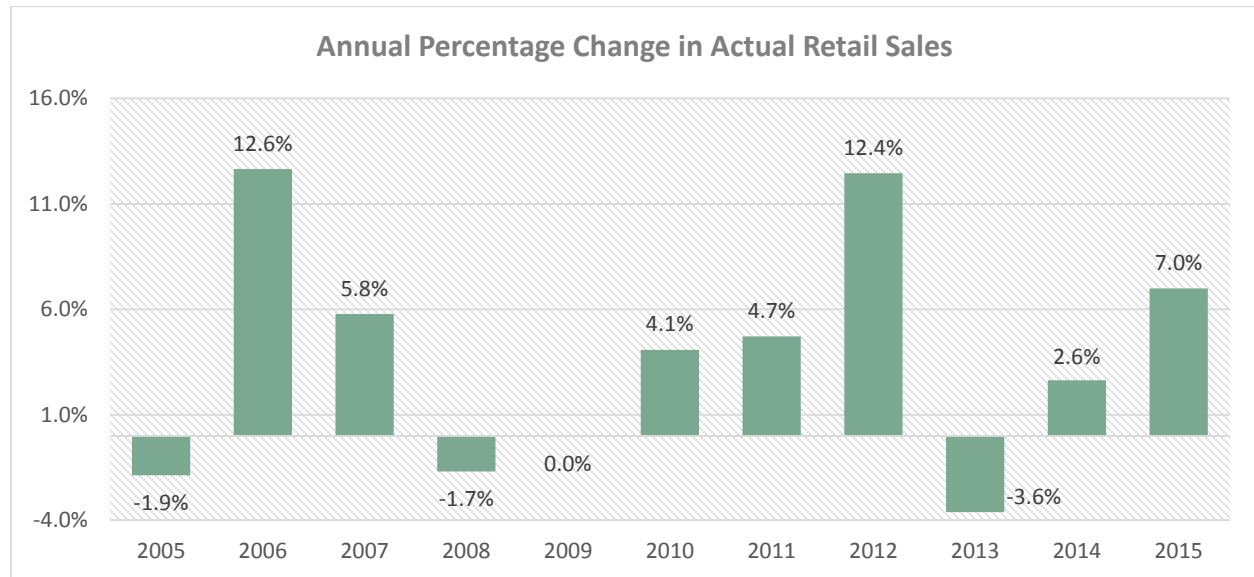
Source: Loudoun County Department of Building and Development. Compiled by: Loudoun County Department of Planning and Zoning.



## Demographic and Economic Trends

### Retail Sales

Population growth and new retail development in Loudoun County have generally caused annual retail sales to increase over time. The apparent decline in 2005 was the result of the Virginia Department of Taxation implementing a new accounting system, which in turn caused substantial under reporting of taxable sales for that year. The decline in 2008 was due to the recent recession. Retail sales growth resumed in 2010. Reported sales for 2012 include sales from prior years which were not included in the totals for those years. This correction causes the 2012 (2013) percentage change to be overstated (understated) relative to the value that would have occurred in the absence of any reporting errors.



Source: Virginia Department of Taxation.

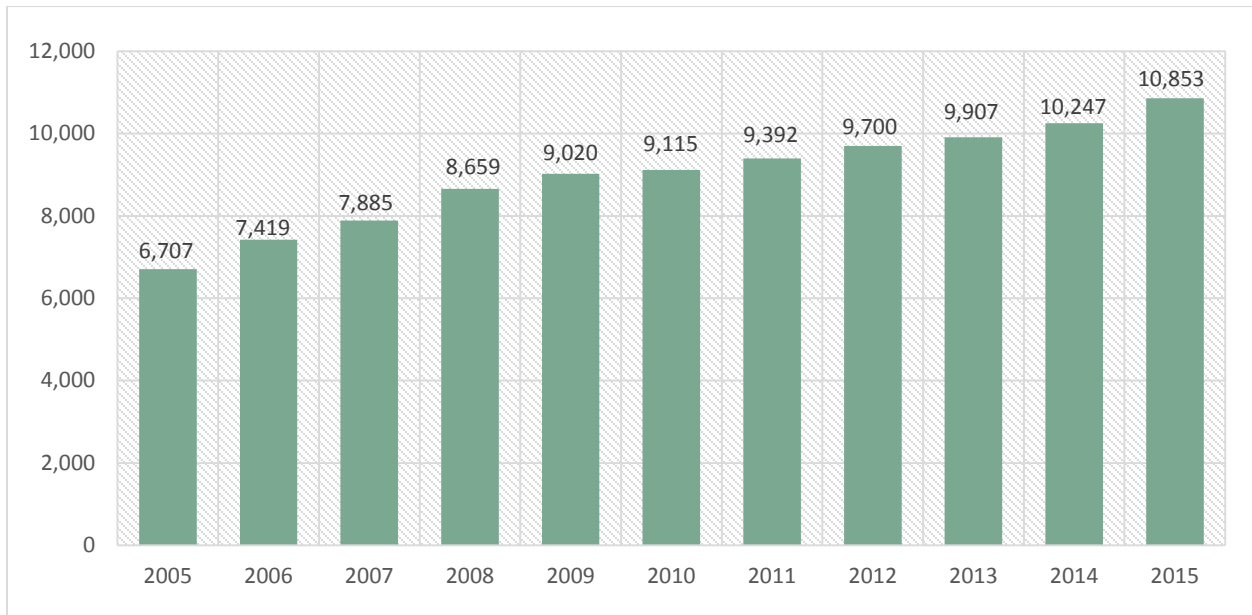
Note: Due to the implementation of a new accounting system at the Virginia Department of Taxation, retail sales for 2005 were underreported. Sales for 2012 were overreported. Consequently, the 12.4 percent increase for that year and the -3.6 percent for 2013 do not accurately reflect the economic growth trend.



## Demographic and Economic Trends

### Business Establishments

Since 2005, the number of business establishments has grown each year, reflecting a growing population and economy. The number of establishments is used as a proxy for the number of businesses. An establishment is usually at a single location and engaged in one predominant activity. However, a company may be comprised of more than one establishment if they are in more than one location, or are engaged in multiple services or products that fall under different classifications. Annual growth in business establishments averaged 5.4 percent per year since 2005.



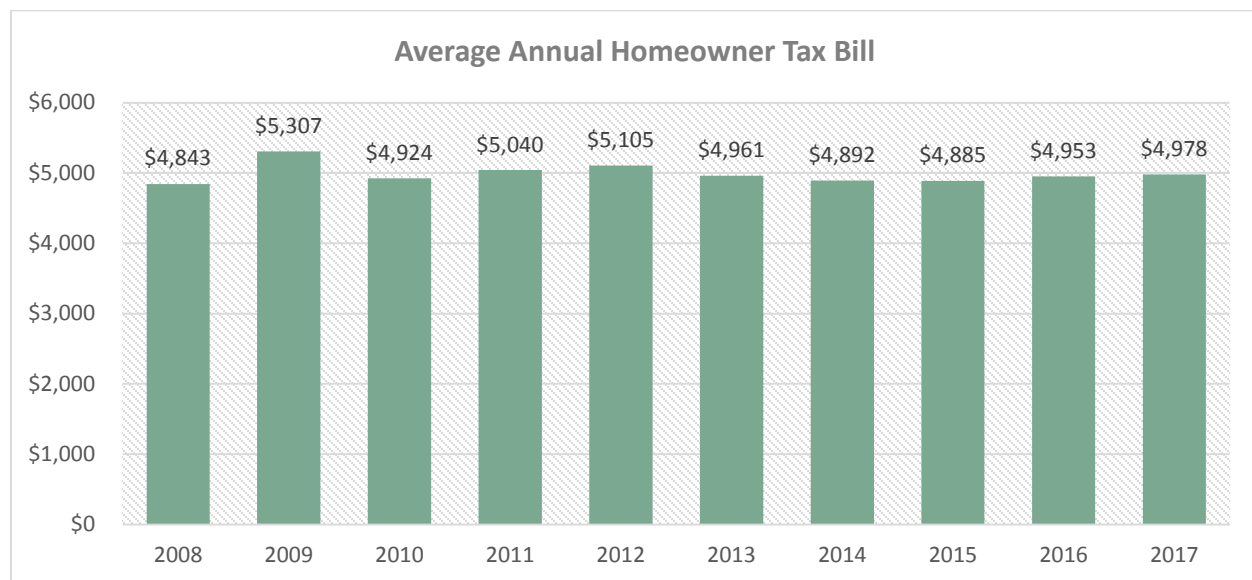
Source: Virginia Employment Commission, Second Quarter Data.

## Demographic and Economic Trends

### Average Homeowner Tax Bill

The average homeowner tax bill is computed by applying the County's real estate tax rate to the average assessed value of a Loudoun home. The following is a summary of the average assessed value of a home in Loudoun:

Calendar Year	Fiscal Year	Tax Rate	Avg Assessed Value of Home	Average Tax Bill
2007	2008	*\$0.960 <sup>1</sup>	\$504,490	\$4,843
2008	2009	\$1.140	\$464,940	\$5,307
2009	2010	\$1.245	\$395,480	\$4,924
2010	2011	\$1.300	\$387,720	\$5,040
2011	2012	\$1.285	\$397,300	\$5,105
2012	2013	\$1.235	\$401,710	\$4,961
2013	2014	\$1.205	\$405,975	\$4,892
2014	2015	\$1.155	\$422,985	\$4,885
2015	2016	\$1.135	\$436,400	\$4,953
2016	2017	\$1.145	\$434,800	\$4,978



Source: Loudoun County Commissioner of the Revenue. Compiled by: Department of Management and Budget.

Notes: 1) This table provides the average January 1 value of housing units that were 100 percent complete at the beginning of the prior year. In this way the impact of proposed tax changes on existing homeowners can be assessed. 2) Because the number of housing units changes each year as new units are completed, some of the change in value results from the new housing units added each year. For this reason, this data does not provide the trend in value for units built in the past. 3) The values for fiscal years 2014 and 2015 are estimates.

<sup>1</sup> Combined rate for General Fund and Fire & EMS Fund.



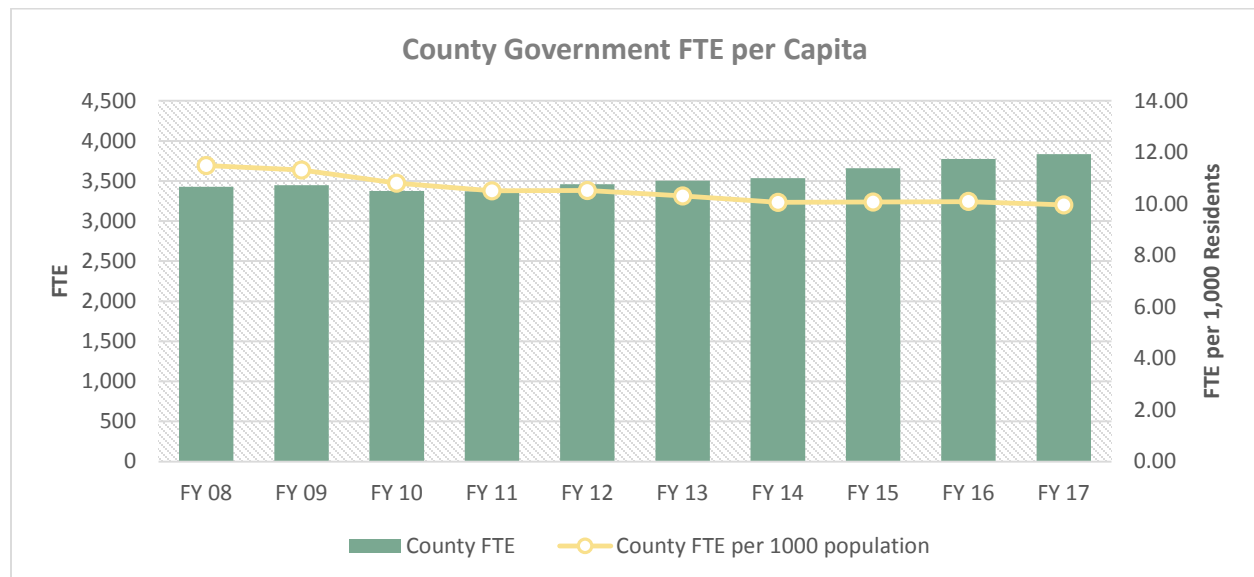
## Demographic and Economic Trends

### County Government FTE Per 1,000 Population

One full-time equivalent employee (FTE) equates to one employee who is authorized to work the normal 1,950 hours per year (or 37.50 hours per week). The FTE of County Government does not include the School System personnel. The number of County Government FTE per 1,000 residents has generally declined since 2008 as the resident population of the County grew more rapidly than the number of FTE. The decline in the ratio of FTE to population reflects a combination of efficiency improvements – whereby the same level of service to the public can be provided with fewer employees – and efforts to provide only those services that provide the greatest value to the community.

#### County Government FTE per 1,000 Population

Fiscal Year	FTE per 1,000 Population
2008	11.48
2009	11.31
2010	10.81
2011	10.55
2012	10.56
2013	10.35
2014	10.06
2015	10.07
2016	10.09
2017	9.96



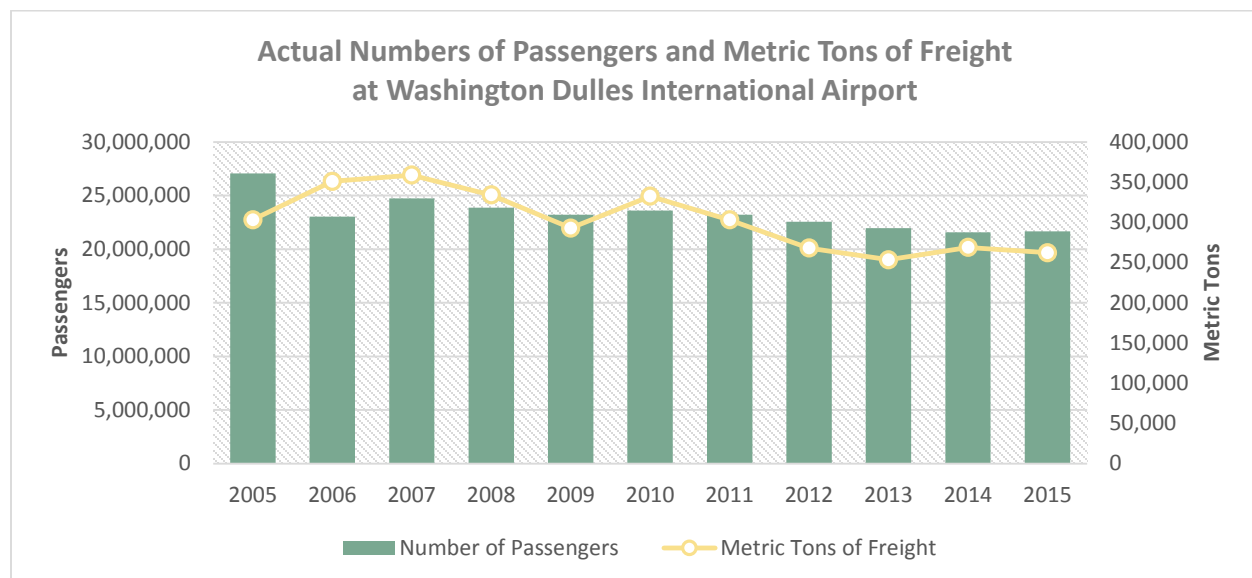
Source: Loudoun County Department of Management and Budget.

## Demographic and Economic Trends

### Passengers at Washington Dulles International Airport

The number of passengers at Washington Dulles International Airport, which is an important part of the County's economy, decreased in the early 2000s due to the terrorist attacks of September 11, 2001 and economic recession. Both passenger and freight traffic rebounded in 2004 and freight traffic continued to increase through 2007. The drop in passenger traffic from 2005 to 2006 reflects the cessation of operations by Independence Air in January 2006. Total passenger volume has fallen since 2010 as international travel has not increased sufficiently to offset the decline in domestic volume. The decline in domestic passenger traffic has coincided with authorization of more long-range domestic flights from Reagan National Airport. The air freight sector at Dulles competes with other airports (some of which offer shippers more scheduled daily flights) and with alternate forms of freight transport (i.e., water, rail, and truck). The year-to-year fluctuations in annual tonnage at Dulles are similar to those for the air freight industry as a whole. Volume declined in 2008 and 2009 as the economic recession reduced production and trade activity. Tonnage increased in 2010 with economic recovery, but rising fuel costs in subsequent years induced shippers to utilize alternate (more fuel efficient) shipping modes to a greater degree. The sharp decline in fuel prices since the summer of 2014 enabled air freight to regain some market share.

