



# FY 2019 Adopted Budget / vol.2

+ FY 2019 – FY 2024 CAPITAL  
IMPROVEMENT PROGRAM  
+ DEBT SERVICE

+ OTHER FUNDS  
+ FISCAL TRENDS



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*Special acknowledgement goes to the following for their assistance:* Public Affairs and Communications, General Services, and Mapping and Geographic Information.

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## **Distinguished Budget Presentation Award**

The Government Finance Officers Association of the United States and Canada (GFOA) presented an award for Distinguished Budget Presentation to Loudoun County, Virginia for the annual budget for the fiscal year beginning July 1, 2017. 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, 2017**

*Christopher P. Morill*

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, 2017. 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.



INTERNATIONAL CITY/COUNTY  
MANAGEMENT ASSOCIATION

### 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 103rd ICMA Annual Conference  
in San Antonio/Bexar County, Texas

23 October 2017

A handwritten signature in black ink, appearing to read "Marc A. Ott".

MARC A. OTT  
ICMA EXECUTIVE DIRECTOR

A handwritten signature in black ink, appearing to read "Lee Feldman".

LEE FELDMAN  
ICMA PRESIDENT



## **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.



# Loudoun County

## Towns & Communities



## History of Loudoun County

Loudoun County constitutes a part of the five million acre Northern Neck of Virginia Proprietary granted by King Charles II of England to seven noblemen in 1649. This grant, later known as the Fairfax Proprietary, lay between the Potomac and Rappahannock Rivers. Between 1653 and 1730, Westmoreland, Stafford, and Prince William Counties were formed within the Proprietary, and in 1742 the remaining land was designated Fairfax County.

The Town of Leesburg has served continuously as the County Seat since 1757 and is believed to derive its name from Francis Lightfoot Lee, a signer of the Declaration of Independence.

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

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

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

Today, Loudoun County is a growing, dynamic county of approximately 413,612 people. Loudoun is known for its beautiful scenery, rich history, comfortable neighborhoods, and high quality public services.







## COUNTY PROFILE

Loudoun County is located in the Washington Metropolitan Area, 25 miles west of Washington, DC. Since the construction of the Dulles International Airport, new business and residential development have dominated the County's historically agricultural economy. Loudoun County was the sixth fastest growing county in the United States between 2000 and 2010 with its population increasing 84 percent. Between 2010 and 2017 Loudoun County continued to be one of the fastest growing counties, ranking nineteenth in the nation. The County's economy continues to grow and is responsible for a considerable share of Northern Virginia's job growth during the past few years. Several major companies in the telecommunications, information, and airline industries are located in the County. Known for its outstanding public school system, the County provides a mix of suburban and rural living to its residents.

|                                       |           |   |               |
|---------------------------------------|-----------|---|---------------|
| <b>County Population*</b>             | 413,612   | <b>Land Area (square miles)</b>                         | 520           |
| <b>Per Capita Personal Income**</b>   | \$71,218  | <b>Unemployment Rate***</b>                             | 3.0%          |
| <b>Median Household Income**</b>      | \$134,464 | <b>Total Employment***</b>                              | 161,384       |
| <b>Public School Enrollment*</b>      | 83,105    | <b>New Commercial Permits***</b>                        | 4,473,382 sf. |
| <b>Cost Per Pupil*</b>                | \$14,277  | <b>New Residential Use Permits***</b>                   | 3,656 units   |
| <b>County &amp; School Employees*</b> | 16,052    | <b>Office/Industrial Vacancy Rate (2017 average)***</b> | 7.5%          |

\* Forecast FY 19

\*\* Calendar Year 2016

\*\*\* Calendar Year 2017

### Top 10 Real Property Owners (2018 value)

|  | % of Tax Base |
|--|---------------|
| TOLL ROAD INVESTORS PARTSHP II LP            | 0.45%         |
| CYRUSONE LLC                                 | 0.38%         |
| DULLES TOWN CENTER MALL LLC                  | 0.35%         |
| CHELSEA GCA REALTY PARTNERSHIP LP            | 0.32%         |
| DIGITAL LOUDOUN PKWY CTR NORTH LLC           | 0.30%         |
| REDWOOD-ERC ASHBURN LLC                      | 0.26%         |
| EQUINIX R P II LLC                           | 0.24%         |
| VISA USA INC                                 | 0.23%         |
| SMITH, VERLIN W ET AL TEES                   | 0.17%         |
| RPAI ASHBURN LOUDOUN LLC                     | 0.17%         |
| *Excludes public service company properties. |               |

### Top 10 Employers (second quarter 2017)

Loudoun County Public Schools  
 Loudoun County Government  
 Verizon  
 United Airlines  
 U.S. Department of Homeland Security  
 Raytheon Company  
 Orbital ATK  
 Inova Loudoun Hospital  
 Swissport USA  
 Dynalectric



## PROJECTED FY 2019 MAJOR OPERATING INDICATORS

| FUNCTION   | INDICATOR |
|--|-----------|
| <b>General Government Administration</b>                             |           |
| County's Bond Ratings  |           |
| Moody's  | Aaa       |
| Standard and Poor's  | AAA       |
| Fitch  | AAA       |
| Square foot cost of floor space maintained                           | \$2.24    |
| Major computer availability  | 99%       |
| <b>Public Safety</b>   |           |
| Sheriff's Office   |           |
| Number of emergency calls  | 41,130    |
| Number of non-emergency calls  | 170,000   |
| Fire and Rescue Services   |           |
| Number of Emergency Medical Service incidents                        | 22,350    |
| <b>Health and Welfare</b>  |           |
| Average number of active cases for all Benefit Programs              | 22,037    |
| Number of individuals enrolled in Psychiatric/Nursing Services       | 1,150     |
| Number of permitted food facilities inspected                        | 1,300     |
| <b>Parks, Recreation and Culture</b>                                 |           |
| Annual park visits for special events                                | 875,000   |
| Number of youth participating on youth sports teams                  | 55,000    |
| <b>Community Development</b>   |           |
| Number of plans submitted for review                                 | 14,300    |
| New and retained jobs by economic development project<br>(announced) | 3,000     |
| Active capital projects under design                                 | 50        |
| Active capital projects under construction                           | 55        |
| Active capital projects completed                                    | 18        |



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# Capital Improvement Program

FY 2019 Adopted Budget

## Executive Summary

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# CAPITAL IMPROVEMENT PROGRAM

## EXECUTIVE SUMMARY

### Navigating the CIP

The Capital Improvement Program (CIP) document is divided into five sections, each containing the following program areas:

#### 1. 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.

#### 2. Previously Authorized Projects Section

This section provides general progress reports for active capital projects that received funding prior to FY 2019 that do not have appropriations in the six-year CIP period. 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.

#### 3. County Capital Projects

- **Administration** – includes land 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's Office, the Department of Fire and Rescue Services, 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.

#### 4. 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 four programs:

- **Road Projects**
- **Sidewalks, Signals, and Traffic Calming Projects**
- **Transit Projects**
- **Town Transportation/Transit Projects**

#### 5. 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**



## CIP Executive Summary

- **High Schools**
- **Other School Projects**

### 6. Project Pages

Each capital project has its own project page that contains the following information:

- Proposed timing of appropriations
- 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 2019
- 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 (from FY 2025 to FY 2028)
- Projected net personnel, operations and maintenance costs to operate the facility, as well as anticipated revenues generated by 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 project
- Narratives explaining the scope of the project and relevant background information
- Maps depicting the location of planned facilities. If the location of a project is unknown, a map of the planning subarea where the project is proposed to be located is provided

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

Personnel cost estimates are inflated three percent annually for every year after FY 2019; operations and maintenance cost estimates are inflated one percent annually for every year after FY 2019. The estimated number of new personnel (FTE) required to operate a facility is shown in the year in which the FTE are projected to be hired.



## CIP Executive Summary

### Capital Improvement Program

The six-year Capital Improvement Program (CIP) is one of the definitive products of the County's process for forecasting and planning its future capital facility growth, in conjunction with department service plans, the Capital Needs Assessment, and the 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.

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. 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 current six-year CIP planning period extends from FY 2019 – FY 2024. 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 2019. The FY 2020 - FY 2024 timeframe contains 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.

The FY 2019 Adopted CIP abides by all County fiscal policies and debt ratios, and due to this fact, may not be able to accommodate all of the requested capital project appropriation requests in the timeframes requested. 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 2019. The FY 2020 – 2024 timeframe contains 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 Supervisor. This plan may also be referred to as the "FY 2019 Adopted CIP", or "Adopted CIP."