An underground train system for moving passengers between the airport's main terminal and the various gates was completed in 2010. Enhancements such as this should improve the airport's ability to attract businesses to the County, thereby improving the future growth potential of the County's economy. In 2014, Frontier Airlines began passenger service between Dulles and eighteen other cities. Virginia's 2016-18 biennium budget includes a \$50 million grant to the airport authority to assist it in business attraction and retention by lowering airport fees.



Source: Metropolitan Washington Airports Authority.



## Demographic and Economic Trends

### Major Employers in Loudoun County

#### Employers in Loudoun County with 500 or more employees:

- Loudoun County Public Schools
- Loudoun County Government
- Verizon Business
- U.S. Department of Homeland Security
- United Airlines Inc.
- Inova Loudoun Hospital
- Raytheon
- Orbital ATK
- Swissport USA Inc.
- U.S. Postal Service
- M.C. Dean Inc.
- AOL Inc.
- Walmart
- Wegman's Food Markets Inc.
- Loudoun Medical Group
- Gate Gourmet
- Air Serv Corp.
- Harris Teeter
- U.S. Department of Transportation
- Giant Food Stores
- Metro Washington Airports Authority
- Costco
- The Home Depot
- Neustar Inc.
- Northern Virginia Community College
- Target
- Toll Brothers
- Town of Leesburg
- McDonald's
- Howard Hughes Medical Institute
- Dynalectric
- Club Demonstration Services
- G4S Secure Solutions
- JK Moving & Storage

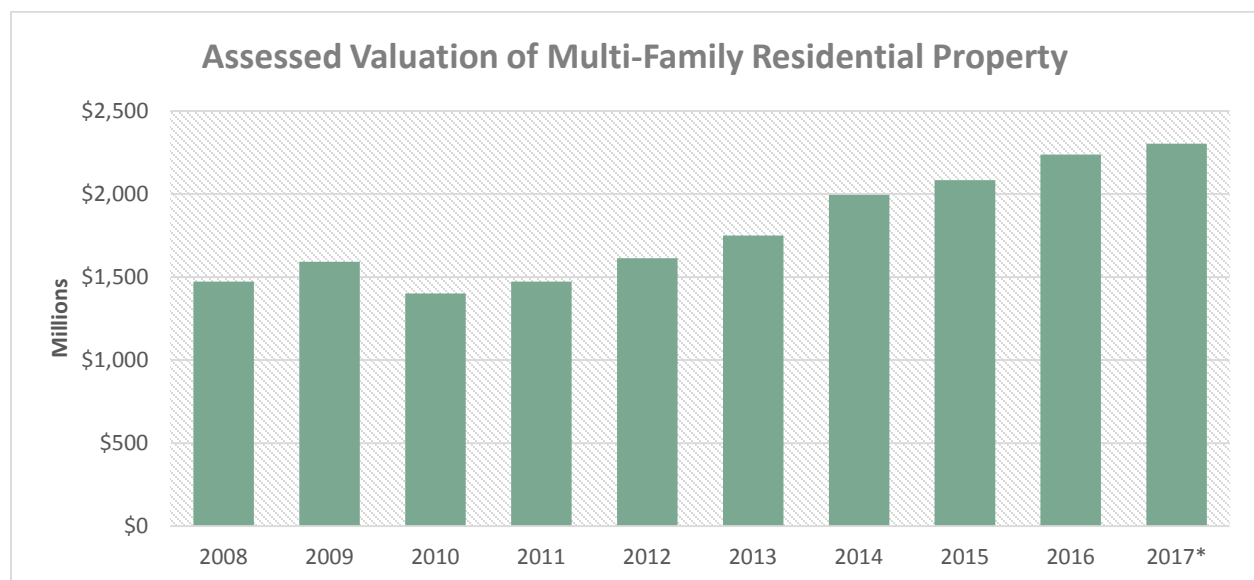
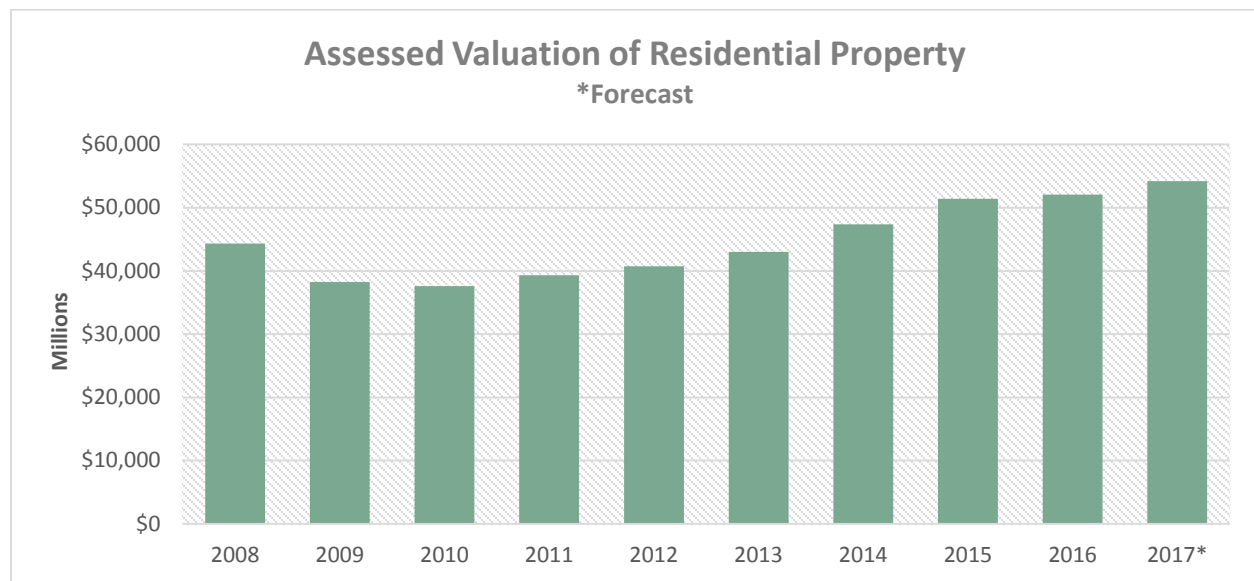
Source: Virginia Employment Commission, Quarterly Census of Employment and Wages, Second Quarter 2015. Analysis by Loudoun County Department of Economic Development.



## ASSESSED VALUE AND TAX RATES

### Assessed Valuation of Residential Real Property

The fair market value of single-family homes and condominiums in Loudoun (reported as of each January 1<sup>st</sup>) increased every year from 1993 through 2006, before declining for four consecutive years as construction activity declined and market prices dropped in the 2008-09 recession. Assessed value resumed increasing in 2011 and is expected to continue increasing into 2017. The active inventory of existing homes for sale increased substantially at the beginning of 2015 which dampened price appreciation and contributed to the small increase from 2015 to 2016. The value of multi-family rental property grew steadily from 1994 through 2009. It declined in 2010 before resuming another period of growth in 2011.



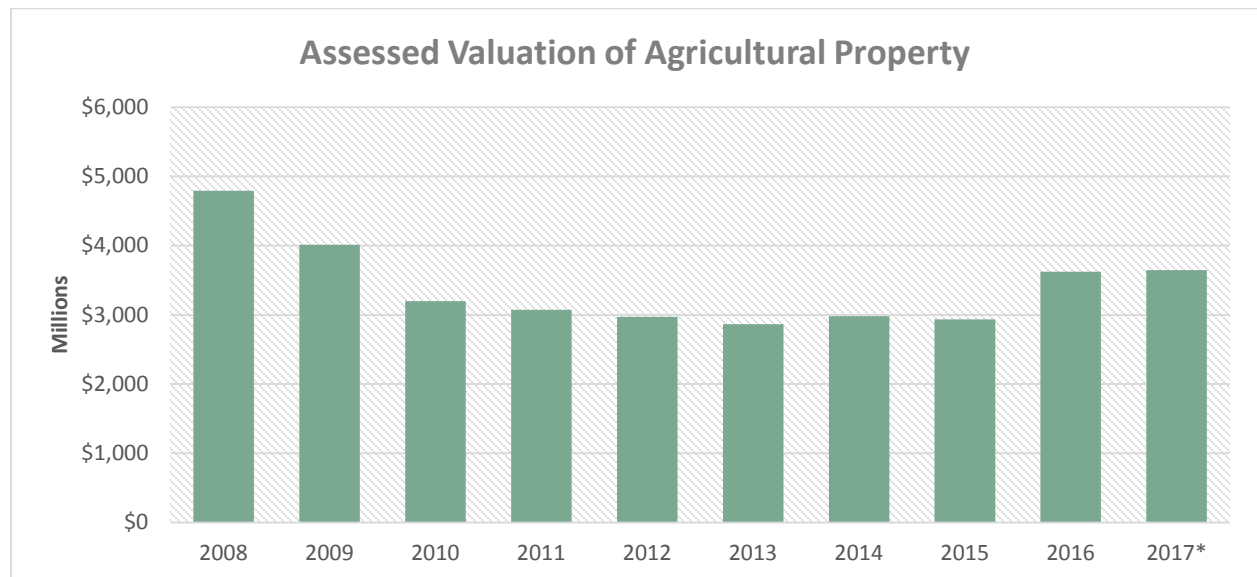
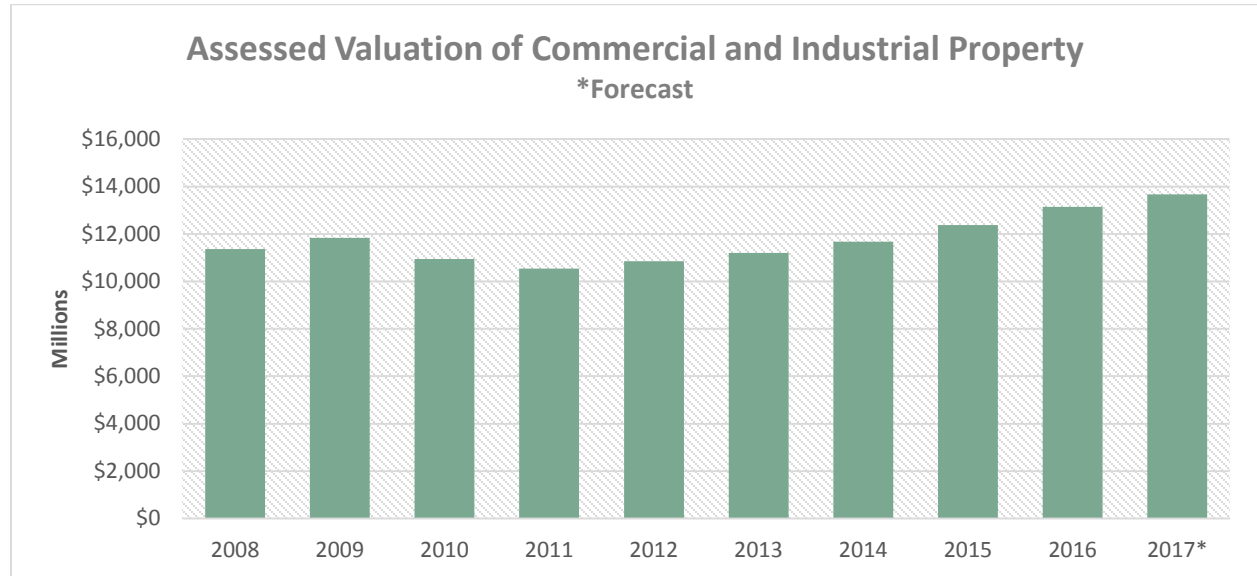
Source: Commissioner of the Revenue; Department of Management & Budget.



## Assessed Value and Tax Rates

### Assessed Valuation of Other Real Property

The fair market value of commercial and industrial property in Loudoun (reported as of each January 1<sup>st</sup>) declined in both 2010 and 2011 but has grown since 2012 and is forecasted to increase through 2017. Agricultural property fair market values experienced a sharp decline in 2009 and continued to decline through 2013. Fair market value was stable in 2014 and 2015 and improved in 2016.



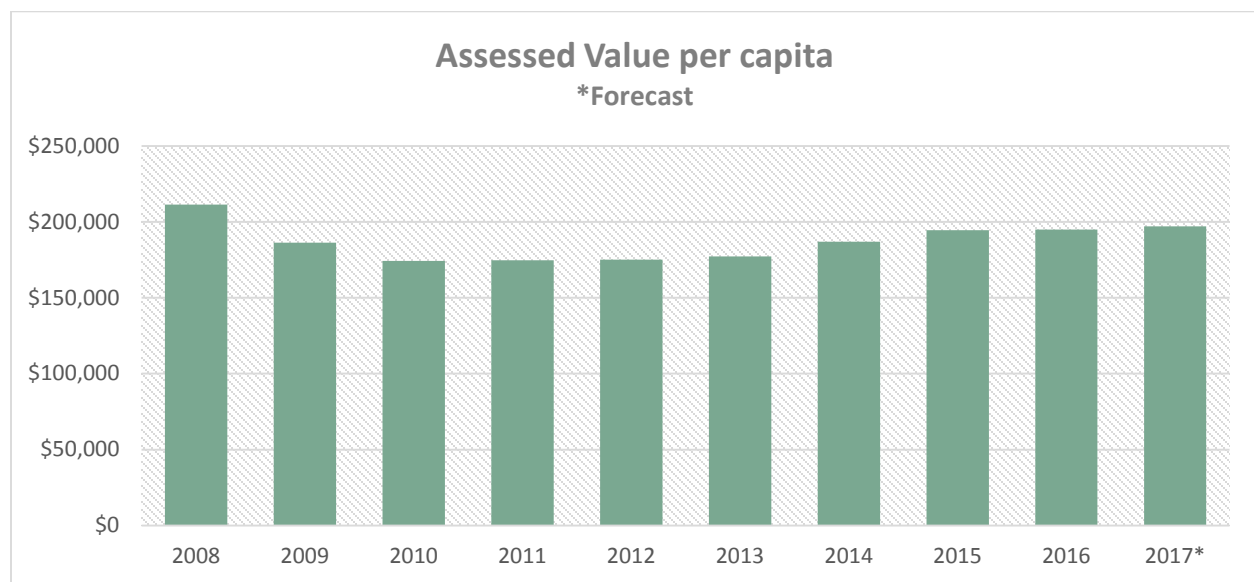
Source: Commissioner of the Revenue; Department of Management & Budget.



## Assessed Value and Tax Rates

### Assessed Value Per Capita

The assessed fair market value of real property per capita increased sharply in Loudoun from 2000 through 2006, reflecting a higher rate of growth in the County's real property value than in its population. The ratio peaked at \$224,086 in 2006 but declined for several years thereafter coincident with the 2008-2009 nationwide economic recession. That recession was preceded by several years of excessive lending in real estate markets, the end of which caused property values to fall. The subsequent economic recovery was slow by historic standards which provided little stimulus to real estate valuations. The ratio has begun to increase once again at a gradual rate as real estate prices and construction activity have increased. The modest increase from 2015 to 2016 coincided with essentially zero appreciation in average home value during 2015 as the year began with a substantial increase in the number of existing homes for sale versus the previous year. The increased inventory of available homes, which had been substantially reduced by year-end, sustained sales prices at their 2014 levels on average.



Source: U.S. Census Bureau (2010); Commissioner of the Revenue; Department of Management & Budget.



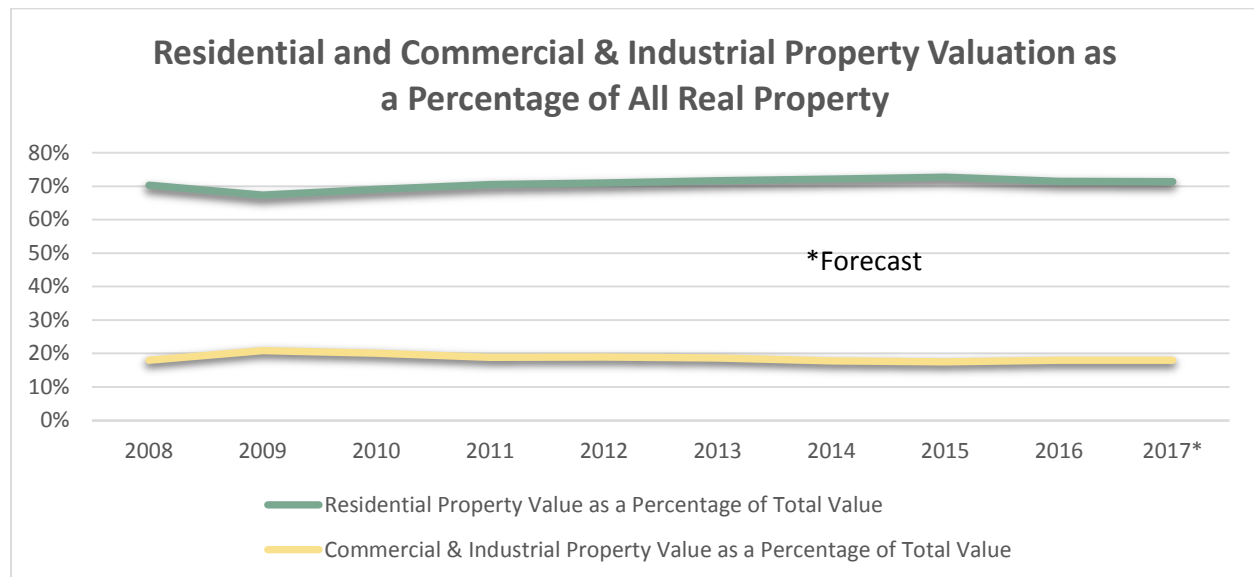
## Assessed Value and Tax Rates

### Residential and Business Property – Share of Real Property Valuation

From 2003 through 2006 residential property accounted for an increasing share of property valuation while commercial and industrial shares declined. This trend reversed in 2007, reflecting declines in residential valuation and construction while commercial and industrial development's share reached a peak in 2009. The relative shares have roughly stabilized since 2011. (Not shown in the table are the shares of real property associated with multifamily apartments, agricultural property, and the real property of public service companies.)

Year	Residential Property Value as a % of Total	Commercial and Industrial Property Value as a % of Total
2008	70%	18%
2009	67%	21%
2010	69%	20%
2011	70%	19%
2012	71%	19%
2013	72%	19%
2014	72%	18%
2015	73%	17%
2016	71%	18%
2017*	71%	18%

\*Forecast

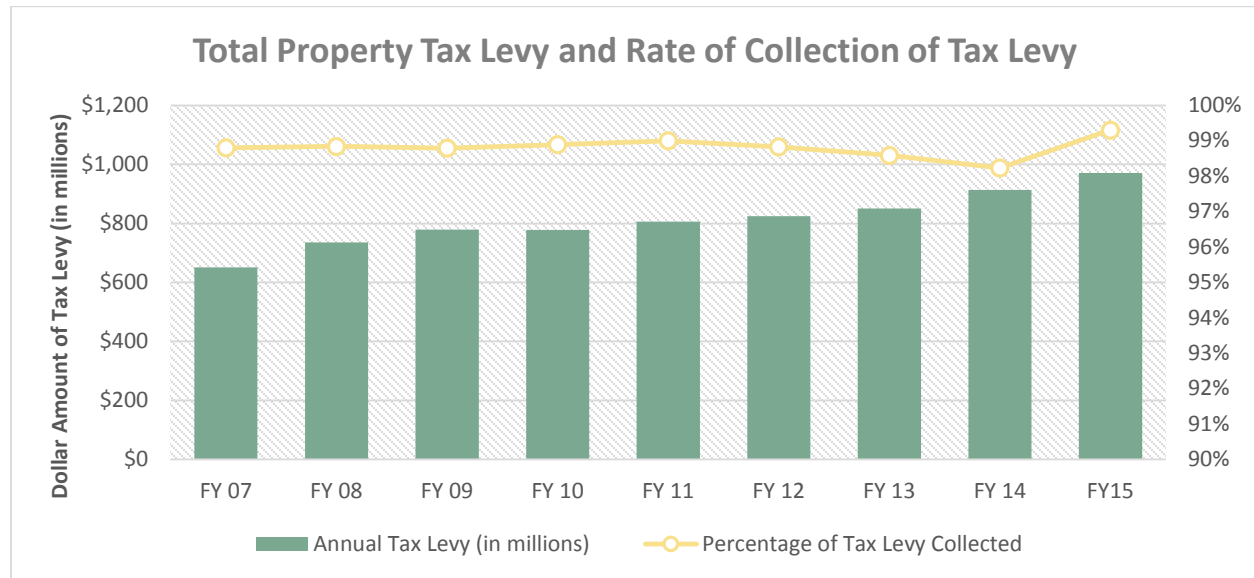


Source: Commissioner of the Revenue; Department of Management & Budget.

## Assessed Value and Tax Rates

### Property Tax Levy and Percentage of Tax Levy Collected

The general property tax levy, which includes real and tangible personal property, has increased as the County has grown. The percentage of the tax levy actually collected within the fiscal year in which the levy occurs reached approximately 99 percent in Fiscal Years 2006 through 2012. The percentage has declined slightly in FY 2013 and FY 2014, but most of the remaining one percent that is not received in the year of the levy is eventually collected.



Source: Comprehensive Annual Financial Report for FY 2015, page 162.

Note: Both real property and personal property taxes are collected semiannually, with real property taxes due on December 5 and June 5. Personal property taxes are due on October 5 and May 5 (for residents) or June 5 (for businesses). The Collection Division of the Treasurer's Office does not pursue actions on delinquencies until 60 days after the due date.



## Assessed Value and Tax Rates

### Real Property Assessed Values

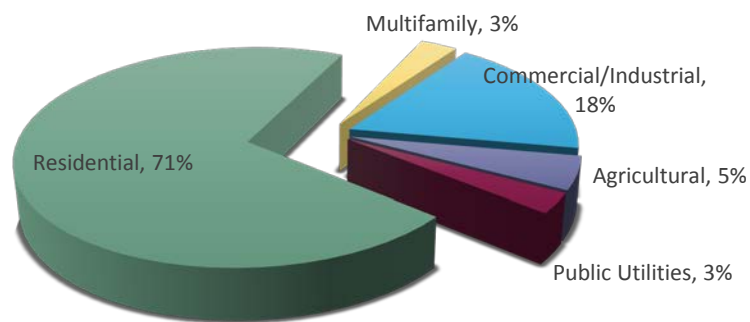
There were large increases in real property fair market values from 2002 through 2006, reaching a peak growth of 36 percent from January 1, 2005, to January 1, 2006. This increase was primarily the result of increased residential and commercial/industrial valuation. Residential valuation decreased from 2007 through 2010 but has increased since 2011. A decline in commercial/industrial property valuation occurred in 2010 and 2011 but began to increase again in 2012 and is now is expected to grow through 2017.

#### Real Property Assessed Values by Land Use Category for Loudoun County: January 1, 2006 – 2017

Year	Residential	Multifamily	Commercial & Industrial	Agricultural <sup>1</sup>	Public Utilities <sup>2</sup>	Total
2006	\$47,318,885,230	\$1,151,456,200	\$8,487,078,200	\$3,937,053,100	\$1,074,847,800	\$61,969,320,530
2007	47,075,197,202	1,247,033,880	10,009,819,600	4,143,962,100	1,230,597,200	63,706,609,982
2008	44,319,772,669	1,472,169,580	11,362,447,600	4,794,833,700	1,114,070,600	63,063,294,149
2009	38,238,407,900	1,592,117,080	11,839,195,900	4,009,280,100	1,139,802,800	56,818,803,780
2010	37,617,284,300	1,400,033,500	10,945,844,400	3,195,328,500	1,282,383,327	54,440,874,027
2011	39,331,363,800	1,472,186,300	10,547,064,600	3,074,079,800	1,401,969,600	55,826,664,100
2012	40,725,314,300	1,613,832,400	10,852,024,600	2,968,638,600	1,195,855,000	57,355,664,900
2013	43,025,984,224	1,748,953,710	11,195,149,190	2,862,747,040	1,203,311,039	60,036,145,203
2014	47,381,707,530	1,994,025,180	11,678,790,160	2,982,086,580	1,685,264,157	65,721,873,607
2015 <sup>3</sup>	51,444,040,746	2,082,549,360	12,372,595,603	2,931,807,550	1,929,654,077	70,760,647,336
2016	52,090,632,970	2,236,575,760	13,143,733,770	3,624,755,500 <sup>4</sup>	1,846,380,450	72,942,078,450
2017*	54,186,158,008	2,302,093,379	13,676,775,338	3,644,654,5134	2,095,271,776	75,904,953,013

Source: Commissioner of the Revenue; Department of Management & Budget. \*Forecast

#### Forecasted Real Property Assessed Value Shares for 2017



<sup>1</sup> Agricultural values are fair market values, not the land use valuations upon which the tax levy is based.

<sup>2</sup> The State Corporation Commission provides valuations as of January 1<sup>st</sup> for public utility property in September of each year, which is after publication of the budget. Hence, the Public Utilities value for 2016 in the table utilizes the 2015 Form 757 value as the valuation with a \$289.5 million deduction applied to capture the inclusion of former public utility property in the Commercial/Industrial category. Also, for years 2014 and after, the value of public utility tangible personal property other than motor vehicles is included in the assessed value of public utility real property since the real property tax rate applies to both.

<sup>3</sup> 2015 valuations update the values reported in the 2015 CAFR. The updated values are from the 2015 Land Book. 2016 values are from the Commissioner of the Revenue's 2016 Summary of Assessments dated January 26, 2016.

<sup>4</sup> This figure includes 100 percent of the countywide land use deferred value of \$1.991 billion reported in the 2016 Summary of Assessments. Based on Table C-3(a) of the 2015 FIC Guidelines, the actual distribution of this total is approximately 80 percent Agricultural, 15 percent Residential, and 5 percent Commercial/Industrial.



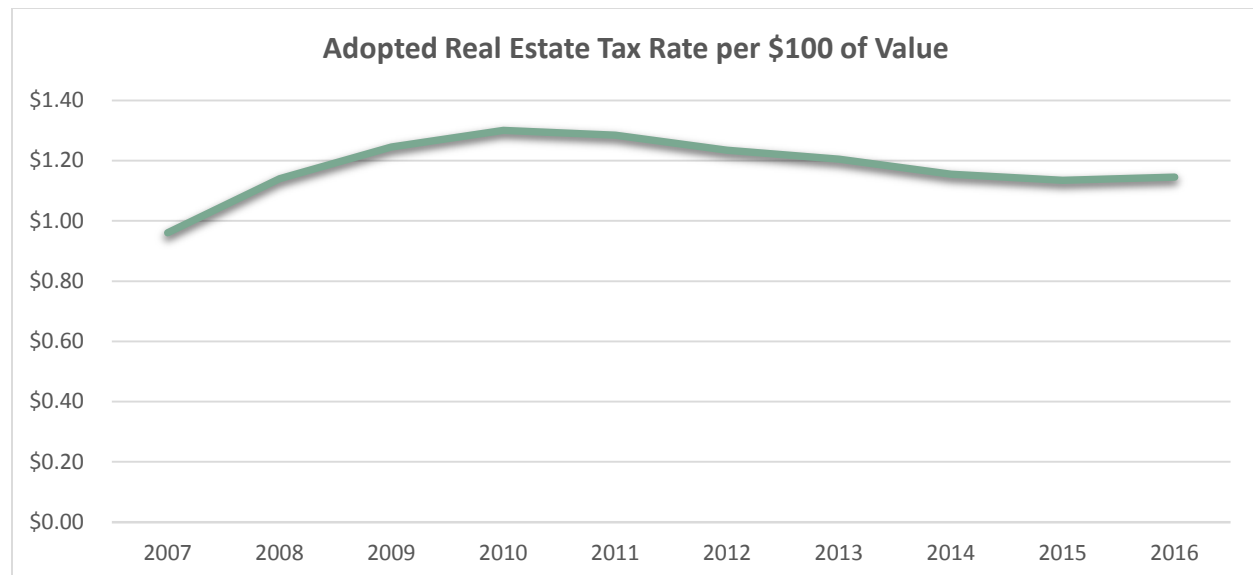
## Assessed Value and Tax Rates

### Real Estate, Personal Property, Machinery and Tools, and Heavy Construction Machinery Tax Rates

Tax rates for personal property, machinery and tools, and heavy construction machinery have remained stable for several years. The real estate tax rate has changed more frequently. The tax rates below are per \$100 of assessed value. Tax rates are set on a calendar year basis.

Calendar Year	Real Estate Tax Rate	Personal Property Tax Rate	Machinery & Tools Tax Rate	Heavy Equipment Tax Rate
2006	\$ 0.890	\$4.20	\$2.75	\$4.00
2007	0.960 <sup>5</sup>	4.20	2.75	4.00
2008	1.140	4.20	2.75	4.00
2009	1.245	4.20	2.75	4.00
2010	1.300	4.20	2.75	4.00
2011	1.285	4.20	2.75	4.00
2012	1.235	4.20	2.75	4.00
2013	1.205	4.20	2.75	4.00
2014	1.155	4.20	2.75	4.00
2015	1.135	4.20	2.75	4.00
2016	1.145	4.20	2.75	4.00

Note: The tax rate on the real estate and on non-motor vehicle personal property of public utilities is the same as the real estate tax rate. Public utility vehicles are taxed at the personal property tax rate.



<sup>5</sup> Combined rate for General Fund and Fire and EMS Fund.

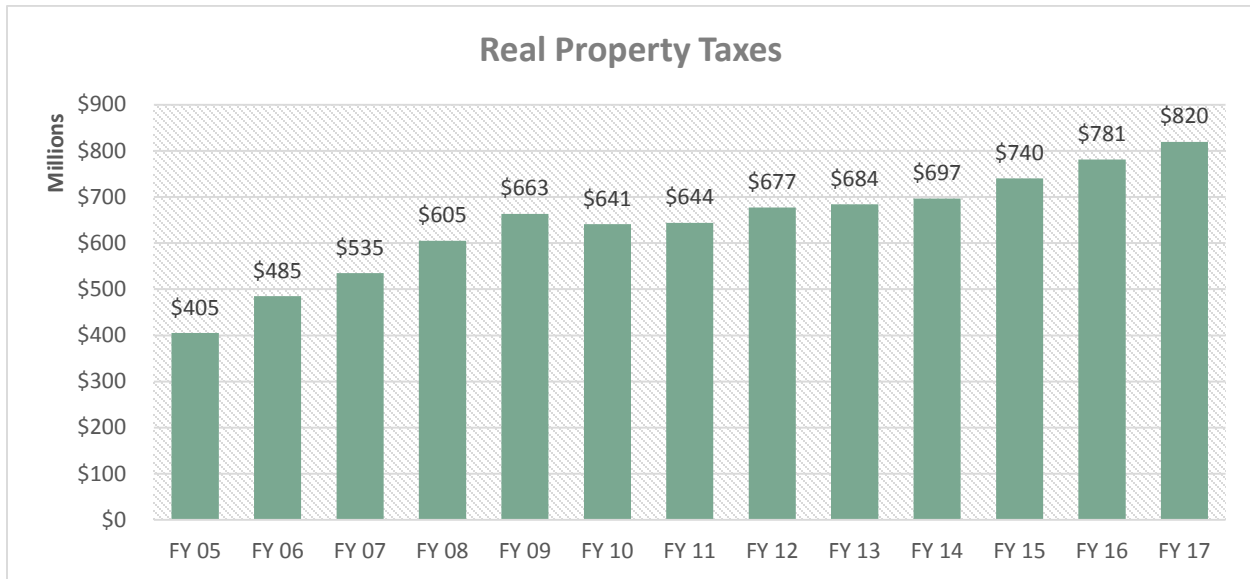




## REVENUES AND EXPENDITURES

### Real Property Taxes

The FY 2017 budgeted real property tax revenue is 4.9 percent higher than the amount budgeted in FY 2016. The real property tax is the County's largest revenue source. For FY 2017, the budgeted real property tax revenue as a percentage of the total General Fund revenue is 58.0 percent, and budgeted real property tax revenue as a percentage of the total County Government and Schools budgeted operating expenditures is 50.8 percent.