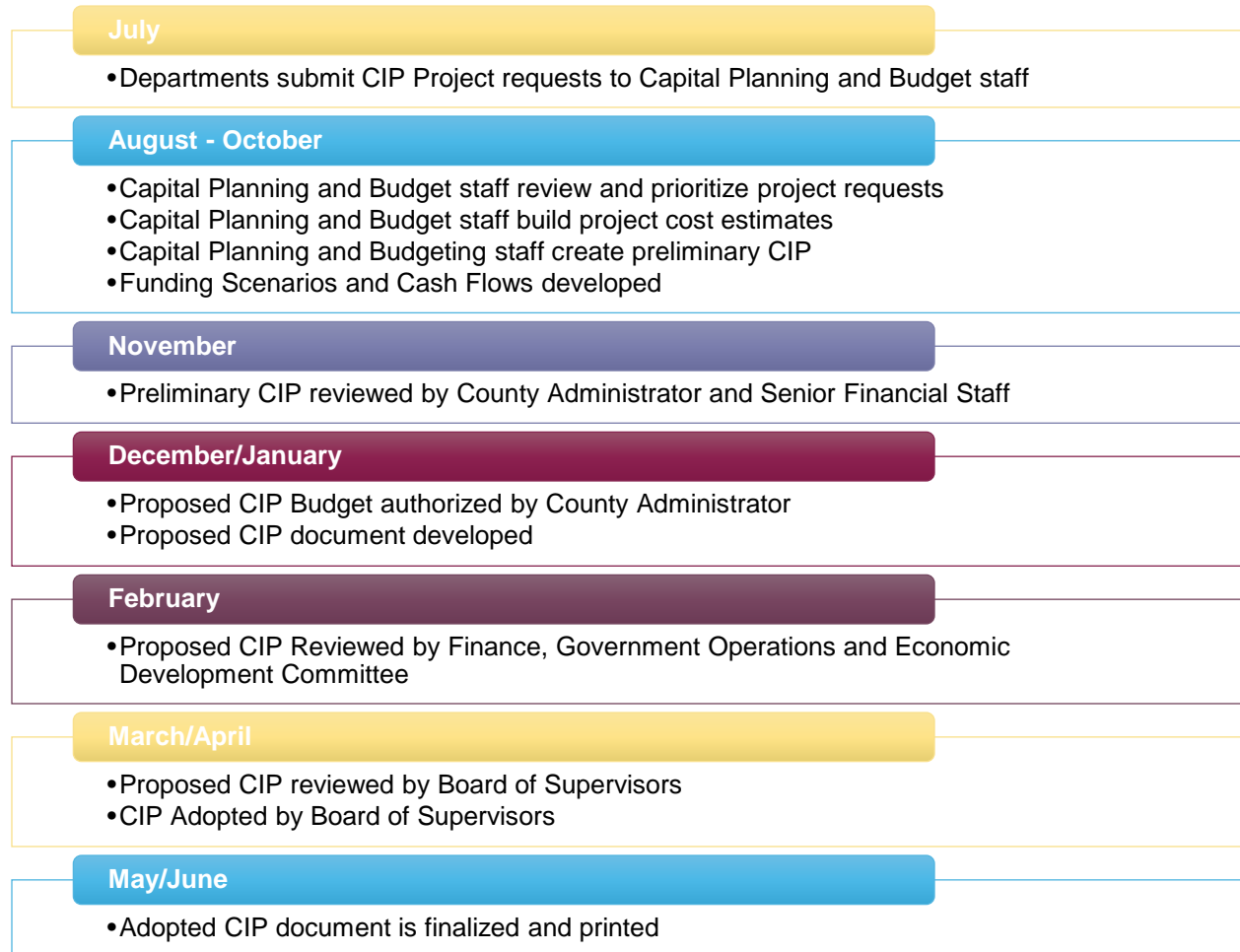




## CIP Executive Summary

### Capital Budget Process

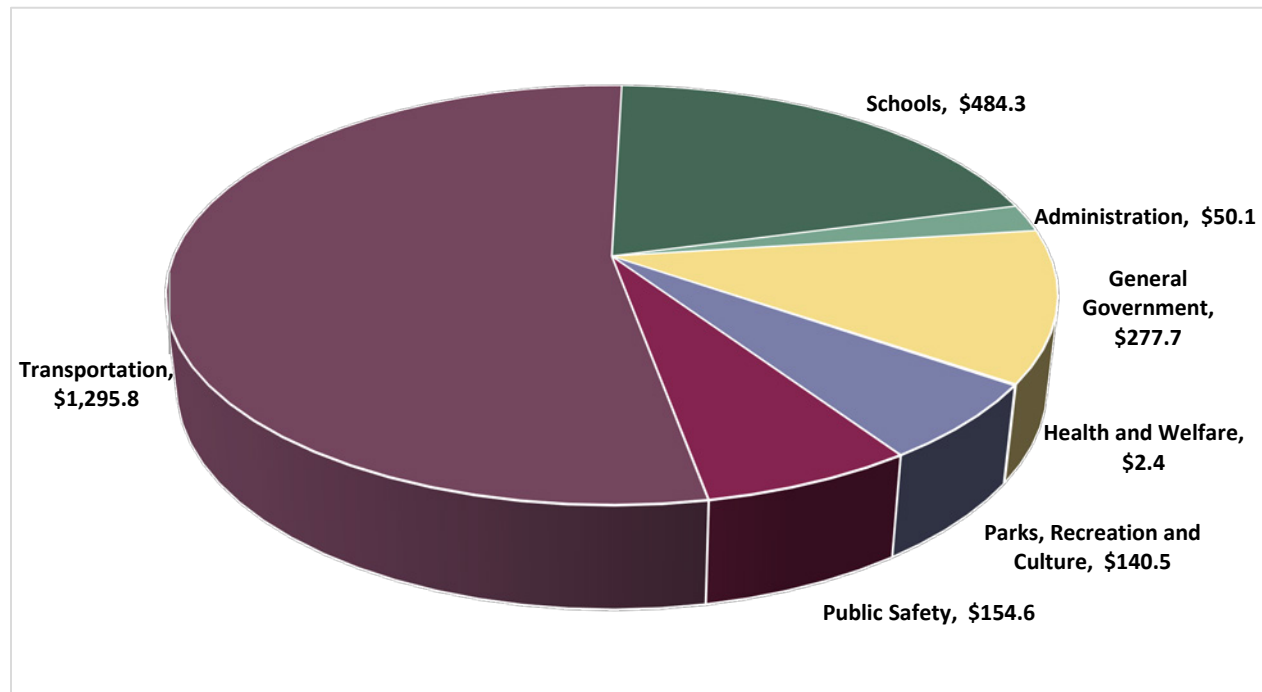
The following timeline provides an overview of the Capital Budgeting process:



## FY 2019 – FY 2024 ADOPTED CAPITAL IMPROVEMENT PROGRAM

The FY 2019 Adopted CIP includes expenditures totaling \$2.41 billion during the FY 2019 – FY 2024 timeframe. Transportation projects total \$1.30 billion, school construction and renovation projects total \$484.30 million, and County construction projects total \$625.37 million.

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



Compared to the FY 2018 Adopted CIP, total six-year expenditures in the FY 2019 Adopted CIP changed as follows:

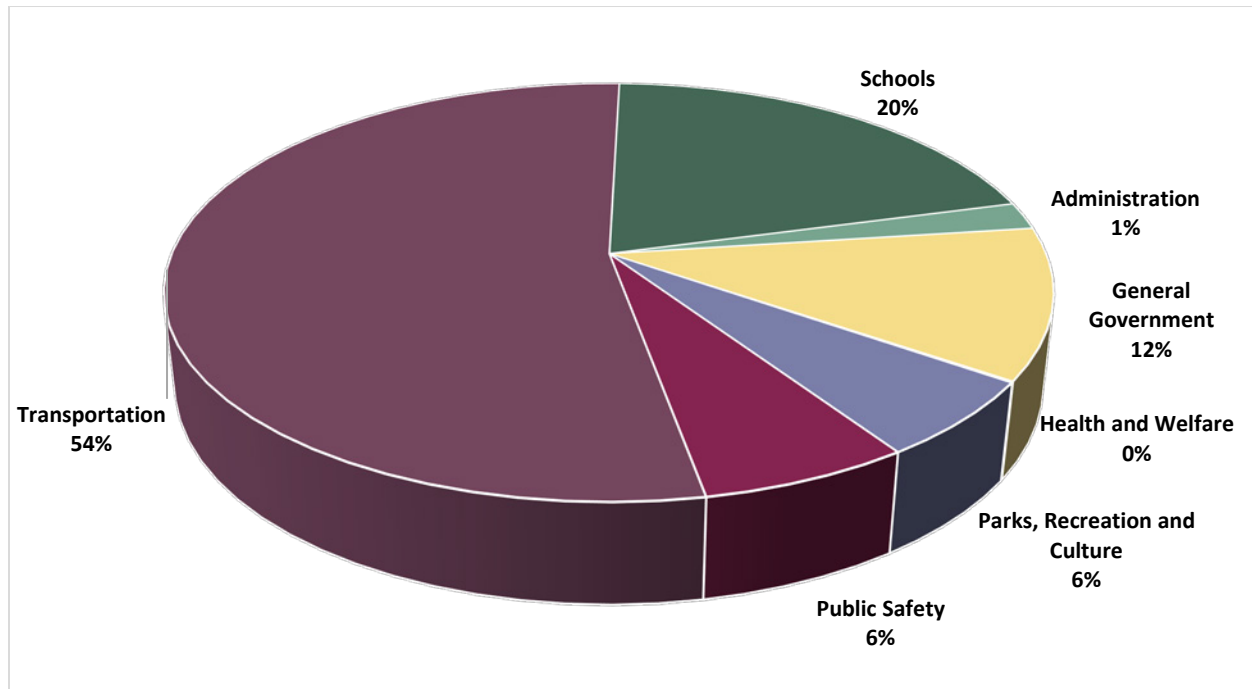
Six-year expenditures for County (non-transportation, non-school related) projects totaled \$589,408,000 in the FY 2018 Adopted CIP. In the FY 2019 Adopted CIP, these expenditures total \$625,373,000. This is an increase in spending of \$35,965,000, or 6.1 percent, for County government projects.