<sup>1</sup>

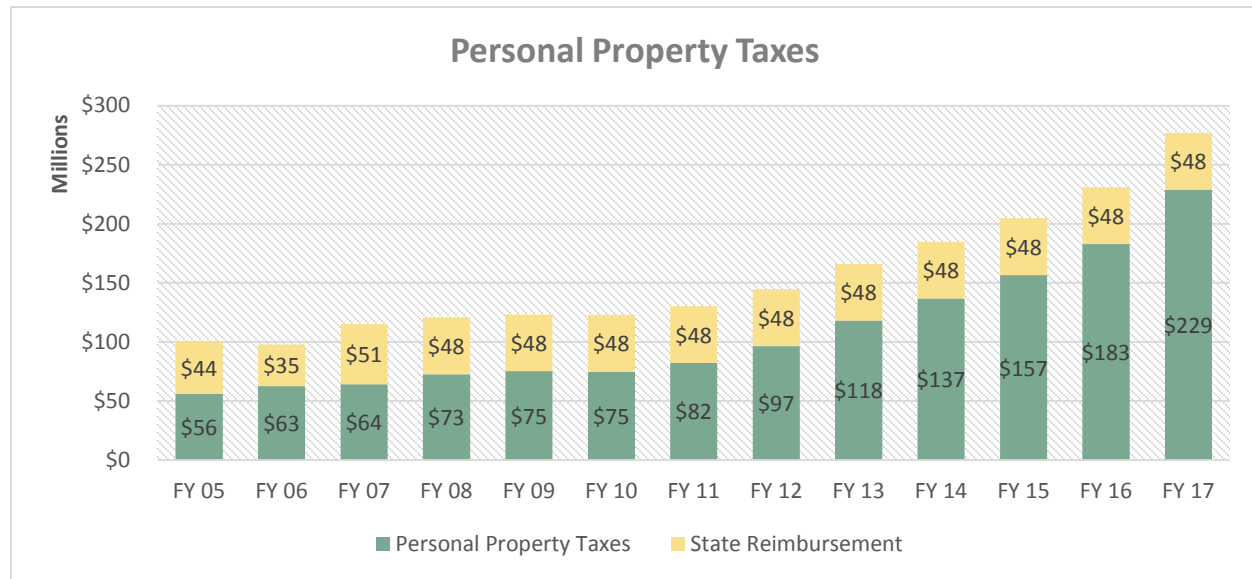
<sup>1</sup> The FY 2008 budget includes the Fire and Emergency Medical Services Tax District, which is supported by a levy on real property located within Loudoun County. The Board of Supervisors eliminated the Fire and Emergency Medical Services Tax District during the FY 2009 budget process and included it in the General Fund where it had been previously.



## Revenues and Expenditures

### Personal Property Taxes

The budgeted personal property tax revenue for FY 2017 is 20 percent higher than budgeted amount for FY 2016. The major contributors to the revenue increase include data center development and higher motor vehicle values. The general personal property tax rate has remained at \$4.20 per \$100 of assessed value since 1988.



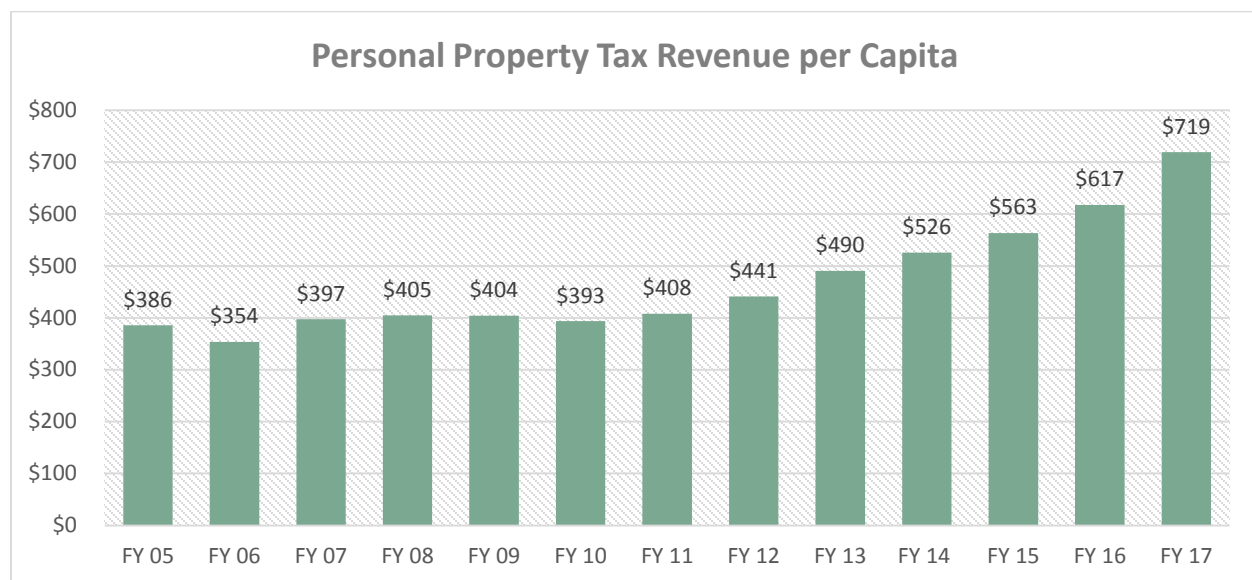
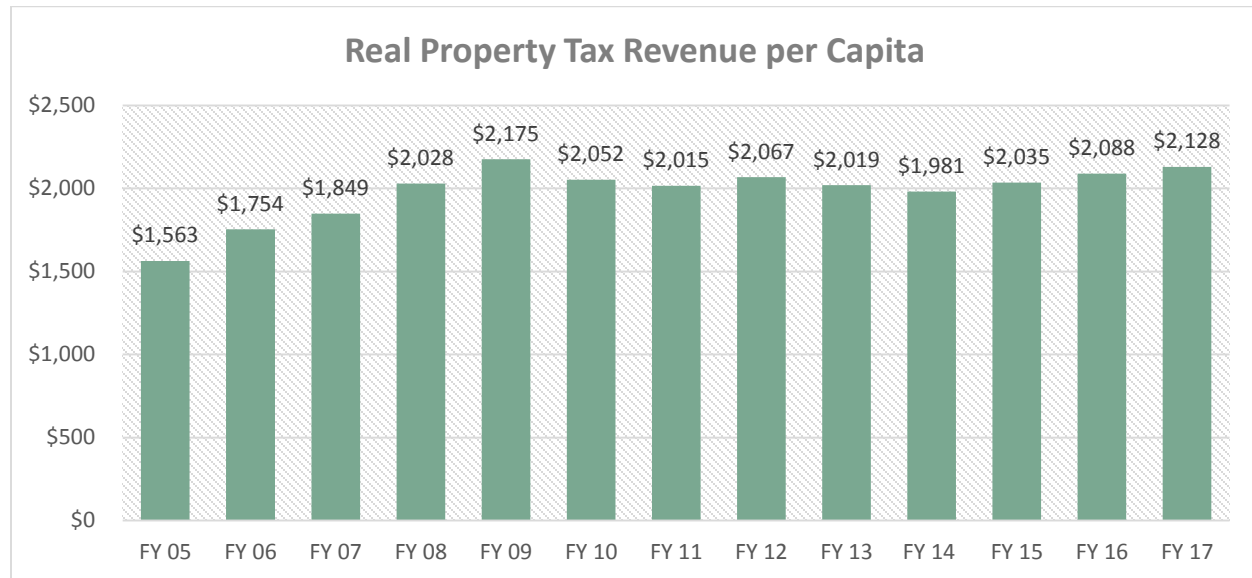
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<sup>2</sup> The State began providing a partial reimbursement for the personal property tax on personal-use vehicles in 1999. The Personal Property Tax Reduction Act reduced the bill on the first \$20,000 of assessed value per residential vehicle by an increasing amount through 2001, when the reimbursement rate was capped at 70%. The County continues to collect 100% of the personal property tax on the assessed value of a vehicle that is above \$20,000. Through calendar year 2005, the State reimbursed the County for the revenue lost by the 70 percent personal property tax reduction. The 2004 State General Assembly set a fixed dollar limit on the total reimbursement provided to localities beginning in 2006. The annual reimbursement received by Loudoun is \$48,071,700.

## Revenues and Expenditures

### Personal Property and Real Property Taxes Per Capita

Budgeted real property tax revenue per capita increased 2 percent in FY 2017. Personal property tax revenue per capita increased by \$102 from FY 2016. The personal property tax amount includes the state's partial reimbursement of tax revenues for the first \$20,000 of assessed value of a personal-use vehicle. The State provides \$48,071,700 annually in vehicle personnel property tax relief to the County.

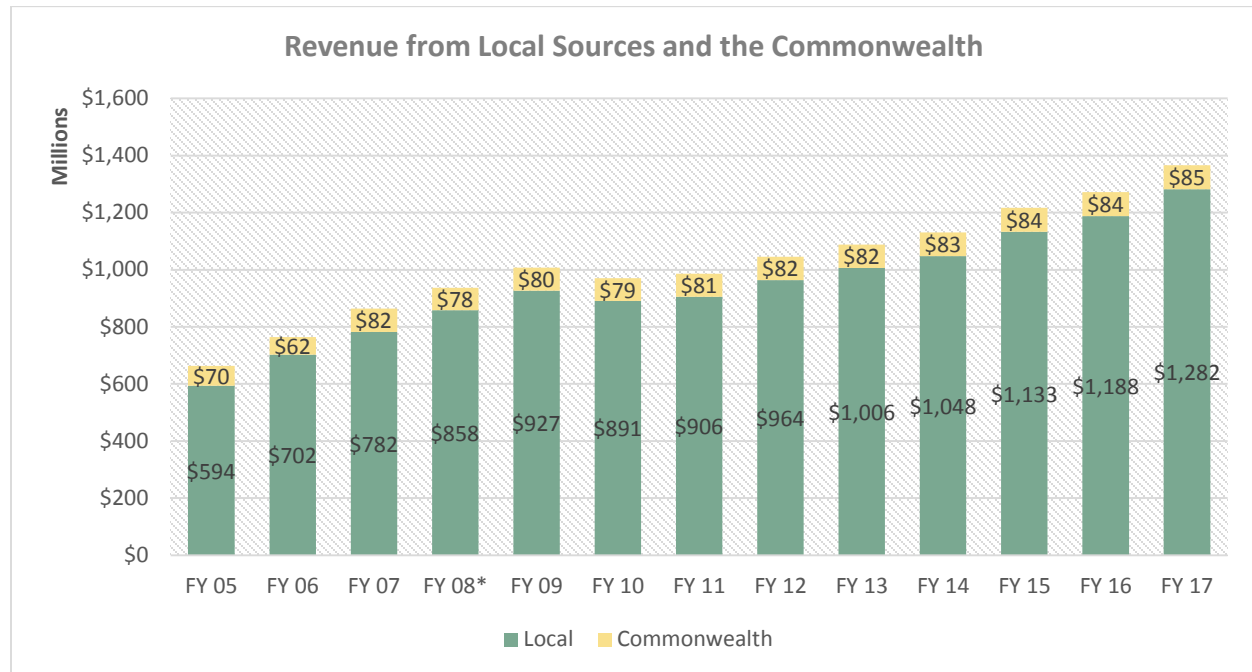




## Revenues and Expenditures

### Local and Commonwealth Revenues

Budgeted local revenue increases by 7.9 percent in FY 2017. Revenue from the Commonwealth increases by 1.1 percent in FY 2017, from \$83,669,453 to \$84,555,679. Commonwealth revenue includes the State's property tax reimbursement to Loudoun County for tax revenue lost due to the State's reduction in personal property tax for the first \$20,000 of assessed value of a personal-use vehicle. This represents the conversion of a local revenue source to a Commonwealth revenue source. The budgeted Commonwealth revenue for FY 2017, exclusive of the State's personal property tax reimbursement, increased 2.5 percent compared with FY 2016. Commonwealth revenue does not include state funds provided directly to the Loudoun County Public School System.



3

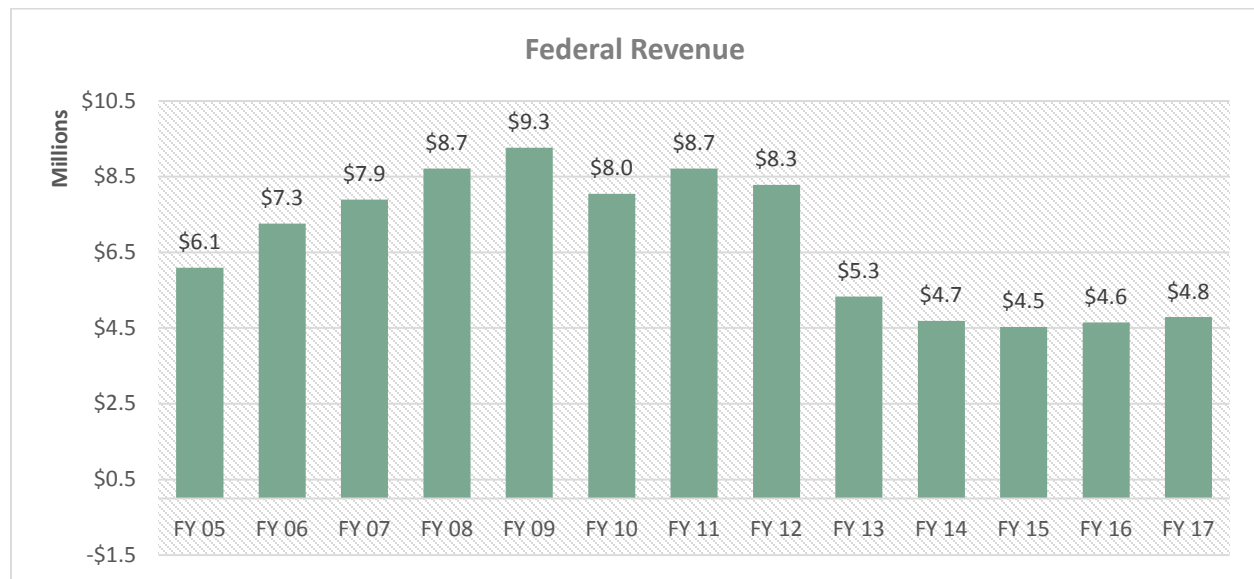
<sup>3</sup> The FY 2008 budget includes the Fire and Emergency Medical Services Tax District which was supported by a levy on real property located within Loudoun County. The Board of Supervisors eliminated the Fire and Emergency Medical Services Tax District during the FY 2009 budget process and included it in the General Fund where it had been previously.



## Revenues and Expenditures

### Federal Revenue

Federal revenue in the General Fund<sup>4</sup>, comprised mostly of program specific grants in a variety of different categories, increased significantly from FY 2005 through FY 2009. Since 2009 Federal revenue has generally decreased through FY 2015, with FY 2011 being the exception. In FY 2017, budgeted Federal revenue will increase by 3 percent, the same rate of increase experienced in FY 2016. Budgeted federal revenues per capita reached a peak of \$30 in FY 2009, declining to \$12 in FY 2015 and subsequent years. Federal revenues per capita dropped 37 percent between FY 2012 and FY 2013, and by another 16 percent in FY 2014.



<sup>4</sup> Loudoun receives other federal funds that are not administered through the County's General Fund. For example, federal money for low-income rental assistance is administered through the Rental Assistance Program Fund.



## Revenues and Expenditures

### General Fund Revenue Sources

The table below shows budgeted General Fund revenues by source for the fiscal years 2000 through 2017. The revenues shown exclude transfers to the General Fund from other funds and use of fund balance. Prior to 2001, Local Revenue comprised 92 percent of the total General Fund, while Commonwealth Revenue and Federal Revenue accounted for 6.5 percent and 1.5 percent, respectively. Beginning with the FY 2001 budget the state's annual reimbursement to Loudoun for the planned phase out of the personal property tax on personal-use motor vehicles is included in Commonwealth Revenue. In the FY 2003 budget, the increase in the personal property tax reimbursement caused the Local Revenue share to decline to 86 percent while the Commonwealth share increased to nearly 13 percent. Thereafter, the State imposed a limit on the phase out of the vehicle personal property tax, capping the reimbursement to Loudoun at \$48,070,701 in 2006 and beyond. As a result, the Commonwealth's share of the County's steadily increasing General Fund revenue has declined over time, amounting to 6.2 percent in FY 2017. Moreover, the State's fixed-dollar reimbursement for the vehicle personal property tax has caused Loudoun vehicle owners to realize a smaller percentage discount on their vehicle tax bill (43 percent in 2016) than is realized by residents in other jurisdictions having slower rates of growth. Federal revenue has consistently been the smallest portion of General Fund revenue. Although the dollar amount of Federal revenue has varied over time, its share of the total has generally declined and represents only 0.3 percent of the County's General Fund in FY 2017.

#### General Fund Revenue Sources<sup>5</sup>

Fiscal Year	Local Revenue	Commonwealth	
		Revenue <sup>6</sup>	Federal Revenue
FY 2000	278,810,282	21,081,305	4,279,557
FY 2001	328,631,345	43,840,358	4,543,149
FY 2002	404,868,902	52,813,724	4,173,591
FY 2003	448,585,015	65,992,809	4,187,092
FY 2004	510,126,309	71,728,899	4,964,401
FY 2005	593,511,360	69,870,335	6,091,469
FY 2006	702,137,875	62,465,079	7,262,132
FY 2007	781,949,137	82,299,765	7,891,511
FY 2008	858,286,689	78,313,164	8,717,268
FY 2009	926,876,444	80,374,319	9,265,806
FY 2010	891,319,419	78,765,084	8,044,202
FY 2011	905,929,802	80,709,202	8,713,442
FY 2012	964,225,764	81,725,969	8,278,765
FY 2013	1,005,883,021	82,064,459	5,330,088
FY 2014	1,047,679,643	82,793,077	4,686,657
FY 2015	1,132,579,963	83,967,403	4,530,629
FY 2016	1,187,852,759	83,669,453	4,646,992
FY 2017	1,281,922,204	84,555,679	4,787,920

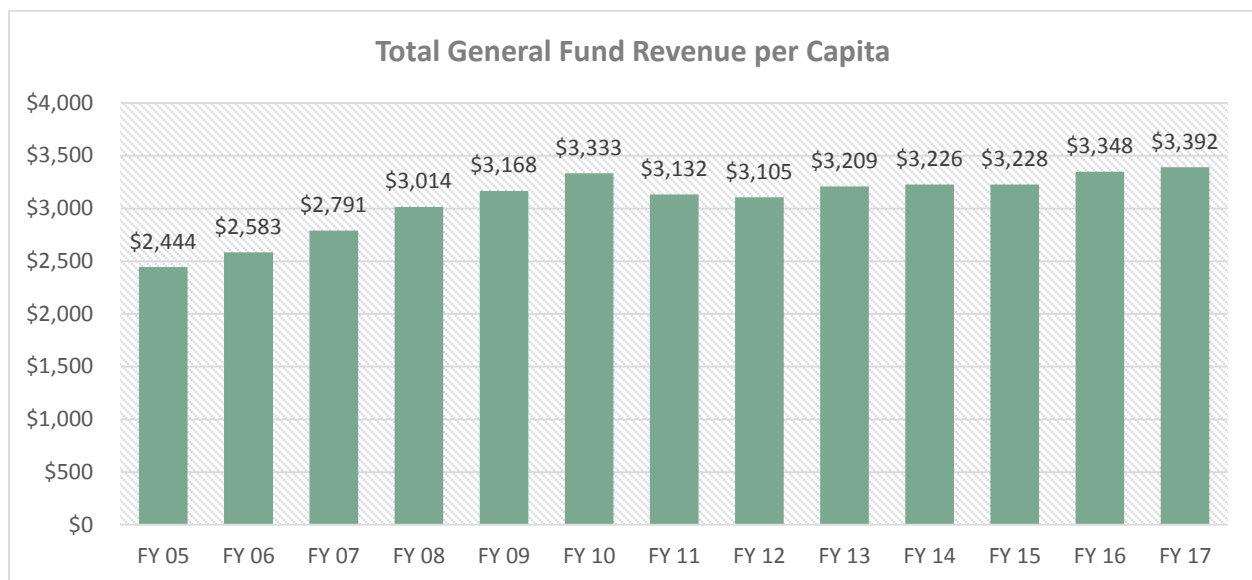
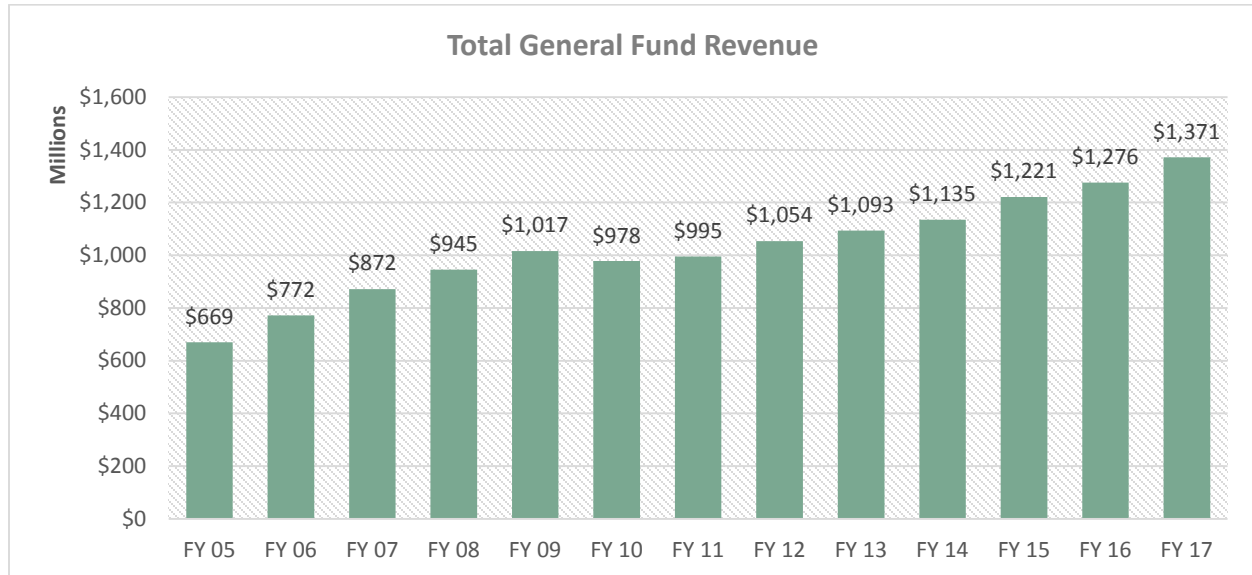
<sup>5</sup> The FY 2008 budget includes the Fire and Emergency Medical Services Tax District which was supported by a levy on real property located within Loudoun County. The Board of Supervisors eliminated the fire and Emergency Medical Services Tax District during the FY 2009 budget process and included it in the General fund where it had been previously.

<sup>6</sup> Beginning in FY 2001, budgeted Commonwealth revenue includes the funds from the Commonwealth of Virginia to reimburse the County for revenue lost due to the State's reduction in personal property tax for the first \$20,000 of assessed value on personal-use vehicles.

## Revenues and Expenditures

### Total General Fund Revenue

FY 2017 General Fund revenue is projected to increase 7.5 percent over the FY 2016 Budget.



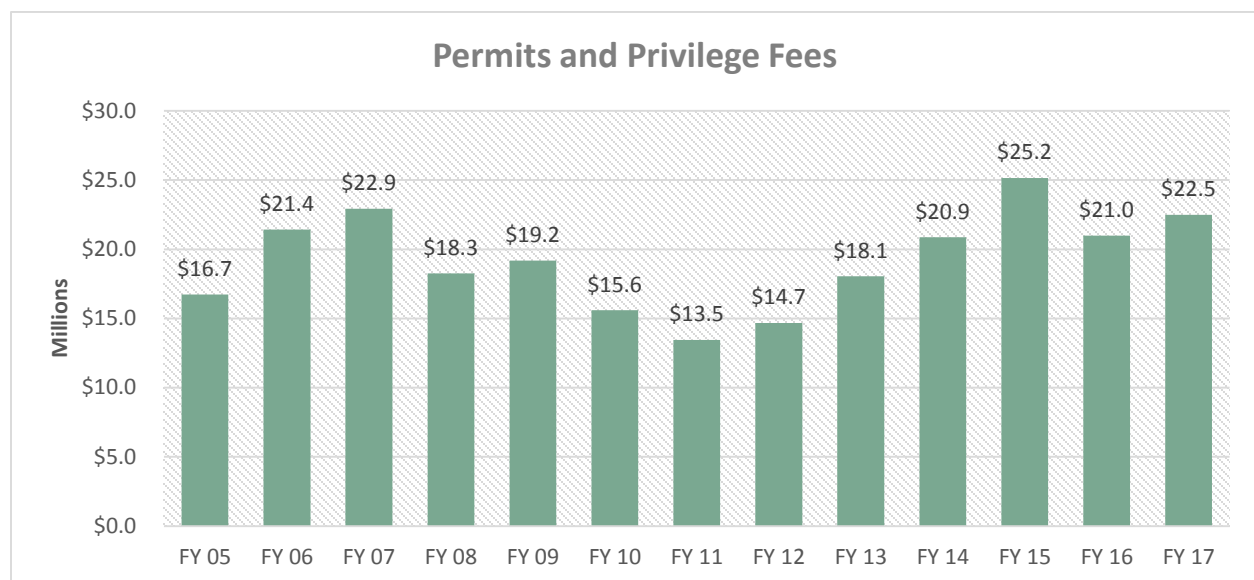
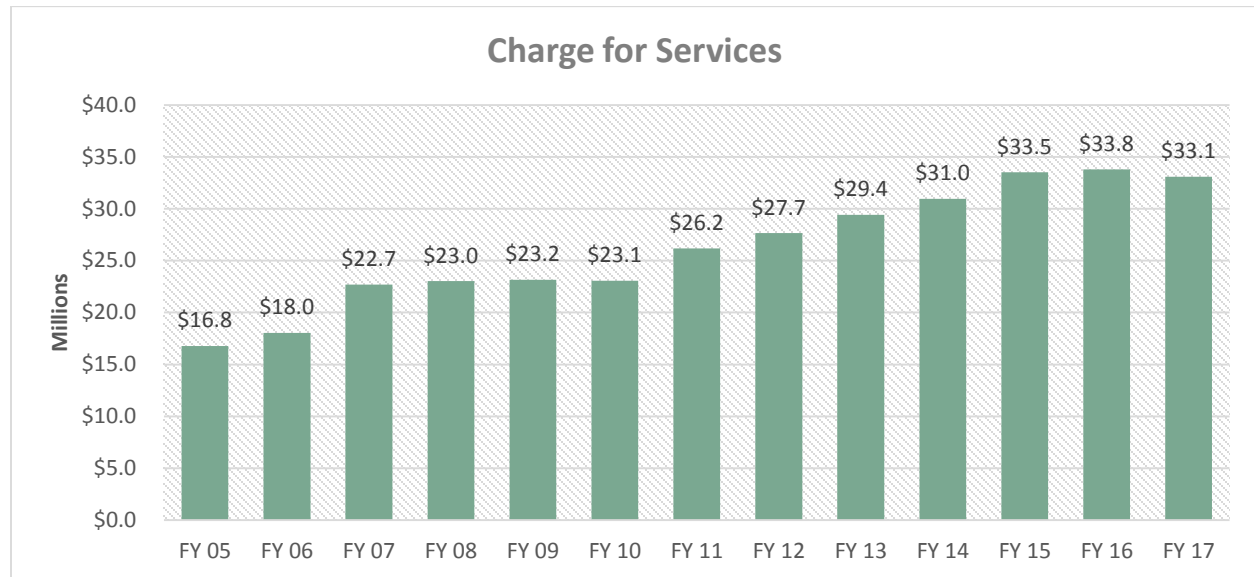




## Revenues and Expenditures

### Charges for Services and Permits and Privilege Fees

Budgeted revenues shown on this page result from fees charged for services provided (e.g., after school activities, commuter bus service, solid waste disposal) and from licenses and permits required for certain activities (e.g., land development, dog licenses, building permits, etc.). Revenue from charges for services decreases by \$700,000 in FY 2017, representing the net result of \$316,000 and \$750,000 reductions from Parks, Recreation, and Community Services and from commuter bus fares, respectively. These are partially offset by a \$477,000 increase in landfill fees. Budgeted revenue from permits and privilege fees is \$1.5 million or 7.1 percent higher in FY 2017 than in FY 2016. This increase represents more revenue from building and zoning permits.





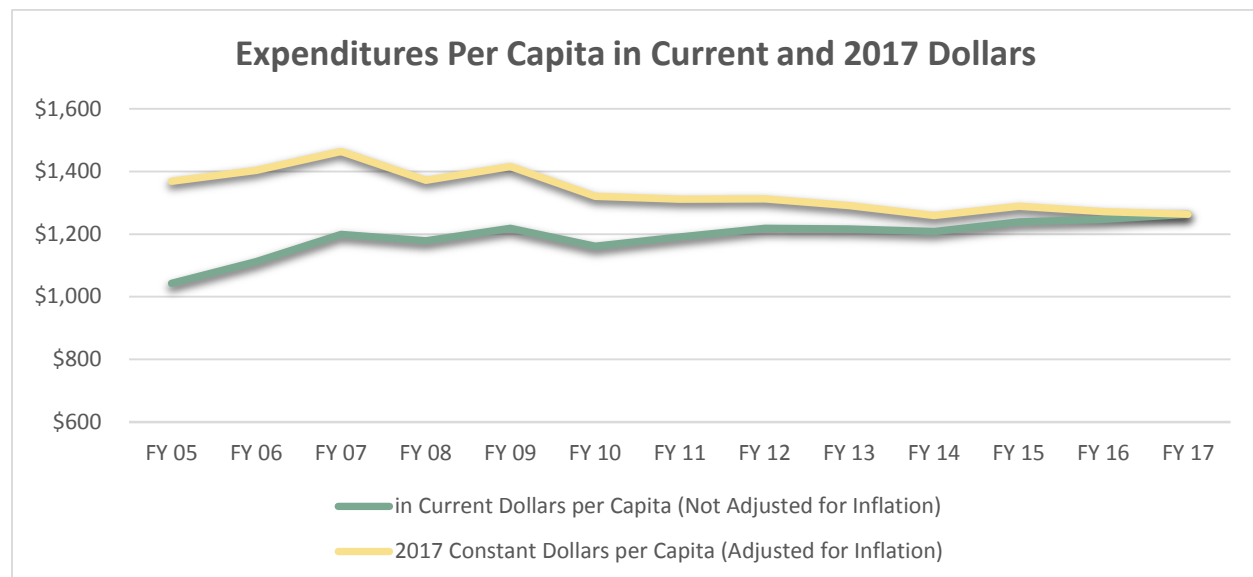
## Revenues and Expenditures

### General Government Expenditures Per Capita

Per capita spending in constant dollars in FY 2017 is estimated to be 0.6 percent less than its level in FY 2016 and nearly 14 percent less than its previous peak level in FY 2007.

#### General Government Expenditures per Capita

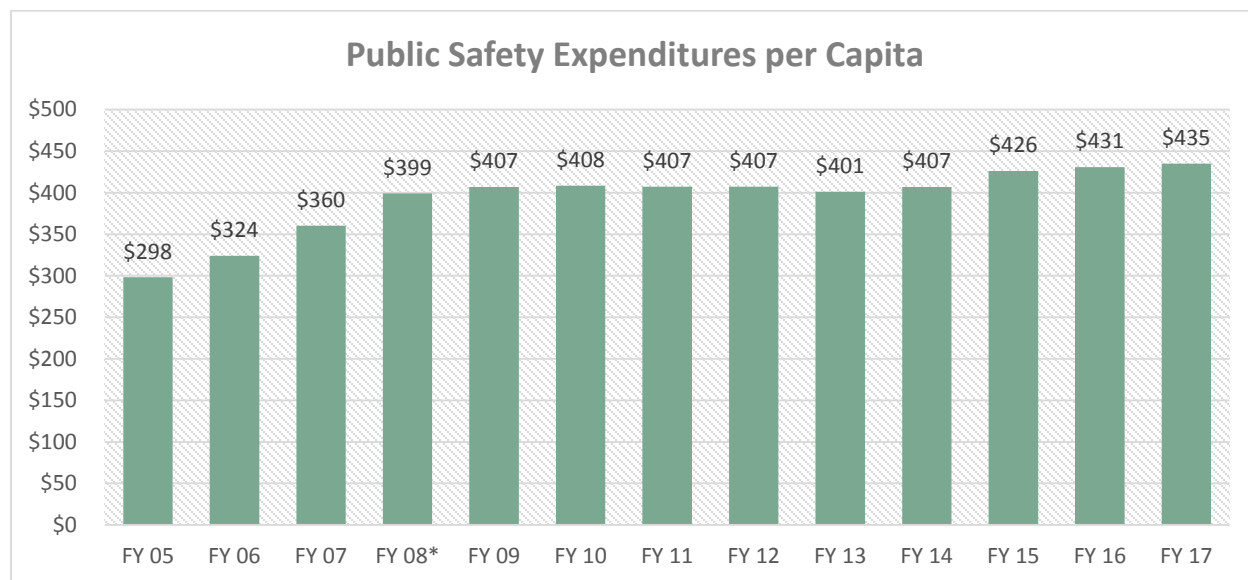
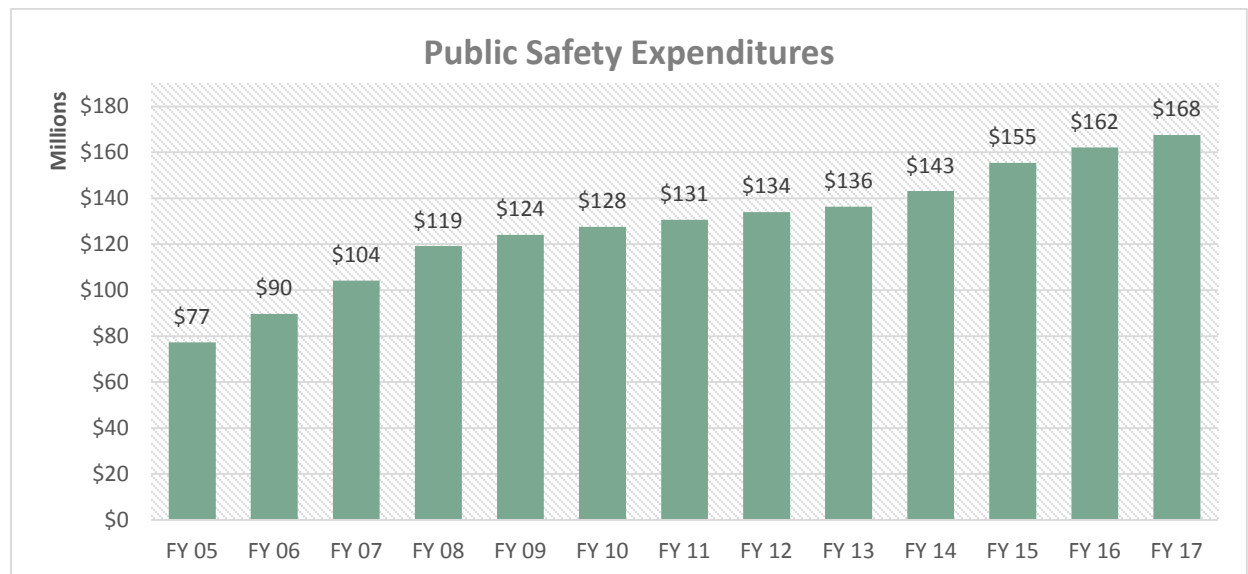
Fiscal Year	Current Dollars	2017 Constant Dollars	Percent Change
2005	1,043	1,369	-1.49%
2006	1,112	1,403	2.52%
2007	1,199	1,464	4.31%
2008	1,179	1,372	-6.30%
2009	1,219	1,415	3.18%
2010	1,161	1,320	-6.72%
2011	1,191	1,312	-0.63%
2012	1,219	1,313	0.08%
2013	1,216	1,291	-1.68%
2014	1,208	1,259	-2.45%
2015	1,239	1,289	2.37%
2016	1,247	1,271	-1.37%
2017	1,263	1,263	-0.65%