The FY 2018 Adopted CIP programmed six-year expenditures for transportation projects totaled \$804,504,000. The FY 2019 Adopted CIP programs total expenditures for transportation projects at \$1,295,800,000. This is an increase in spending of \$491,296,000, or 61.1 percent, for transportation projects.

In the FY 2018 Adopted CIP, six-year expenditures for school projects totaled \$638,829,000. In the FY 2019 Adopted CIP, expenditures for school projects total \$484,298,000. This is a decrease in spending of \$154,531,000, or 24.2 percent, in the six-year period. This is due to the prior completion or appropriation of several major school capital projects, including ES-28, ES-31, MS-7, and HS-9.

## FY 2019 – FY 2024 Adopted Capital Improvement Program

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



Overall expenditures in the six-year period have generally increased over the last six capital budgets, most notably in the area of transportation expenditures. Table 1 displays the six-year funding levels for the current FY 2019 Adopted CIP and the five previous Adopted CIPs, as well as the average six-year spending, by category:

**Table 1: Six-Year Funding Levels since FY 2014**

| CIP                              | County               | Transportation       | Schools              | Total                  |
|----------------------------------|----------------------|----------------------|----------------------|------------------------|
| FY 2019 Adopted                  | \$625,373,000        | \$1,295,755,000      | \$484,298,000        | \$2,405,426,000        |
| FY 2018 Adopted                  | \$589,408,000        | \$804,504,000        | \$639,829,000        | \$2,033,741,000        |
| FY 2017 Adopted                  | \$532,446,000        | \$722,690,000        | \$541,435,000        | \$1,796,571,000        |
| FY 2016 Adopted                  | \$539,165,000        | \$792,935,000        | \$613,858,000        | \$1,945,958,000        |
| FY 2015 Adopted                  | \$542,126,000        | \$738,921,000        | \$621,885,000        | \$1,902,932,000        |
| FY 2014 Adopted                  | \$545,541,000        | \$548,624,000        | \$639,580,000        | \$1,733,745,000        |
| <b>Average Six-Year Funding:</b> | <b>\$562,343,167</b> | <b>\$817,238,167</b> | <b>\$590,147,500</b> | <b>\$1,969,728,833</b> |



## FY 2019 – FY 2024 Adopted Capital Improvement Program

### Factors Affecting the Development of the FY 2019 Adopted CIP

#### Loudoun County Public School Funding Requests

The FY 2019 – 2024 Adopted CIP fully incorporates the Loudoun County Public Schools (LCPS) Board's Adopted CIP, including funding requests totaling approximately \$484,297,800 in the six-year CIP timeframe, with significant funding requests totaling approximately \$1,199,650,000 in future fiscal years, FY 2025 through FY 2028. In addition, the County's Land Acquisition Fund includes funding of approximately \$40,785,000 in the six-year period to acquire land for future school construction.

Additional accelerated or new requests for funding in fiscal years 2019 – 2024 include:

- The acceleration of ES-23 Dulles North from FY 2020 to FY 2019 for design (\$5,105,000) and from FY 2021 to FY 2020 for construction (\$39,130,000)
- The acceleration of ES-29 Dulles South from FY 2021 to FY 2019 for design (\$5,105,000) and from FY 2022 to FY 2020 for construction (\$39,130,000)
- The acceleration of renovations to Dominion Trail ES from FY 2021 to FY 2020 (\$3,519,000)
- The acceleration of school security projects, including School Security Vestibules and Division Security Improvements, to FY 2019 and FY 2020 (\$25,834,000)
- The acceleration of the Student Welcome and Adult Education Center from FY 2023 to FY 2021 (\$1,130,000)
- Additional funding for continuing the School Bus Acquisition and Replacement program through the six-year period (\$48,365,000)
- Funding for MS-14, Dulles North, with design in FY 2022 (\$11,585,000) and construction in FY 2023 (\$8,775,000). Funding for land acquisition is included in the FY 2021 (\$7,990,000) under the County's Land Acquisition Fund
- Funding for the expansion of Broadband Infrastructure to all LCPS locations in FY 2019 (\$1,500,000), FY 2020 (\$1,750,000), and FY 2021 (\$1,750,000)
- Funding for the replacement of School Bus Radios in FY 2023 (\$3,845,000)
- Funding for the construction of a second entrance for Arcola ES at Northstar Boulevard in FY 2024 (\$2,280,000)
- Funding for the construction of road access to John W. Tolbert ES from a new road, Keystone Drive, in FY 2024 (\$845,000)
- Funding for the construction of a traffic signal at the Valley Service Center in FY 2024 (\$585,000)
- Funding for the extension of the northbound turn lane on Evergreen Mills Road at Heritage HS in FY 2024 (\$780,000)

Funding is also provided for LCPS projects in the future fiscal years, FY 2025 to FY 2028. The School Board's Adopted CIP identifies funding needs beyond FY 2028; these funding needs will be evaluated in future CIPs.

Major appropriations in the future fiscal years, FY 2025 to FY 2028, include:

- Funding for MS-19, including design and construction (\$113,195,000). Funding for land acquisition is included in the County's Land Acquisition Fund in FY 2024 (\$9,115,000)
- Funding for HS-14, including design and construction (\$182,605,000). Funding for land acquisition is included in the County's Land Acquisition Fund in FY 2023 (\$18,695,000)
- Funding for Future School Renovations and Construction, including thirteen renovation projects and two new construction projects (ES-34 and ES-36) (\$526,225,000). Funding for land acquisition for ES-34 is included in the County's Land Acquisition Fund in FY 2023 (\$4,985,000)
- Funding for a new Transportation Support Facility in Eastern Loudoun (site TBD) in FY 2028 (\$31,790,000)
- Funding for renovations to the Union Street Facility in FY 2028 (\$1,670,000)



## FY 2019 – FY 2024 Adopted Capital Improvement Program

The School Board's Adopted CIP also delayed the following project in order to accommodate accelerated projects:

Funding for ES-24 Central Loudoun is deferred from FY 2022 for to FY 2024 for design (\$6,365,000) and from FY 2023 to FY 2025 for construction (\$47,830,000).

### Project Cost Increases and Cost Estimation

As part of the annual capital budget process, as well as during the fiscal year, staff routinely evaluates and refines project cost estimates based on additional information and as projects progress through the planning, design, and construction phases.

Staff generally prepares initial cost estimates ("planning phase") based on historical data (e.g., based on the per-square foot "hard" cost of a recently completed facility, or per lane-mile for roads) plus additional costs for any known unique characteristics of a project. For facilities, the costs of design, furniture, fixtures and equipment, and other "soft" costs are calculated as a general percentage of the "hard" costs at this early stage of cost estimation. Staff has also increasingly used VDOT's cost estimating model to evaluate road projects in the CIP and will continue to do so.

Traditionally, depending on phasing of the project, staff also applies a four percent annual inflation escalator between the current year and the year when funding is needed to begin a specific phase of the project (design, land acquisition/utility relocations, and construction) to account for future cost increases.

Cost estimates are also reviewed and adjusted as part of the application process for external sources of funding, including Revenue Sharing, Smart Scale, NVTAA 70% Regional, CMAQ, and RSTP funds. When appropriate and applicable, staff first evaluates external sources of funding to cover cost increases before evaluating local funding.

Project cost estimates during the planning phase (pre-design) are highly uncertain and subject to variations from 50 percent to 200 percent compared to the final project cost; estimates are more accurately refined once a project begins design.