## Revenues and Expenditures

### Public Safety Expenditures

Expenditures for public safety are slated to increase by 3.4 percent in FY 2017 after increasing by 4.3 percent in FY 2016. The departmental expenditures for public safety reflect the following changes in FY 2017: Sheriff's Office increased by 4.3 percent, Juvenile Court Services Unit increased by 2.2 percent, Community Corrections increased by 6.0 percent, Animal Services increased by 0.8 percent and Fire, Rescue and Emergency Management increased by 2.3 percent.



<sup>7</sup> The FY 2008 budget includes the Fire and Emergency Medical Services Tax District which was supported by a levy on real property located within Loudoun County. The Board of Supervisors eliminated the Fire and Emergency Medical Services Tax District during the FY 2009 budget process and included it in the General Fund where it had been previously.

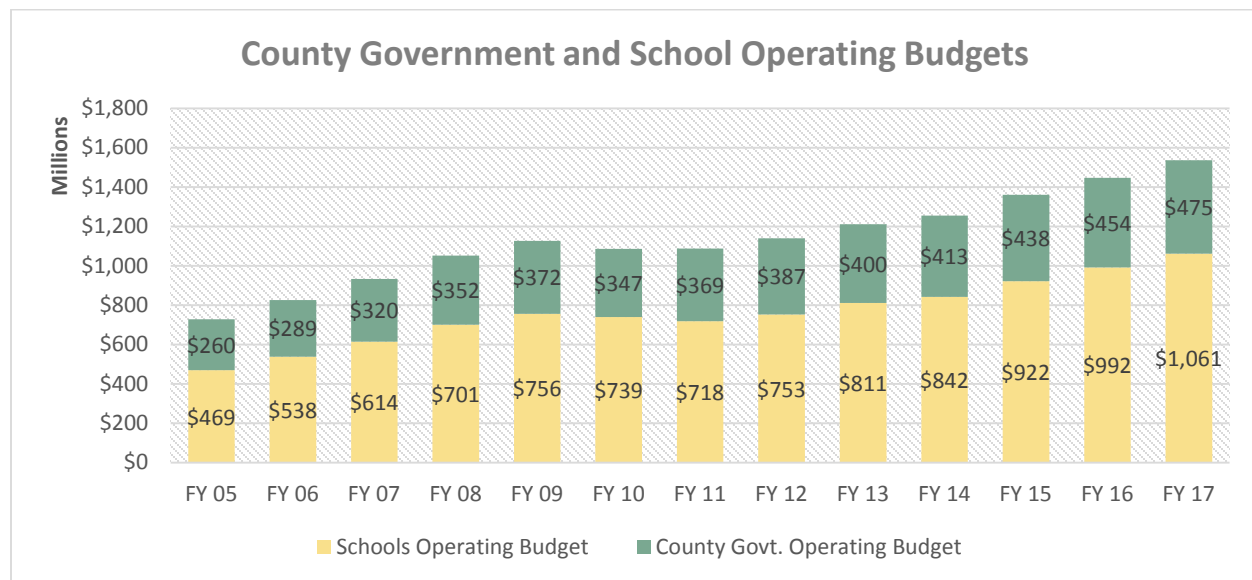


## Revenues and Expenditures

### County Government and Schools Operating Budget

The county government's operating budget for FY 2017 increased by 4.6 percent, while the school system's operating budget increased by 7.0 percent. For the period from FY 2005 through FY 2017, the county government's operating budget increased at an average annual rate of 5.8 percent while the school system's operating budget increased at an average annual rate of 8.1 percent. The high growth rate in the County's school age population (see next page) has contributed to the school system's increased expenditures.

Fiscal Year	County Government	School Operating	Total
2005	\$259,975,668	\$469,011,715	\$728,987,383
2006	288,997,011	537,542,494	826,539,505
2007	319,536,615	613,856,662	933,393,277
2008	351,761,297	700,564,208	1,052,325,505
2009	371,663,510	755,600,922	1,127,264,432
2010	347,469,536	738,998,960	1,086,468,496
2011	369,029,698	718,489,662	1,087,519,360
2012	387,299,465	752,946,877	1,140,246,342
2013	399,790,354	811,052,294	1,210,842,648
2014	412,823,405	841,672,450	1,254,495,855
2015	438,354,522	921,985,197	1,360,339,719
2016	454,436,027	991,744,727	1,446,180,754
2017	475,141,195	1,061,354,996	1,536,496,191



8

<sup>8</sup> For FY 2002-2008 the general government expenditures include transfers to the Self Insurance Fund, Public Safety Communications Fund, the Federal Foster Care Reimbursement Fund, the Fire/Emergency Medical Services Tax District, the Rental Assistance Program Fund (Housing Choice Voucher) and the Office of Capital Construction (now part of Transportation and Capital Infrastructure).

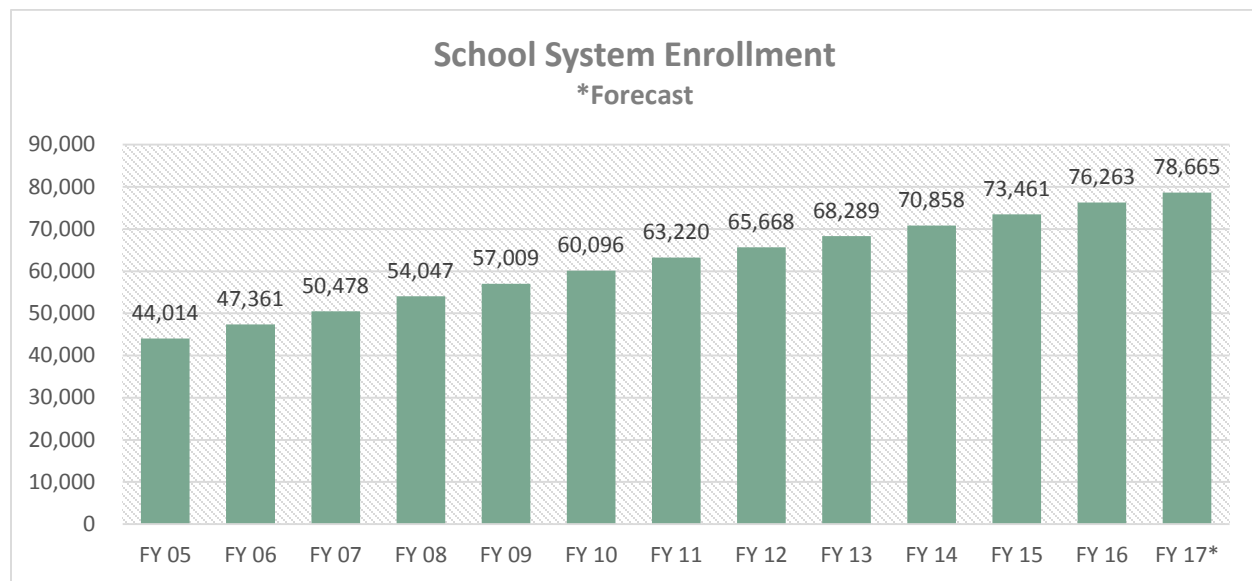
## Revenues and Expenditures

### Loudoun County School System Enrollment

Public school enrollment has increased steadily, but the rate of growth is moderating from the rapid rates of the past decade. School enrollment is projected to increase 3.1 percent in FY 2017, after having increased 3.8 percent in FY 2016. Projected school enrollment growth is close to the County's 2017 projected population growth rate of 2.9 percent.

#### School System Enrollment

Fiscal Year	Enrollment	% Change
FY 2005	44,014	8.0%
FY 2006	47,361	7.6%
FY 2007	50,478	6.6%
FY 2008	54,047	7.1%
FY 2009	57,009	5.5%
FY 2010	60,096	5.4%
FY 2011	63,220	5.2%
FY 2012	65,668	3.9%
FY 2013	68,289	4.0%
FY 2014	70,858	3.8%
FY 2015	73,461	3.7%
FY 2016	76,263	3.8%
FY 2017	78,665	3.1%



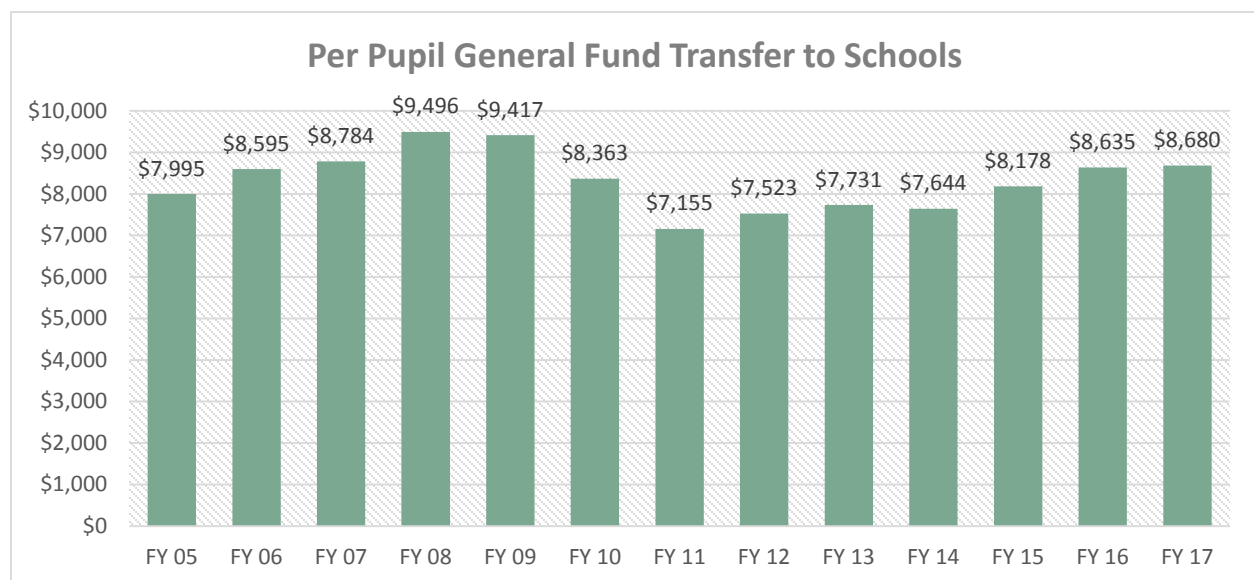
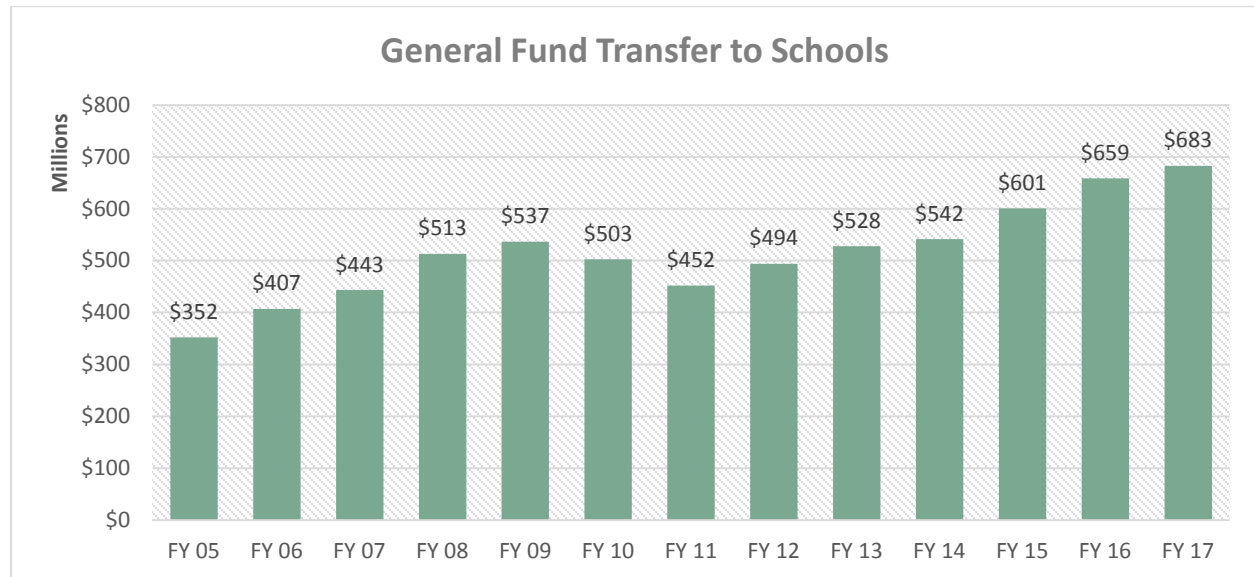
Source: Loudoun School Board FY 2017 – FY 2022 Adopted Capital Improvement Program



## Revenues and Expenditures

### General Fund Transfer to Schools

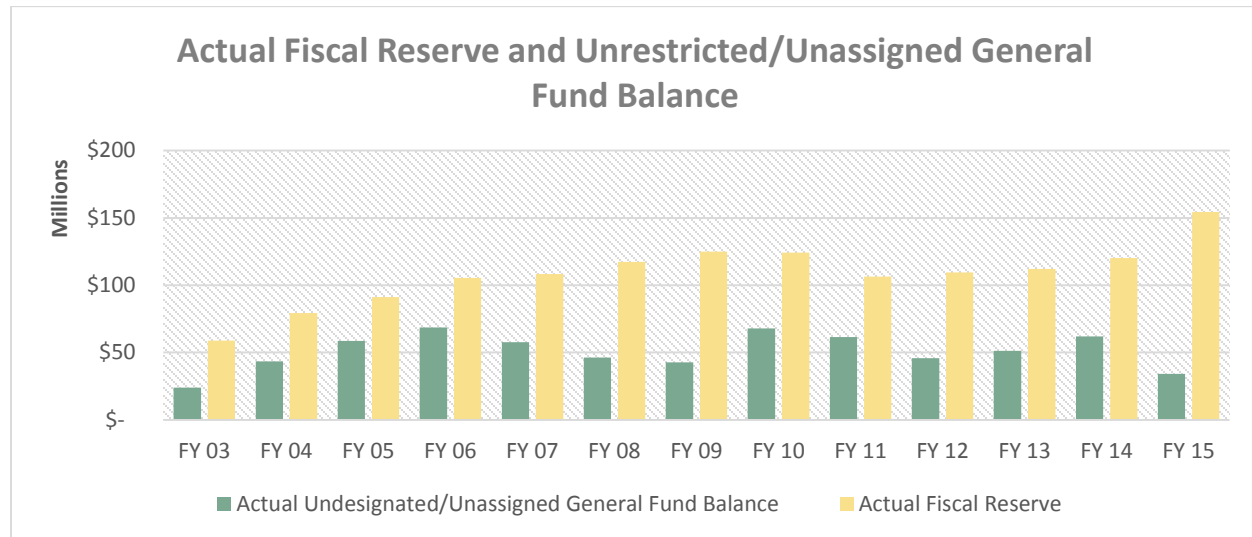
General fund transfers to the public school system have generally increased over time in order to keep pace with the continuing growth in school enrollment. The transfers increased every year from FY 1994 through FY 2009, before experiencing two consecutive years of decline as the County dealt with the impacts of the 2008-09 recession. Since FY2011, the annual transfer has increased and will increase by 3.7 percent in FY 2017. School enrollment in FY 2017 is expected to be 79 percent higher than it was in FY 2005. The general fund transfer per pupil also increased steadily from FY 1995 through FY2008 before decreasing for 3 consecutive years. In FY 2017 the transfer per pupil will increase by 0.5 percent.