## FY 2019 – FY 2024 Adopted Capital Improvement Program

Table 2 identifies active projects in the FY 2019 CIP with cost increases:

**Table 2: Projects with Cost Increases**

| Project  | FY 2018 Cost Estimate | FY 2019 Cost Estimate  | Cost Increase (\$)   |
|--|-----------------------|------------------------|----------------------|
| Major Computer Systems   | \$68,500,000          | \$71,300,000           | \$2,800,000          |
| Ashburn Recreation & Community Center                                    | \$70,930,000          | \$85,930,000           | \$15,000,000         |
| Ashburn Senior Center  | \$8,285,000           | \$9,485,000            | \$1,200,000          |
| Brambleton Library   | \$7,100,000           | \$10,319,000           | \$3,219,000          |
| Hal & Berni Hanson Regional Park   | \$74,340,000          | \$89,140,000           | \$14,800,000         |
| Animal Services Facility   | \$15,495,000          | \$17,895,000           | \$2,400,000          |
| Courts Complex Phase III   | \$89,010,000          | \$107,010,000          | \$18,000,000         |
| Arcola Boulevard (Route 50 to Route 606)                                 | \$52,260,000          | \$63,509,000           | \$11,249,000         |
| Belmont Ridge Road (Truro Parish Drive to Croson Lane)                   | \$43,863,000          | \$48,863,000           | \$5,000,000          |
| Belmont Ridge Road (Shreveport Drive to Evergreen Mills Road)            | \$17,300,000          | \$21,175,000           | \$3,875,000          |
| Evergreen Mills Road (Stone Springs Boulevard to Loudoun County Parkway) | \$33,543,000          | \$38,000,000           | \$4,457,000          |
| Evergreen Mills Road Realignment (Watson Road and Reservoir Road)        | \$3,815,000           | \$14,000,000           | \$10,185,000         |
| Farmwell Road Intersection Improvements                                  | \$29,164,000          | \$32,099,000           | \$2,935,000          |
| Northstar Boulevard (Shreveport Drive to Route 50)                       | \$59,980,000          | \$88,087,000           | \$28,107,000         |
| Northstar Boulevard (Route 50 to Tall Cedars Parkway)                    | \$35,992,000          | \$46,924,000           | \$10,932,000         |
| Northstar Boulevard (Tall Cedars Parkway to Braddock Road)               | \$22,193,000          | \$28,367,754           | \$6,174,754          |
| Prentice Road  | \$89,650,000          | \$102,325,000          | \$12,675,000         |
| Route 7/ Route 287 Interchange   | \$11,000,000          | \$11,506,000           | \$506,000            |
| Route 7/ Route 690 Interchange   | \$36,440,000          | \$40,735,000           | \$4,295,000          |
| Route 15 Bypass/ Edwards Ferry Road                                      | \$4,700,000           | \$6,400,000            | \$1,700,000          |
| Route 50 / Everfield Drive Roundabout                                    | \$7,975,000           | \$10,000,000           | \$2,025,000          |
| Shellhorn Road   | \$126,750,000         | \$130,750,000          | \$4,000,000          |
| Waxpool Road/Loudoun County Pkwy Intersection                            | \$5,520,000           | \$6,347,827            | \$827,827            |
| Westwind Drive (State Street to Ladbrook Drive)                          | \$43,699,000          | \$51,301,000           | \$7,602,000          |
| <b>Total:</b>  | <b>\$957,504,000</b>  | <b>\$1,131,468,581</b> | <b>\$173,964,581</b> |

County projects with significant (greater than ten percent) cost increases include:

- Ashburn Recreation and Community Center: The project cost estimate is revised due to higher-than-anticipated site development costs related to the design and construction of parking facilities on the proffered site.
- Ashburn Senior Center: Additional funding is provided due to increased construction costs (based on design) as a result of higher-than-anticipated site development costs and the relocation of the driveway entrance for this facility.
- Brambleton Library: Cost increases are due to higher-than-budgeted construction costs incurred by the developer to build this facility, as well as for a one-time interest payment due in FY 2019.
- Hal and Berni Hanson Regional Park: Supplemental funding is provided in FY 2019 due to higher-than-budgeted cost estimates to develop the park facility under its current scope and program.
- Animal Services Facility: Additional funding is provided to develop facility and site infrastructure, including turn lanes to provide access, relocation of sewer facilities, and the extension of water mains and data communication lines.
- Courts Complex Phase III: The project budget is increased to replenish funding used to address sinkholes at the Pennington Garage site, as well as to complete the expansion and renovation of the existing court facilities.



## FY 2019 – FY 2024 Adopted Capital Improvement Program

Transportation projects with significant (greater than ten percent) cost increases include:

- Arcola Boulevard (Route 50 to Route 606): Project cost estimates are revised as part of the Smart Scale application process and reflect inflation based on the phasing of design, right-of-way acquisition, utility relocation, and construction. This project is currently in the planning phase; design is planned to begin in FY 2019.
- Belmont Ridge Road (Shreveport Drive to Evergreen Mills Road): Project cost estimates are revised due to updated inflation estimates based on the current phasing for design, right-of-way acquisition, utility relocation, and construction. Design is planned to begin in FY 2022.
- Evergreen Mills Road (Stone Springs Boulevard to Loudoun County Parkway): This project was submitted for NVTa 70% funding for the FY 2018 – 2023 SYP; the project budget is revised to match the funding application and is based on the current phasing schedules for design, right-of-way acquisition, utility relocation, and construction.
- Evergreen Mills Road Realignment (Watson Road and Reservoir Road): The cost estimate for this project was revised to reflect additional scope to address safety at this intersection.
- Northstar Boulevard (all segments): Cost estimates for all three segments of Northstar Boulevard are revised based on updates prepared for the NVTa FY 2018 – 2023 SYP application cycle and are based on the current phasing schedules for design, right-of-way acquisition, utility relocation, and construction. The segment from Route 50 to Tall Cedars Parkway is currently under design with construction expected to begin in FY 2020.
- Prentice Road: Cost estimates for this project are revised based on the application for NVTa 70% funding for the FY 2018 – 2023 SYP. The project is currently under design.
- Route 7 and Route 690 Interchange: Project cost estimates are revised based on the current phasing schedule for design, right-of-way acquisition, utility relocation, and construction. This project is currently under design.
- Route 15 Bypass/Edwards Ferry Road: Cost estimates are updated based on the application for RSTP funding in FY 2024 for this interchange project.
- Route 50 and Everfield Drive Roundabout: Construction cost estimates were revised based on more recent cost information for recent roundabout projects in the County. This project is expected to begin design in FY 2024.
- Waxpool Road and Loudoun County Parkway Intersection: Project cost estimates increased due to allocation of CMAQ and Smart Scale funding to this project in order to re-allocate funds in FY 2018 to other projects experiencing a shortfall of FY 2018 Revenue Sharing funding. The project is undergoing environmental review as required by the National Environmental Policy Act (NEPA).
- Westwind Drive (State Street to Ladbrook Drive): Project cost estimates are revised based on the current phasing schedule for design, right-of-way acquisition, utility relocation, and construction. This project is planned to begin design in FY 2019.

### NVTa 70% Regional Funds and NVTa Six-Year Program

On April 3, 2013, the Virginia General Assembly approved House Bill 2313 which raises approximately \$300 million annually in new transportation funding for Northern Virginia through a series of regional taxes and fees. Since that time, the Northern Virginia Transportation Authority (NVTa) has awarded Loudoun County (\$86,640,000) and the Town Of Leesburg (\$35,000,000) in project funding for fiscal years 2014, 2015, 2016 and 2017.

At the NVTa meeting on October 12, 2017, the NVTa Board adopted its Long Range Plan – TransAction. This plan was developed over the last two years resulting in deferring a call for projects in FY 2018. The NVTa Board also approved a “Call for Projects” for its inaugural Six-Year Program (SYP), which begins in FY 2018 and continues through FY 2023. In the fall of 2017, jurisdictions began developing applications for projects funded in part by NVTa Regional Funds (70% Funds). In previous years, projects were funded with regional funding for one or two year programs; this program will allocate NVTa 70% funding over a six-year period.