## Revenues and Expenditures

### Actual Unrestricted/Unassigned General Fund Balance

Unrestricted/unassigned General Fund balance is unspent money in the General Fund at the end of the fiscal year that has not been reserved or designated for a specific purpose. <sup>Error! Bookmark not defined.</sup> In FY 1994, the Board of Supervisors established the County's fiscal reserve and adopted a policy that the reserve (which is a portion of the Fund Balance designated as "Committed") will always be maintained at 10% of operating revenues in the General Fund. (Operating revenue for the General Fund excludes one-time revenue from the sale of County assets, if any, during a fiscal year. Operating revenue for a fiscal year appears as Total Revenue in the General category in Exhibit V of the Comprehensive Annual Financial Report for that year.)



Source: Comprehensive Annual Financial Reports. See Note XX in "Notes to Financial Statements."



# Glossary and Index

## Contents

Glossary of Terms	16-2
Index	16-10





## GLOSSARY OF TERMS

<b>501(c)3</b>	Exempt tax status afforded to nonprofit organizations meeting certain criteria.
<b>Accrual Basis of Accounting</b>	A method of accounting that recognizes the financial effect of transactions, events and interfund activities when they occur, regardless of the timing of related cash flows.
<b>Actual(s)</b>	Revenues and expenditures that occur in a prior fiscal year. Actuals differ from budgeted figures in that they represent the real disbursements and/or collections that take place subsequent to budget adoption.
<b>Adjusted Gross Income</b>	Adjusted Gross Income is the key before-tax definition of income used by the IRS to compute individual income tax liabilities and is defined as: "all income that is received in the form of money, property, and services and that is not explicitly exempt by law."
<b>Adopted Budget</b>	A plan of financial operations approved by the Board of Supervisors highlighting major changes made to the County Administrator's Proposed Budget. The Adopted Budget reflects approved tax rates and estimates of revenues, expenditures, transfers and departmental goals, objectives, and performance/workload indicators. This document is commonly referred to as the Adopted Budget.
<b>Annual Budget</b>	An itemized listing of the amount of all estimated support and revenue which an organization anticipates receiving, along with a listing of all estimated costs and expenses that will be incurred in the operation of the organization over one fiscal year.
<b>Appropriation</b>	A legal authorization granted by the Board of Supervisors to a specified organization, such as a unit of the county government or an affiliated regional organization, to make expenditures and to incur obligations for specific purposes. An appropriation is limited in dollar amount and as to when it may be spent, usually expiring at the end of the fiscal year.
<b>Appropriation Resolution</b>	A legally binding document prepared by the Department of Management and Budget which delineates by fund and department all expenditures and revenues adopted by the Board of Supervisors which are reflected in the Adopted Budget.
<b>Assess</b>	To place a value on property for tax purposes.
<b>Assessed Valuation</b>	The appraised value of property for purposes of property taxation. The assigned valuation covers real and personal property at 100% valuation.
<b>Assessment</b>	A charge of money collected by the government from people or businesses for public use.
<b>Asset</b>	Owned resources, possibly held by Loudoun County, which have a monetary value.
<b>Audit</b>	A formal examination of an organization's or individual's accounts or financial situation.
<b>Basis Point</b>	Equal to 1/100 of one percent. For example, if interest rates rise from 6.50 percent to 6.75 percent, the difference is referred to as an increase of 25 basis points.
<b>Balanced Budget</b>	A financial plan in which total expenditures equal total revenue and/or fund balance.
<b>Base Budget</b>	The cost of continuing existing levels of service in the upcoming budget year.
<b>Benchmark</b>	A factor or standard used to assess the effectiveness of a service or program in comparison with other organizations or jurisdictions.



## Glossary of Terms

<b>Bond</b>	A written promise to pay a specified sum of money (called the principal) at a specified date in the future, together with periodic interest at a specified rate. In the budget document, these payments are identified as debt service. Bonds may be used as an alternative to tax receipts to secure revenue for long-term capital improvements. County debt, to which the full faith and credit of the County is pledged, is approved by voter referendum. The State Constitution mandates taxes on real property sufficient to pay the principal and interest of such bonds. The majority of bonds issued for County and School construction projects are known as general obligation bonds.
<b>Bond Rating</b>	The rating of bonds as a statement of a locality's economic, financial, and managerial condition. The bond rating represents the business community's assessment of the investment quality of a local government.
<b>Business, Professional, and Occupational License (BPOL)</b>	Refers to the license tax that is levied upon the privilege of doing business or engaging in a profession, trade, or occupation in the County.
<b>Budget</b>	A specific plan which identifies a plan of operations for the fiscal year, states the expenditures required to meet that plan of operations, and identifies the revenue necessary to finance the plan. The annual County budget is established by the Board of Supervisors' Appropriation Resolution.
<b>Budget Calendar</b>	Schedule of key dates which a government follows in the preparation and adoption of the budget.
<b>Capital Asset Replacement Fund</b>	A fund established to ensure a consistent means of financing and planning for Countywide major maintenance efforts. This fund provides a mechanism for the replacement and rehabilitation of major components of the School and County physical plant including structural, mechanical, electrical, plumbing and site-related efforts.
<b>Capital Expenditures</b>	Expenditures on all fixed assets with a value greater than \$5,000 and an expected life of 3 years or more.
<b>Capital Facilities</b>	Fixed assets, primarily buildings, acquired or constructed by the County.
<b>Capital Improvement Program</b>	The County's plan for future capital project expenditures. The six-year plan covers public facilities, resulting in the construction or acquisition of fixed assets, primarily buildings, but also including parks, land, landfills, etc.
<b>Capital Outlay</b>	Expenditures for items of a substantial nature that are expected to have a useful life of more than one year. Examples include personal computers, vehicles, radios, and furniture.
<b>Carryover Funds</b>	Unexpended funds from the previous fiscal year which may be used to make payments in the current fiscal year. This is also referred to as the beginning fund balance.
<b>Community Development Block Grant (CDBG)</b>	A Federal grant program administered by the U.S. Department of Housing and Urban Development.
<b>Comprehensive Annual Financial Report (CAFR)</b>	This official annual report, prepared by the Department of Finance, presents the status of the County's finances in a standardized format. The CAFR is organized by fund and contains two basic types of information: (1) a balance sheet that compares assets with liabilities and fund balance, and (2) an operating statement that compares revenues and expenditures.
<b>Code of Virginia</b>	The titles, chapters, articles and sections of this Code contain the laws of the State.



## Glossary of Terms

<b>Codified Ordinance</b>	Regulation related to a specific code, such as the Code of the Commonwealth of Virginia.
<b>Comprehensive Services Act for At-Risk Youth (CSA)</b>	This is a joint project of the Departments of Family Services; Mental Health, Mental Retardation and Substance Abuse Services; Management and Budget; Finance; Juvenile Courts; the School System and community service providers and private citizens. CSA is funded jointly by the State and the County. The project goal is to maintain, strengthen and reunify at-risk youth and their families.
<b>Constituent</b>	A resident in an electoral district.
<b>Constitutional Officers</b>	Officers or agencies directed by elected officials (Clerk of the Circuit Court, Commissioner of the Revenue, Commonwealth's Attorney, Sheriff, and Treasurer) whose positions are established by the Constitution of the Commonwealth of Virginia or its statutes.
<b>Contractual Services</b>	Services rendered to a government by private firms, individuals, or other governmental agencies.
<b>County Seat</b>	An administrative center of a community. Leesburg is the County Seat of Loudoun County.
<b>County Zoning Map</b>	The unincorporated areas of Loudoun County are divided into districts indicated on the Zoning Map. It is the final authority as to the current zoning status of land and water areas, buildings, and other structures in the County.
<b>County Zoning Ordinance</b>	This zoning ordinance was adopted by the County in conformance with the provisions of Title 15.1, Chapter 11, Article 8, of the Code of the Commonwealth of Virginia. Its purpose is to promote the health, safety, and general welfare of the public. The zoning ordinance is a means of controlling land use. For example, zoning ordinances can help to prevent traffic congestion, protect historic areas, and control population density.
<b>Debt</b>	An obligation resulting from the borrowing of money.
<b>Debt Service</b>	Funding as defined by the State Auditor of Public Accounts that finances and accounts for the payment of principal and interest on bonds.
<b>Department</b>	Basic organizational unit of the County government which is functionally unique in its service delivery responsibilities.
<b>Depreciation</b>	Expiration in the service life of capital assets attributable to wear and tear, deterioration, action of the physical elements, inadequacy or obsolescence.
<b>Division</b>	Major organizational subunits.
<b>Emergency Operations Center (EOC)</b>	The Emergency Operations Center (EOC) provides a central location to determine situational status, coordinate actions, and make critical decisions during emergency and disaster situations. Emergency Management staff maintains the EOC during routine operations. Personnel from various departments and agencies in the county along with key organizations outside the county comprise the EOC staff during activation.
<b>Encumbrance</b>	A reservation of funds for an anticipated expenditure prior to actual payment of an item. Funds are usually reserved or encumbered once a contract obligation has been signed, but prior to the actual disbursement of the cash payment.



## Glossary of Terms

<b>Enhancement</b>	“Enhancement” is a general term used for new initiatives that may consist of: (1) expansions or improvements to an existing program, (2) establishment of a new program, (3) a proposal to fund from local dollars a program which has previously been supported by non-local sources of revenue, or (4) an increase in revenue due to a new fee or an increase in fee rates.
<b>Enterprise Funds</b>	Funds used to account for operations (a) that are financed through dedicated user fees, or (b) where the Board of Supervisors has decided to appropriate funding for specific operations using a periodic determination of revenues earned, expenses incurred, and/or net income.
<b>Equalization</b>	An annual assessment of real estate to ensure that assessments accurately reflect current market values. Equalization revenue is the annual increase or decrease in collected revenue resulting from adjustments to the assessment of existing property in the County. This annual increase or decrease is due to value changes rather than to new construction.
<b>Expenditures</b>	Decreases in net financial resources not properly classified as other financing uses.
<b>Facilities Standards Manual</b>	A document by the Board of Supervisors which sets out specific regulations and design standards for such facilities as water/sewer service, roads and streets, soils review, etc.
<b>Fiduciary Fund</b>	Funding used to account for assets held by the County in a trustee capacity or as an agent for individuals, private organizations, other governments, and/or funds.
<b>Fire/Emergency Services Tax District</b>	A special revenue fund established by the Board of Supervisors in 2007 to provide a dedicated funding mechanism for career and volunteer fire and rescue operations in Loudoun County. The Fire/EMS District is primarily funded by a separate tax rate on real property.
<b>Fiscal Impact Model</b>	A 20-year model developed to help the County plan for future population growth. The fiscal impact model determines the financial impact of growth on the County Government, quantifying the need for services and projecting the related expenditures for providing these services.
<b>Fiscal Policy</b>	A statement of the guidelines and goals that will influence and guide financial management practices.
<b>Fiscal Trends</b>	The statistical section of the document that provides a broad range of trend data covering key financial indicators with historical and current data. The fiscal trends section also contains demographic and miscellaneous data useful in assessing the County government’s financial condition.
<b>Fiscal Year</b>	This is the period of time measurement used by the County for budgeting and accounting purposes. The fiscal year consists of the twelve months beginning on July 1st and ending June 30th.
<b>FTE</b>	Full-Time Equivalent, considering all full-time and part-time staff positions. One FTE consists of 1,950 work hours per year.
<b>Fund</b>	A fiscal and accounting entity with a self-balancing set of accounts recording cash and other financial resources, together with all related liabilities and residual equities, or balances and changes therein. Funds are segregated for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.



## Glossary of Terms

<b>Fund Balance</b>	The amount of money or other resources remaining unspent or unencumbered in a fund at a specific point in time. This term usually refers to funding available at the end of the fiscal year.
<b>Fund Type</b>	A group of funds that have similar activities, objectives or funding sources as defined by the State Auditor of Public Accounts.
<b>GAAP</b>	An acronym for Generally Accepted Accounting Principles, this term refers to uniform minimum standards for financial accounting and recording.
<b>General Fund</b>	The primary location of all financial activity associated with the ordinary operations of County Government. Most taxes are accrued into this fund and transfers are made to the School, Debt Service, and Capital Projects funds as appropriate.
<b>General Obligation Bond Financing</b>	G.O. bonds are approved by voter referendum and carry the full faith and credit of Loudoun County.
<b>General Plan</b>	An official public document, which is the product of citizen participation, the Planning Commission, the Board of Supervisors, County staff and consultants. The General Plan is a long-range guide for growth, land use and development decisions in the County and provides a framework for consistent future decision-making.
<b>Geographic Information System (GIS)</b>	The Geographic Information System (GIS) is a computer system used to assemble, store, manipulate, and display information about land in the County. GIS is a multi departmental resource integrated with several of the County's other computer systems. It is used in part to manage and analyze land information and produce maps in support of the assessment process, in the management of zoning and health information, in the planning process, for addressing County residences, and in landfill management.
<b>Goals</b>	A general statement of purpose. A goal provides a framework within which the program unit operates; it reflects realistic constraints upon the unit providing the service. A goal statement speaks generally toward end results rather than toward specific actions (e.g., "minimize unemployment among disadvantaged youth").
<b>Grant</b>	A contribution by one organization to another. The contribution is usually made to aid in the support of a specified function, such as health care, housing, crime prevention, etc.
<b>Intergovernmental Revenue</b>	Revenue from other governments, such as the State and Federal government, in the form of grants, entitlements, shared revenue, or payments in lieu of taxes.
<b>Intergenerational Equity</b>	This is one of the concepts that underlie the issuance of long-term debt for capital projects. If a facility has an expected useful life of 20-40 years, there is a rationale for linking the payment for the facility to the beneficiaries of the facility. In other words, future users of the facility will also pay their share of the construction cost of the facility through debt service payments.
<b>Landfill Fee Waiver</b>	The forgoing of the tipping fee charged for use of the County's landfill. Organizations which are granted fee waivers must meet the following criteria: (1) the organizations must apply for the exemption, (2) the organization must be a governmental or nonprofit entity with IRS 501 status, and (3) the organization must provide a service for the public good.



## Glossary of Terms

<b>Lease Purchase</b>	A method of financing that allows the County to construct or acquire property and pay for it over a period of time by installment payments rather than an outright purchase. The time payments include an interest charge which is typically reduced because the lessor does not have to pay income tax on the interest revenue.
<b>Levy</b>	The imposition of taxes for the support of government activities.
<b>Liabilities</b>	Obligations incurred in past or current transactions requiring present or future settlement.
<b>Liquidity</b>	Funds consisting, or capable, of ready conversion into cash.
<b>Local Gasoline Tax</b>	This is a 2% tax on gasoline sold in the County. Local gasoline tax collections are directed to a special account maintained by the Northern Virginia Transportation Commission (NVTC).
<b>Local Tax Funding</b>	Represents funds that the Board of Supervisors may allocate from general tax revenues to supplement revenues received by a program.
<b>Long-Term Debt</b>	Debt with a maturity of more than one year after the date of issuance.
<b>Mission Statement</b>	A written description stating the purpose of an organizational unit (department or agency) and its function.
<b>Modified Accrual Basis of Accounting</b>	Basis of accounting according to which (a) revenues are recognized in the accounting period in which they become available and measurable and (b) expenditures are recognized in the accounting period in which the fund liability is incurred (if measurable). Under this approach, immature interest on general long-term debt and certain similar accrued obligations are recognized when due.
<b>Non-Revenue Receipt</b>	Assets received by the County which are not in the form of cash, such as Federal food commodities received at the Juvenile Detention Home and donated land from developers in the form of proffers. These are entered in the County records at their fair market value at the time of receipt.
<b>Object Classification</b>	A grouping of expenditures on the basis of goods or services purchased, such as personal services, materials, supplies, equipment, etc.
<b>Objective</b>	A statement of purpose defined more specifically than a goal. Objectives describe specific measurable outputs within a designated timeframe (e.g., "increase the number of children qualifying as Level I swimmers by 20%"). Program objectives are identified for each program description in the budget document.
<b>Obligation</b>	A future expenditure requirement incurred by voluntary agreement or legal action.
<b>Overlapping Debt</b>	The debt issuer's (County's) proportionate share of the debt of other local governmental units such that the issuer (the County) is located either wholly or partly within the geographic limits of the other units. The debt is generally apportioned based upon relative assessed value. For example, debt issued by a regional organization with which the County is affiliated would be overlapping debt of the County.
<b>Overmatch</b>	The amount of local tax funding over and above the amount required to leverage Federal and State grant revenue.
<b>Parcel Mapping</b>	The process of producing maps of land parcels in the County. These parcels serve as units for assessing taxes.