## FY 2019 – FY 2024 Adopted Capital Improvement Program

At its November 8, 2017 Business Meeting, the Board of Supervisors endorsed the County's NVTA SYP applications for the following County projects:

| Project  | NVTA 70% Funding Request |
|--|--------------------------|
| Dulles West Boulevard – Dulles Landing Drive to Arcola Boulevard         | \$14,700,000             |
| Dulles West Boulevard – Arcola Boulevard to Northstar Boulevard          | \$34,700,000             |
| Evergreen Mills Road – Northstar Boulevard to Stone Springs Boulevard    | \$16,000,000             |
| Evergreen Mills Road – Stone Springs Boulevard to Loudoun County Parkway | \$30,092,000             |
| Evergreen Mills Road Realignment – Reservoir Road & Watson Road          | \$14,000,000             |
| Northstar Boulevard – Shreveport Road to Route 50                        | \$24,992,000             |
| Northstar Boulevard – Route 50 to Tall Cedars Parkway                    | \$58,144,000             |
| Prentice Road  | \$76,230,000             |
| Route 15 Bypass to Montresor Road  | \$54,000,000             |
| Shellhorn Road   | \$16,000,000             |
| Route 28 Northbound (Dulles Toll Road to Sterling Boulevard)             | \$20,000,000             |
| Town of Hillsboro – Traffic Calming and Pedestrian Safety                | \$12,112,000             |

The total amount of NVTA 70% funding assumed in the FY 2019 – FY 2024 Adopted CIP for these projects is \$370,970,000. The County also endorsed the Town of Leesburg's application for \$25,000,000 for the Route 15 and Battlefield Parkway Interchange project.

The FY 2019 Adopted CIP also assumes NVTA 70% funding in FY 2024 for the Belmont Ridge Road (Shreveport Drive to Evergreen Mills Road) and the Northstar Boulevard (Tall Cedars Parkway to Braddock Road) projects. As the current round of funding for NVTA's SYP does not program funds beyond FY 2023, the County's CIP assumes that future funding applications will be submitted for these two projects. Projects for future NVTA 70% applications are contingent upon the endorsement of the Board of Supervisors.

As part of the NVTA 70% application process, several project segments were combined into one project, including Dulles West Boulevard (including the two segments from Dulles Landing to Hutchison Farm Drive and Hutchinson Farm Drive to Arcola Boulevard into one project) and Evergreen Mills Road (including the two segments from Northstar Boulevard to Belmont Ridge Road and Belmont Ridge Road to Stone Springs Boulevard, as well as the two segments from Stone Springs Boulevard to Arcola Boulevard and from Arcola Boulevard to Loudoun County Parkway).

On April 18, 2018, the Virginia General Assembly approved House Bill 1539 (effective July 1, 2018), which re-allocates a portion of the revenues generated in the County for NVTA local and regional funding to WMATA for the Commonwealth's share of Metro contributions. This re-allocation will result in less revenues available to NVTA jurisdictions for transportation projects beginning in fiscal year 2019.

Given the significant amount of NVTA 70% regional funding assumed in the FY 2019 Adopted CIP and the competitive process for obtaining funding awards, there is a significant risk of funding shortfalls in the event that actual funding awards are less than currently projected. Staff anticipates that NVTA funding decisions will not be finalized until the summer of 2018, after the FY 2019 CIP is adopted by the Board of Supervisors.

In the event that the County is awarded less than the funding amounts assumed in the FY 2019 Adopted CIP for any specific project, the project funding schedule will require amendments and potential re-prioritization.



## FY 2019 – FY 2024 Adopted Capital Improvement Program

### Smart Scale

The Smart Scale process was established in 2015 under Commonwealth House Bill 2 to provide a standardized process for evaluating, ranking, and funding transportation projects. The Commonwealth Transportation Board (CTB) approved the current round of Smart Scale funding through its Six-Year Improvement Plan (SYIP) covering FY 2018 – FY 2023, adopted in June 2017. The County has been advised by the CTB to assume Smart Scale awards as federal funds and projects are subject to federal rules and regulations, such as federal environmental impact reviews.

For Loudoun County's projects, the majority of Smart Scale funding has been awarded in future fiscal years of the CIP. The actual award amounts are incorporated into the FY 2019 – FY 2024 period as follows:

| Project  | Smart Scale Awards |
|--|--------------------|
| Arcola Boulevard – Route 50 to Route 606 (Old Ox Road) | \$27,286,000       |
| Route 7 / Route 287 Interchange                        | \$11,391,000       |
| Route 7 / Route 690 (Hillsboro Road) Interchange       | \$9,565,000        |
| Waxpool Road / Loudoun County Parkway Intersection     | \$277,000          |
| Westwind Drive – State Street to Ladbrook Drive        | \$19,821,000       |
| Transit Bus Acquisition                                | \$7,200,000        |
| Western Loudoun Park and Ride Lot                      | \$3,783,000        |

As part of the Smart Scale scoring and funding process, the two segments of Arcola Boulevard, Route 50 to Dulles West Boulevard and Dulles West Boulevard to Route 606, were combined into a single project: Route 50 to Route 606 (Old Ox Road).

For most projects with Smart Scale funding, the awards are programmed for construction funding. To date, the County has been advised by VDOT to accelerate \$2.0 million in Smart Scale funds from FY 2022 to FY 2019 to begin the design of the Route 7 / Route 287 Interchange project. The County will continue to coordinate with VDOT to evaluate the acceleration of additional Smart Scale funding in order to avoid delays in the construction of projects.

### State Revenue Sharing Program

The State Revenue Sharing program is a 50/50 matching funds program administered by the Commonwealth Transportation Board (CTB) to provide additional funding for use by a county, city, or town to construct, maintain, or improve the highway system. The County can apply for up to \$5 million in State Revenue Sharing funds annually and must supply at least 50 percent matching funds to the project. The County has typically used a mix of local tax funding, NVT 30% local funds, and cash proffers to provide the matching funds.

Prior to FY 2018, the Revenue Sharing program provided annual funding of \$10 million to local jurisdictions. Policy changes starting in FY 2018 reduced annual funding to \$5 million per year, with the maximum allocation per project being \$10 million (over the life of the project). Current CTB policy prioritizes new funding for projects that have previously received Revenue Sharing funds; in addition, funds must be spent within one year of the award date or are subject to being refunded to the state.

The FY 2019 Adopted CIP assumes the following projects to receive for the \$5 million in annual State Revenue Sharing Funding in FY 2019 – FY 2024 for a total of \$30 million over the six-year period:



## FY 2019 – FY 2024 Adopted Capital Improvement Program

| Project   | Revenue Sharing Funding Request |
|---|---------------------------------|
| Belmont Ridge Road – Truro Parish Drive to Croson Lane    | \$5,000,000                     |
| Northstar Boulevard – Route 50 to Tall Cedars Parkway     | \$5,000,000                     |
| Farmwell Road Intersection Improvements                   | \$5,000,000                     |
| Arcola Boulevard - Route 50 to Old Ox Road                | \$5,000,000                     |
| Shellhorn Road – Loudoun County Parkway to Randolph Drive | \$5,000,000                     |
| Croson Lane – Claiborne Parkway to Old Ryan Road          | \$5,000,000                     |

In October 2017, the County submitted its applications for Belmont Ridge Road and Northstar Boulevard. Applications for future projects (FY 2021 and after) are based on the current estimated construction award date. Projects for future Revenue Sharing applications (beyond FY 2020) are contingent upon the endorsement of the Board of Supervisors.

In the event that the County is awarded less than the funding amounts assumed in the FY 2019 Adopted CIP for any specific project, the project funding schedule will require amendments and potential re-prioritization.

### Metro Capital Contribution

In November of 2017, WMATA released its FY 2019 Capital Improvement Program that updates Loudoun County's share of capital funding for Metrorail/Silver Line Phase 2 service to a total of \$128.4 million during the FY 2019 – FY 2024 period, with the first year of funding in FY 2020 for \$16.4 million.

For the FY 2019 Adopted CIP, a total of \$83.0 million of NVT 30% local funds and \$45.4 million of local tax funds is allocated for the Metro Capital Contribution. Beginning in FY 2021, the Adopted CIP anticipates that the entirety of the County's NVT 30% local funding will be allocated to WMATA, with supplemental funding provided through local tax funds. These funding levels are subject to revision and will be updated as forecasts for the County's share of NVT 30% funds are updated through future CIP processes or as other financial resources are available.

The full allocation of NVT 30% local funds to WMATA starting in FY 2021 will reduce the availability of this source of funds for other transportation projects in the CIP. Staff allocated other sources of funding (including external funding) to continue prioritization of the County's non-transit transportation projects in the CIP.

Unlike the operating contribution to Metro, which begins before actual operation of the Silver Line begins in the County, the capital contribution payment does not begin until after operational service of the Silver Line commences in the County. Operational service of the Silver Line is not anticipated to begin until first quarter 2020.