## Glossary of Terms

<b>Pay-As-You-Go</b>	A term used to describe the practice of financing certain capital expenditures using current revenue as opposed to borrowing.
<b>Pay-For-Performance</b>	An assessment system that provides a process for appraising the quality of work performed by County employees and linking potential pay increases with work performance. The Pay for Performance system is designed to establish a link between performance assessment and employee performance of job duties and responsibilities.
<b>Performance Measures</b>	Data collected to assess a program's progress toward achieving established objectives and goals.
<b>Personal Property</b>	A category of property other than real estate, identified for purposes of taxation, including personally owned items, corporate property, and business equipment. Examples include automobiles, motorcycles, trailers, boats, airplanes, business furnishing and manufacturing equipment. Goods held for sale by manufacturers, wholesalers, or retailers (i.e., inventory) are <u>not</u> included.
<b>Policy</b>	A high-level overall plan embracing the general goals and acceptable procedures of the governing body.
<b>Private Contributions/Donations</b>	These donations are usually from private citizens, typically one-time, non-recurring donations of cash or property.
<b>Proffer</b>	An offer of cash or property. This usually refers to property, cash or structural improvements, offered by contractors/developers to the County in land development projects. An example is a proffer of land from a developer to the County.
<b>Program</b>	This is a plan or unit under which action may be taken towards meeting an individual or set of goal(s) in the provision of a particular service. Examples of County Government programs include fleet management, field services, outpatient services and the Loudoun Youth Initiative.
<b>Property Tax Rate</b>	The rate of taxes levied against real or personal property expressed as dollars or \$100 of equalized assessed valuation of the property taxed.
<b>Proposed Budget</b>	A plan of financial operations submitted by the County Administrator to the Board of Supervisors. This plan reflects estimated revenues, expenditures, transfers, and departmental goals, objectives, and performance/workload indicators. In addition, sections are included to show major budgetary/financial policies and guidelines used in the County's fiscal management. The document is commonly referred to as the proposed budget.
<b>Proprietary Fund Types</b>	Funds that account for County activities which are similar to private sector businesses. These funds measure net income, financial position and changes in financial position.
<b>Prorate Tax System</b>	A system in which taxes are assessed proportionally during the year.
<b>Public Service Property</b>	Property specifically designated for public service use, as determined by the State Corporation Commission. This category includes designated real property, such as land and buildings and other property, such as computers, copiers and cash registers.
<b>Rating agencies</b>	The organizations which provide publicly available ratings of the credit quality of securities issuers. The term is most often used to refer to the nationally recognized agencies, Moody's Investors Service, Inc., Standard & Poor's Corporation, and Fitch Investors.





## Glossary of Terms

<b>Real Property</b>	Real estate, including land and improvements (building, fencing, paving), classified for purposes of tax assessment.
<b>Referendum</b>	The principle or practice of submitting to popular vote a measure passed on or proposed by a legislative body or by popular initiative.
<b>Regional Organization</b>	Organizations to which the County is either a member or contributes as a funding source.
<b>Resolution</b>	A formal expression of opinion will, or intent voted by an official body or assembled group.
<b>Revenue</b>	An increase in assets or financial resources. Revenue types are from local sources, from the Commonwealth of Virginia, the Federal Government, and from Non-Revenue Receipts (other Financing Sources).
<b>Revolving Loan Fund</b>	A fund established by the Board of Supervisors for County Government, School, and Fire and Rescue company capital projects. Loans from the fund must be repaid back into the fund.
<b>Rollback taxes</b>	Amount of the difference between the taxes calculated for a property with and without the exemption for the previous five years.
<b>Short-Term Debt</b>	Debt with a maturity of less than one year after the date of issuance.
<b>Special District</b>	An independent unit of local government organized to perform a single governmental function or a restricted number of related functions. Special districts usually have the power to incur debt and levy taxes; however, certain types of special districts are entirely dependent upon enterprise earnings and cannot impose taxes. Examples of special districts are the Fire/EMS Tax District, the Route 28 Special Improvement District, and the Dulles Industrial Park Water and Sewer District.
<b>State/Federal Grant Fund</b>	A governmental fund type used to account for the proceeds of specific revenue sources (other than for major capital projects) that are legally restricted to expenditure for specified purposes.
<b>State Compensation Board</b>	A State Board that determines the rate of State funding toward the total cost of office operations for Constitutional Officers.
<b>Task Force</b>	A group of individuals organized to discuss and research a particular topic. Task forces are often used as advisory groups on a given topic.
<b>Tax Base</b>	The aggregate value of taxed items. The base of the County's real property tax is the market value of all real estate in the County. The base of the personal property is the market value of all automobiles, trailers, boats, business equipment, etc, which are taxed as personal property by the County. The tax base of a sales tax is the total volume of taxable sales.



## Index

## INDEX

<b>A</b> ccounting, Auditing, and Financial Reporting Policies .....	E-65
Additional Revenue Details .....	R-16
Adolescent Independent Living Residence .....	10-23
Aldie Fire and Rescue Station .....	7-33
Allder School Road Paving .....	9-6
Animal Services.....	2-2
Arcola Boulevard .....	11-6
Ashburn Recreation and Community Center.....	10-29
Ashburn Senior Center .....	10-30
Asset Maintenance, Replacement, and Enhancement Policies.....	E-67
 <b>B</b> elfort Area Road Improvements .....	8-5
Belmont Ridge Road (Gloucester to Hay).....	11-10
Belmont Ridge Road (Truro Parish to Croson).....	11-12
Birmingham Green .....	6-11
Board of Supervisors.....	1-2
Braddock/Summerall/Supreme Intersection Improvements .....	11-14
Brambleton District Park .....	8-4
Brambleton Library.....	10-31
Building and Development .....	5-2
Business, Professional and Occupational License Tax .....	R-14
 <b>C</b> apital Asset Preservation Fund .....	14-2
Capital Budget Policies .....	E-66
Capital Improvement Program – County Projects .....	10-1
Capital Improvement Program .....	7-1
Capital Improvement Program, Completed Capital Projects.....	8-1
Capital Improvement Program, Previously Authorized Capital Projects .....	9-1
Capital Improvement Program, School Capital Projects.....	12-1
Capital Improvement Program, Transportation Capital Projects .....	11-1
Capital Project Management .....	10-13
Central Services Fund .....	14-4
Charges for Services.....	R-21
Clerk of the Circuit Court .....	2-10
Commonwealth Aid .....	R-23
Commonwealth’s Attorney .....	2-16
Community Corrections.....	2-20
Community Development .....	5-1
Comprehensive Services Act Fund.....	14-5
Computer System Replacement Fund .....	14-7
Consolidated Shops & Warehouse Facility .....	10-14
Contingency Accounts.....	11-76
County Administration.....	1-10
County Attorney .....	1-16
County Landfill Sequence V Closure .....	10-18
County OPEB Trust Fund.....	14-8



## Index

County Profile .....	i-8
County Road Projects .....	11-4
Courts Complex (Phase III)10-43Courts .....	2-26
Criteria for Establishment of Special Assessment Districts .....	E-69
Crosstrail Boulevard.....	11-16
CS Monroe Conversion .....	12-21
 <b>D</b> ebt Issuance Guideline .....	13-10
Debt Policies .....	E-61
Debt Service Expenditures and Funding Sources .....	13-4
Debt Service Fund.....	13-3
Developmental Services Group Residences .....	10-24
Distinguished Budget Award .....	i-3
Division Security Improvements.....	12-29
Dulles Industrial Park Water and Sewer District.....	14-10
Dulles Town Center Community Development Authority Fund.....	14-11
Dulles North Elementary School (ES-23).....	12-7
Dulles North Elementary School (ES-31).....	12-9
Dulles South Elementary School (ES-28).....	12-8
Dulles South Area Middle School (MS-7) .....	12-15
Dulles North High School (HS-11) .....	12-20
Dulles South High School (MS-9) .....	12-19
 <b>E</b> CC/E-911 Communications Center.....	2-61
Economic Development.....	5-10
Elementary School Renovations .....	12-11
Elections and Voter Registration .....	1-20
Emergency Homeless Shelter .....	3-18
EMS Transport Reimbursement Program Fund.....	14-12
Executive Summary .....	E-2
Extension Services .....	3-2
 <b>F</b> amily Services .....	3-10
Farmwell Road (Smith Switch to Ashburn).....	11-30
Federal Categorical Aid.....	R-23
Fields Farm Park .....	10-33
Finance and Procurement .....	1-26
Fines and Forfeitures .....	R-18
Fire and Rescue Capital Apparatus .....	10-44
Fire, Rescue, and Emergency Management .....	2-32
Fiscal Policy.....	E-57
Freedom High School Addition.....	9-5
Fund Balance Policy: County and Schools.....	E-67
FY 2017 Landfill Fee Waivers .....	6-6
 <b>G</b> eneral Fund Revenue .....	R-2
General Fund Revenue Summary .....	R-3
General Government Administration .....	1-1



## Index

General Government Office Space Purchase .....	10-15
General Government Office Space .....	10-16
General Property Taxes .....	R-7
General Services .....	1-32
George Washington Boulevard Overpass.....	11-32
Glossary and Index.....	16-1
Glossary of Terms .....	16-2
Gloucester Parkway.....	9-6
Greenlea Tax District .....	14-14
<b>H</b> al and Berni Hanson Regional Park .....	10-35
Health and Welfare.....	3-1
Health Services .....	3-20
History of Expenditures by Department.....	E-46
History of FTEs by Department.....	E-47
Housing Fund .....	14-15
<b>I</b> mpact on Future Debt Ratios (Debt Service Fund) .....	13-6
Information Technology .....	1-48
Investment Policies.....	E-64
<b>J</b> uvenile Court Service Unit.....	2-48
Juvenile Detention Center Phase II.....	10-57
<b>K</b> incora Fire and Rescue Station.....	8-3
Kirkpatrick Fire and Rescue Station (Station #27) .....	9-3
<b>L</b> and Acquisition Fund .....	10-9
Leesburg Park and Ride Lot .....	11-84
Leesburg South Fire and Rescue Station (Station #27) .....	7-30
Legal Resource Center (Law Library) .....	14-16
Library Services.....	4-2
Local Non-Property Taxes.....	R-11
Loudoun County Mission .....	i-5
Loudoun Small Business Development Center .....	6-8
Loudoun Soil and Water Conservation District Board .....	6-11
Lovettsville ES Bus Loop and Visitor Parking .....	12-12
<b>M</b> ajor Computer Systems.....	10-10
Major Equipment Replacement Fund.....	14-17
Management and Budget.....	1-58
Mapping and Geographic Information .....	5-16
Mason Enterprise Center.....	6-9
Mental Health, Substance Abuse and Developmental Services .....	3-26
Metro Capital Contribution.....	11-85
Metro Station Area Pedestrian Improvements .....	11-86
Metropolitan Washington Council of Government.....	6-11



## Index

Miscellaneous Revenue .....	R-21
Miscellaneous .....	6-1
Moorefield Boulevard (Mooreview Parkway to Moorefield Station).....	11-34
Moorefield Station Community Park.....	9-5
Mooreview Parkway (Croson Lane to Old Ryan Road).....	11-36
<b>N</b> ew Electronic Payments Program (NEPP).....	11-87
Non-Departmental Expenditures .....	6-2
Non-Profit Organizations .....	6-7
Non-Tax Accounts Receivable Policies.....	E-64
Northern Virginia Community College.....	6-6
Northern Virginia Regional Park Authority .....	6-6
Northstar Boulevard/Belmont Ridge Road Traffic Signal.....	11-74
Northstar Boulevard (Route 50 to Tall Cedars Parkway).....	11-38
Northstar Boulevard (Shreveport to Route 50).....	11-40
Northstar Boulevard (Tall Cedars Parkway to Braddock Road).....	11-42
<b>O</b> ccoquan Watershed Monitoring Program .....	6-11
Office of the Commissioner of the Revenue.....	1-4
Office of the Treasurer .....	1-64
One Loudoun Park and Ride Lot.....	11-88
Operating Budget Policies .....	E-58
Organizational Chart.....	E-4
Other Financing Sources.....	R-22
Other Funds .....	14-1
Other Local Sources of Revenue.....	R-16
<b>P</b> arks, Recreation and Community Services.....	4-10
Parks, Recreation and Culture .....	4-1
Permits and Privilege Fees.....	R-17
Personal Property .....	R-9
Peumansend Creek Regional Jail Authority .....	6-11
Planning and Zoning .....	5-24
Policy Goals.....	E-57
Prentice Drive.....	11-44
Property Tax Rates.....	R-8
Projected FY 2017 Major Operating Indicators .....	i-9
Public Facilities Fund .....	14-19
Public Safety and Judicial Administration.....	2-1
<b>R</b> eal Property .....	R-7
Reader's Guide .....	E-5
Real Property Tax Relief.....	R-8
Recovered Costs .....	R-22
Regional Organizations and Intergovernmental Contributions.....	6-10
Rental Assistance Program .....	14-25
Restricted Use Transit Occupancy Tax Fund.....	14-26
Revenue Policies .....	E-63



## Index

Revolving Loan Fund .....	14-33
Risk Management Policies .....	E-67
Route 15 Bypass/Battlefield Parkway .....	11-54
Route 15 Bypass/Edwards Ferry Road .....	11-56
Route 28 Transportation Improvement District .....	14-34
Route 606 Widening .....	11-58
Route 7/Battlefield Parkway .....	11-50
Route 7/Route 690 Interchange .....	11-48
Route 9/Route 287 Roundabout .....	11-52
 <b>S</b> ales and Utilities Taxes .....	R-12
School Revenue Fund .....	R-26
Shaw Road .....	11-60
Sheriff's Office .....	2-52
Sidewalks – Atlantic Boulevard .....	11-75
STEM Library .....	10-37
State Categorical Aid .....	R-23
State Non-Categorical Aid .....	R-23
State Shared Expenses .....	R-23
State and Federal Grant Fund .....	14-36
Sterling Boulevard Extension (Pacific Boulevard to Moran Road) .....	11-64
Storm Water Management .....	10-19
 <b>T</b> itle Page of Board of Supervisors .....	i-1
Title Page of Department of Management and Budget Staff .....	i-2
Total Debt Service Expenditures .....	13-4
Total Debt Service Forecast .....	13-4
Town of Hamilton Drainage and Pedestrian Improvements on Route 7 .....	11-77
Town of Hillsboro Traffic Calming and Pedestrian Safety .....	11-78
Town of Leesburg Battlefield Parkway – Route 15 to Dulles Greenway .....	11-79
Town of Leesburg NVTA Funding .....	11-80
Town of Leesburg Veteran's Park .....	10-38
Town of Middleburg Crosswalk Project .....	11-81
Town of Purcellville NVTA Funding .....	11-82
Traffic Signals .....	9-3
Transit Buses .....	11-83
Transmittal Letter .....	E-2
Transportation and Capital Infrastructure .....	5-32
Transportation District Fund .....	14-37
 <b>U</b> se of Money and Property .....	R-18
 <b>W</b> ashington Airports Task Force .....	6-9
Water/Wastewater Fund .....	10-20
Waxpool Road/Loudoun County Parkway Intersection Improvements .....	11-66
Waxpool Road/Smith Switch/Farmwell Road Intersection Improvements .....	11-68
Western Loudoun Park and Ride Lot .....	11-89
Westwind Drive (State Street to Ladbroke Drive) .....	11-70



## Index

Woodgrove High School/Fields Farm Park Road.....11-72

**Y**outh Shelter Renovation .....9-4