## FY 2019 – FY 2024 Adopted Capital Improvement Program

### Board Member Requests for Accelerated and New Projects

Table 3 provides a summary of Board Member requests for accelerated and new projects:

**Table 3: Accelerated and New Projects**

| Acceleration Requests   | Estimate             |
|---|----------------------|
| Arcola Boulevard (Route 50 to Route 606)                                      | \$63,509,000         |
| Braddock Road Widening (Route 659 to Royal Hunter Drive)                      | \$6,095,000          |
| Croson Lane Widening (Claiborne Parkway to Old Ryan Road)                     | \$20,900,000         |
| Dulles West Boulevard (Hutchinson Farm to Arcola Boulevard)                   | \$9,114,000          |
| Evergreen Mills Road Realignment (Reservoir Road and Watson Road)             | \$14,000,000         |
| Route 15 Bypass to Montresor Road   | \$78,933,000         |
| Westwind Drive (State Street to Ladbrook Road)                                | \$51,301,000         |
| <b>SUB TOTAL:</b>   | <b>\$243,852,000</b> |
| New Project Requests  | Estimate             |
| Belmont Ridge Road and Legacy Park Drive - Traffic Signal                     | \$1,000,000          |
| Braddock Road and Trailhead Drive - Roundabout                                | \$11,495,000         |
| Loudoun County Parkway Shared-Use Path (Riding Center Drive to Arcola Road)   | \$8,435,000          |
| Loudoun County Parkway Widening (Ryan Road to Shellhorn Road)                 | \$22,190,000         |
| Route 7 Pedestrian Improvements   | \$7,055,000          |
| Route 15 and Braddock Road - Roundabout                                       | \$11,495,000         |
| Route 50 Corridor Improvements  | \$6,770,000          |
| Route 50 North Collector Road (Air & Space Museum Parkway to Route 50)        | \$92,710,000         |
| Route 50 North Collector Road (Tall Cedars Parkway to Loudoun County Parkway) | \$77,380,000         |
| Route 50 and Trailhead Drive - Roundabout                                     | \$10,000,000         |
| Ryan Road and Olympia Drive - Traffic Signal                                  | \$1,000,000          |
| Ryan Road Widening (Evergreen Mills Road to Northstar Boulevard)              | \$20,980,000         |
| Western Loudoun Recreation Center   | \$103,575,000        |
| <b>SUB TOTAL:</b>   | <b>\$374,085,000</b> |
| <b>TOTAL:</b>   | <b>\$617,937,000</b> |

The following active projects are accelerated:

- Arcola Boulevard (Dulles West Boulevard to Route 606): This segment of Arcola Boulevard is combined with the Route 50 to Dulles West Boulevard segment as part of the Smart Scale application and funding process. The project will begin design in FY 2019 with construction anticipated to start in FY 2023; the segment from Route 50 to Dulles West Boulevard is prioritized to begin design and construction ahead of the segment from Dulles West Boulevard to Route 606.
- Braddock Road (Route 659 to Royal Hunter Drive): This project is accelerated by two years, with design beginning in FY 2020 and construction beginning in FY 2022.
- Croson Lane Widening (Claiborne Parkway to Old Ryan Road): This project is accelerated by one year, with design beginning in FY 2021. Construction remains scheduled to begin in FY 2024 based on the current phasing schedule.
- Dulles West Boulevard (Hutchinson Farm to Arcola Boulevard): This segment of Dulles West Boulevard is combined with the Dulles Landing Drive to Hutchinson Farm segment as part of the NVT 70% funding application. The project will begin design in FY 2019 with construction anticipated to start in FY 2022, contingent upon award of NVT 70% funding. The segment from Dulles Landing Drive to Hutchinson Farm



## FY 2019 – FY 2024 Adopted Capital Improvement Program

is prioritized to begin design and construction ahead of the segment from Hutchinson Farm to Arcola Boulevard.

- Evergreen Mills Road Realignment (Reservoir Road and Watson Road): Design is accelerated from FY 2022 to FY 2019, with construction accelerated from FY 2023 to FY 2021, contingent upon award of NVT A 70% funding.
- Route 15 Bypass to Montresor Road: Design is accelerated from FY 2023 to FY 2019, with construction accelerated from FY 2027 to FY 2023. The construction start date is contingent upon award of NVT A 70% funding.
- Westwind Drive (State Street to Ladbrook Drive): Design remains scheduled for FY 2019, with construction anticipated to begin in FY 2023 based on the current phasing schedule.

The following new projects are included in the Adopted CIP:

- Belmont Ridge Road and Legacy Park Drive – Traffic Signal: Design funding is provided for in FY 2024, with construction programmed beyond FY 2024.
- Braddock Road and Trailhead Drive – Roundabout: Design funding is programmed in FY 2024, with construction programmed beyond FY 2024.
- Loudoun County Parkway Shared-Use Path (Riding Center to Arcola): Design and construction funding for this project is allocated beyond FY 2024.
- Loudoun County Parkway Widening (Ryan Road to Shellhorn Road): Design funding is allocated in FY 2024, with construction programmed beyond FY 2024.
- Route 7 Pedestrian Crossings: Design funding and construction is programmed in FY 2019 for improvements to three intersections along Route 7, at Bartholomew Fair Drive, Potomac View Drive, and Lakeland Drive. Funding for the completion of missing sidewalk links is planned for in FY 2021 through FY 2023.
- Route 15 and Braddock Road – Roundabout: Design funding is allocated in FY 2024, with construction programmed beyond FY 2024.
- Route 50 Corridor Improvements: Design funding is allocated in FY 2019 with construction scheduled for FY 2020. The project includes Tier 1 and Tier 2 improvements along the Route 50 Corridor in the Dulles area.
- Route 50 and Trailhead Drive – Roundabout: Design funding is allocated in FY 2022, with construction programmed in FY 2024.
- Route 50 North Collector Road (Air & Space to Route 50): Design funding is allocated in FY 2022, with construction programmed beyond FY 2024.
- Route 50 North Collector Road (Tall Cedars to Loudoun County Parkway): Design and construction funding is programmed in a future fiscal year.
- Ryan Road and Olympia Drive – Traffic Signal: Design funding is allocated in FY 2024, with construction programmed beyond FY 2024.
- Ryan Road Widening (Evergreen Mills to Northstar): Design funding is allocated in FY 2024, with construction programmed beyond FY 2024.
- Western Loudoun Recreation Center: Design and construction funding for this project is programmed beyond FY 2024. A site has not yet been identified for this facility but will be located in the Route 7 West planning subarea, as identified in the Adopted FY 2021 – 2030 Capital Needs Assessment.



## FY 2019 – FY 2024 Adopted Capital Improvement Program

### Additional New Projects

Additional new projects requested by departments include:

- Public Safety – E-911 Phone Switch Replacement: The current E-911 phone switch was installed in 2015 and is scheduled for replacement in FY 2022.
- Public Safety – Handheld Radio Replacements: The County's current inventory of public safety handheld mobile radios is scheduled for replacement in FY 2022.
- Public Safety – School Radio Coverage: An initial Phase I coverage study is funded in FY 2019. Based on the study's results, additional funding will be requested in a future CIP to fund the expansion of radio coverage at school locations.
- Public Safety – Tower Coverage Expansion: Installation of radio equipment at County-leased tower sites is included in FY 2019 to expand public safety radio coverage in the South Riding area. Additional funding may be requested in a future CIP based on future needs assessments.
- Intelligent Transportation System: A pilot program to deploy cameras and network equipment is funded in FY 2019. Additional funding is included in FY 2024 to continue and expand the program based on results from the initial deployment.
- Seneca Ridge Drive Improvements (South Cottage Road to Augusta Drive): Construction of improvements is included in FY 2019. Design was previously funded in the CIP.
- Route 28 Northbound (Dulles Toll Road to Sterling Boulevard): Construction funding is programmed in FY 2019, contingent upon award of NVTAA 70% funding.
- Intersection Improvements: Design and construction of up to five traffic signals and one roundabout per year is included starting in FY 2019. The program will address the highest-priority intersections identified by a study completed in FY 2018.
- Sidewalk and Trail Program: Design and construction of three miles of sidewalks and trails per year is included beginning in FY 2022.

### Deferred, Removed or Reprogrammed Projects

The following projects in the FY 2019 Adopted CIP are deferred, removed or reprogrammed:

- Howardsville Water System: \$1,200,000 was previously programmed in FY 2019 for the construction of this project. The County will provide funding for this project through the Water/Wastewater Fund.
- Adolescent Independent Living Residence: Design and construction of this project was previously programmed for in FY 2023. Based on available capacity in existing and future group home projects, this project was deferred beyond FY 2024.
- Atlantic Boulevard Pedestrian Improvements: Funding for this project is re-allocated to the Route 7 Pedestrian Improvements project.
- Route 50 and Everfield Drive Roundabout: Design of this project is deferred from FY 2022 to FY 2024.

### Town CIP Requests

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.

The FY 2019 Adopted CIP incorporates Town CIP requests received for FY 2019 funding. The following Town projects are programmed in the FY 2019 Adopted CIP:

- Town of Hillsboro – Old Stone School/Town Hall: \$243,200 is programmed in FY 2019 to complete renovations for this facility, including roof and window replacements, upgrades to the auditorium sound system, and interior lighting and painting work, among other renovations. This project received \$80,000 in



## FY 2019 – FY 2024 Adopted Capital Improvement Program

FY 2018 to install a heating and cooling system, roof repairs, and provide handicap-accessible restroom facilities.

- Town of Hillsboro – Traffic Calming and Pedestrian Safety: On behalf of the Town, the County requested \$12,112,000 in NVTa 70% funding in FY 2019 for this project to construct traffic calming (roundabouts) on Route 9 and other pedestrian safety measures, as well as the undergrounding of utilities and installation of storm water facilities. This project previously received \$4,800,000 in FY 2018 for design.
- Town of Leesburg – Tuscarora Creek Trail: \$1,800,000 is provided for in FY 2019 to fund the design and construction of a 10-foot wide, 1,600 linear foot multi-use trail. The trail provides access to Douglass School and Community Center, Frederick Douglass Elementary School, the WO&D Trail, Brandon Park, and Catoclin Skate Park. The funding source is NVTa 30% local funds.
- Town of Leesburg – Evergreen Mill Road Widening: \$4,200,000 is programmed in FY 2019 and \$1,800,000 is programmed in FY 2021 for the construction of this segment of Evergreen Mills Road from Heritage High School to Route 15 (South King Street). The project will reduce congestion and improve safety along this major collector road. The funding source is NVTa 30% local funds (in FY 2019) and local tax funding (in FY 2021). The total cost of this project is \$16,000,000 with additional funding from VDOT (Revenue Sharing), the Town's allocation of NVTa 30% local funding, and the Town's general obligation bonds and general fund.
- Town of Lovettsville – Broadway Streetscapes Phase 2A: \$180,000 is allocated in FY 2019 to fund the completion of design for this project. \$150,000 was provided by the County in FY 2018 and an additional \$700,000 is planned for FY 2020 to fund construction of this project. The project provides sidewalk and pedestrian access to several County facilities, including Lovettsville Library and the Lovettsville Community Center.
- Town of Purcellville – Pedestrian Linkages: \$210,000 is provided for in FY 2019 to design and construct a pedestrian pathway to Loudoun Valley High School (from the end of Sutton Drive) and to complete sidewalk segments along South 32<sup>nd</sup> Street (from West Main Street to the Ball property).
- Town of Round Hill – Sleeter Lake Park: \$185,000 is programmed in FY 2019 to install an accessible canoe and kayak launch, non-mulch accessible pathways, an accessible lake and wildlife viewing area, an outdoor classroom and pole barn picnic shelter, and to secure and stabilize several structures at this Town-owned, County-operated park.
- Town of Hamilton – Community Park: \$50,000 is programmed in FY 2019 for the installation of new playground equipment.

## FY 2019 – FY 2024 CIP FUNDING BY PROGRAMMATIC CATEGORY

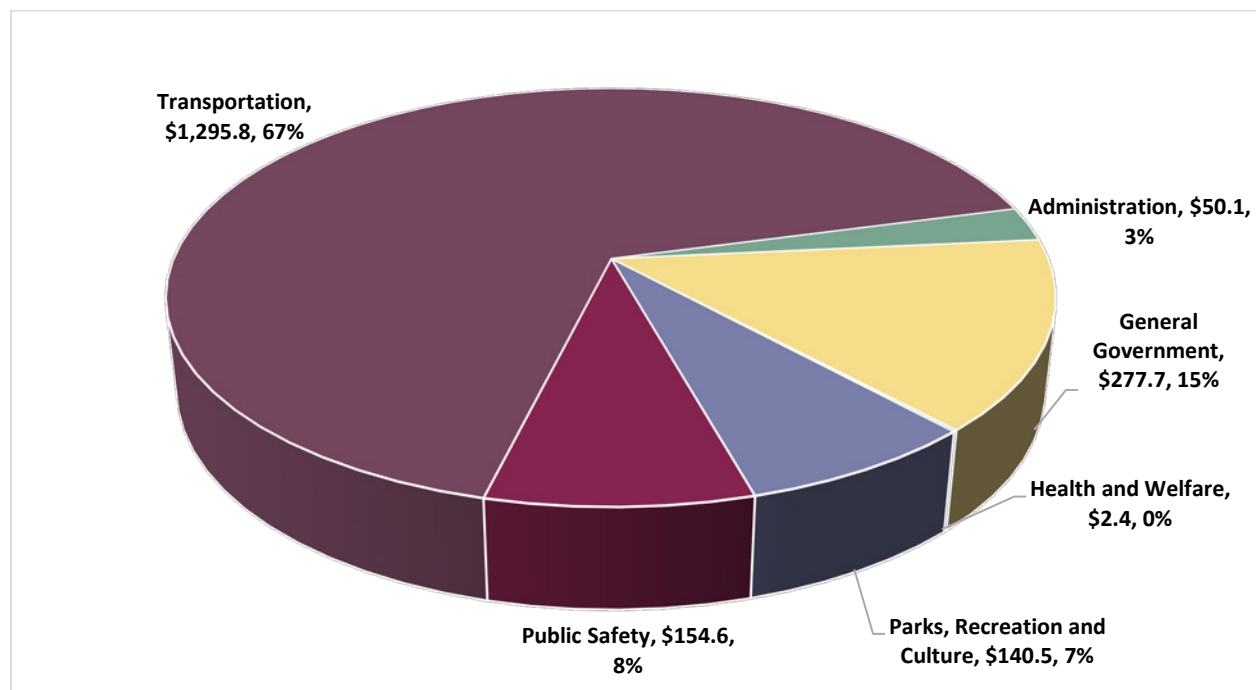
The FY 2019 Adopted CIP starts a new biennium for the six-year CIP planning period. The six-year timeframe rolls out an additional two years, changing from FY 2017 – FY 2022 to FY 2019 – FY 2024.

New project requests are eligible to be added to the six-year CIP timeframe if they can be accommodated using available financial resources and represent high priorities that need to be addressed in the six-year CIP timeframe. Typically, new projects are included in the later years of the six-year period unless otherwise prioritized.

Projects in FY 2019 are approved for funding appropriations. Projects from FY 2020 – FY 2024 are considered for planned funding appropriations in subsequent CIP budgets.

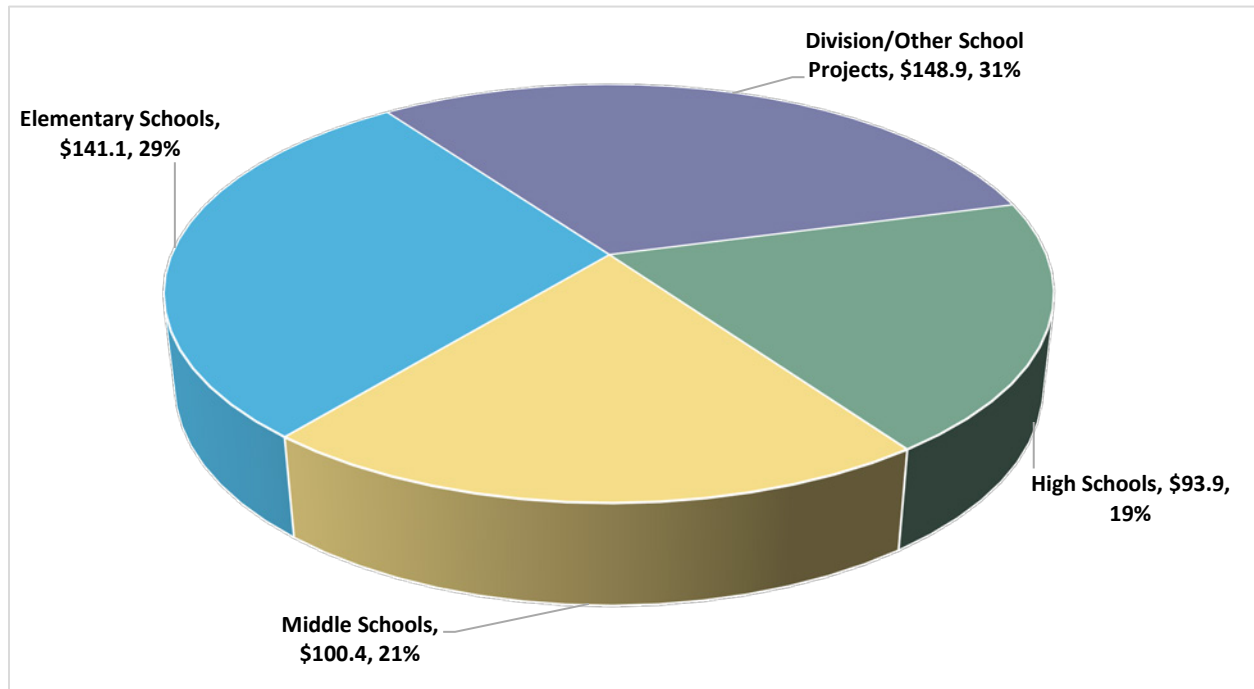
The following graphs and tables provide an overview of funding in each programmatic category of the FY 2019 – FY 2024 Adopted CIP budget.

**Graph 3: Amount (\$000s) and Percentage of County Project Expenditures by Function**



### Summary of School Capital Projects

**Graph 4: Amount (\$000s) and Percentage of School Project Expenditures by Type**







## Total Funding in the Six-Year CIP

**Local Tax Funding** – The Board of Supervisors’ fiscal policy establishes 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 the prior fiscal year’s fund balance for one-time expenditures in the Capital Fund. The CIP includes \$394,902,347 in local tax funding and use of fund balance, or 16 percent of total CIP revenues.

| Revenue Source                  | Amount               |
|---------------------------------|----------------------|
| Local Tax Funding               | \$285,766,347        |
| \$0.02 of Tax Rate for Roads    | \$109,136,000        |
| Fund Balance                    | \$0                  |
| <b>Total Local Tax Funding:</b> | <b>\$394,902,347</b> |

**Debt Financing** – The CIP relies on \$1,288,805,000 in debt financing to fund projects in the six-year capital plan, or 54 percent of total CIP funding sources. Projects requiring general obligation bond financing are included on the November ballot as referendum questions during 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. Virginia Public School Authority (VPSA) bonds, which do not require voter approval, are also included in the total amount of general obligation bond financing.

| Revenue Source                    | Amount                 |
|-----------------------------------|------------------------|
| General Obligation Bond Financing | \$992,699,000          |
| Lease Revenue Financing           | \$296,106,000          |
| <b>Total Debt Financing:</b>      | <b>\$1,288,805,000</b> |

**Intergovernmental Assistance** – The CIP includes \$168,942,703 in intergovernmental funds, mostly in the form of State Capital Assistance, Smart Scale, 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 seven percent of total CIP funding sources.

| Revenue Source                                      | Amount               |
|---|----------------------|
| State Capital Assistance                            | \$1,000,000          |
| Smart Scale   | \$79,323,000         |
| State Revenue Sharing                               | \$30,000,000         |
| Congestion Mitigation and Air Quality Grants (CMAQ) | \$16,760,703         |
| Regional Surface Transportation Plan Grants (RSTP)  | \$41,859,000         |
| <b>Total Intergovernmental Assistance:</b>          | <b>\$168,942,703</b> |



**User Fees** – The CIP utilizes \$4,409,488 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 | \$2,075,810        |
| Landfill Fee Revenue    | \$2,333,678        |
| <b>User Fees:</b>       | <b>\$4,409,488</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 \$533,146,157 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 22 percent of total CIP funding sources.

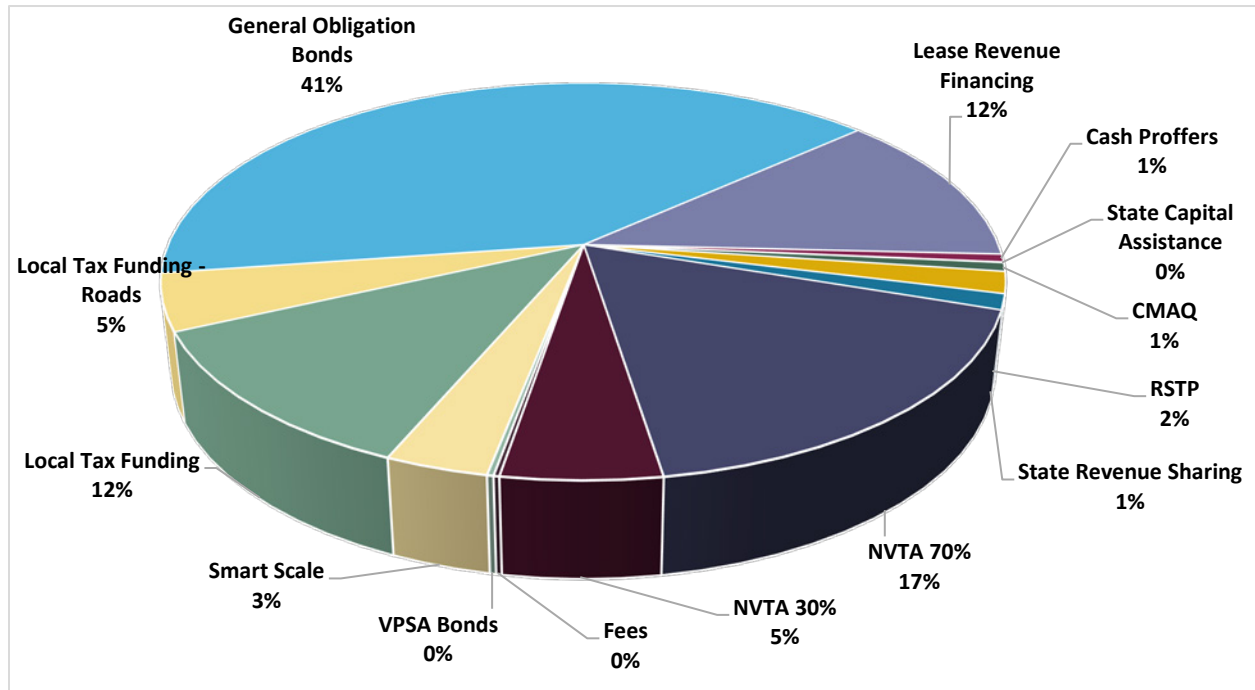
| Revenue Source                              | Amount               |
|---|----------------------|
| NVTA 70% Regional Funds                     | \$410,645,000        |
| NVTA 30% Local Funds – County               | \$103,451,125        |
| NVTA 30% Local Funds – Town of Leesburg     | \$15,848,811         |
| NVTA 30% Local Funds – Town of Purcellville | \$3,201,221          |
| <b>Total NVTA Funding:</b>                  | <b>\$533,146,157</b> |

**Developer Contributions (Proffers)** - The CIP utilizes \$15,220,989 in cash proffers during the six-year capital plan. Proffers typically consist of cash, dedicated land, and/or in-kind services that are voluntarily granted to the County by the development community to partially offset the future capital facility costs associated with new development. Proffer contributions are 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 2019 Adopted Budget.

| Revenue Source                          | Amount              |
|---|---------------------|
| Cash Proffers                           | \$15,220,989        |
| <b>Developer Contributions Funding:</b> | <b>\$15,220,989</b> |



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







### Capital Improvement Program Summary

#### Schedule of Appropriations

| Capital | (\$ in 1,000s) | Prior Year | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | CIP Total |
|---------|----------------|------------|---------|---------|---------|---------|---------|---------|--------------|-------------|-----------|
|---------|----------------|------------|---------|---------|---------|---------|---------|---------|--------------|-------------|-----------|

### Capital Improvement Program Summary

#### Budgetary Cost

##### General Capital Projects Fund

|                                       |                |                |                |                |                |                |                |                  |                  |                  |
|---------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|
| Administration                        | 313,317        | 6,480          | 2,800          | 7,990          | -              | 23,680         | 9,115          | 50,065           | 5,475            | 368,857          |
| General Government                    | 160,014        | 26,833         | 32,643         | 25,186         | 20,308         | 36,521         | 136,258        | 277,749          | 103,899          | 541,661          |
| Health and Welfare                    | -              | -              | -              | 2,375          | -              | -              | -              | 2,375            | 6,646            | 9,021            |
| Parks, Recreation and Culture         | 158,698        | 16,915         | 9,839          | 41,910         | 71,935         | -              | -              | 140,599          | 103,575          | 402,872          |
| Public Safety                         | 145,838        | 23,950         | 17,350         | 29,483         | 33,318         | 30,397         | 20,088         | 154,586          | 14,987           | 315,411          |
| Transportation                        | 216,663        | 142,271        | 155,449        | 161,806        | 243,427        | 343,665        | 249,138        | 1,295,755        | 1,115,869        | 2,628,287        |
| <b>General Capital Projects Total</b> | <b>994,530</b> | <b>216,448</b> | <b>218,081</b> | <b>268,750</b> | <b>368,988</b> | <b>434,262</b> | <b>414,599</b> | <b>1,921,129</b> | <b>1,350,451</b> | <b>4,266,110</b> |

##### School Capital Projects Fund

|                                      |                |               |                |               |               |                |               |                |                  |                  |
|--------------------------------------|----------------|---------------|----------------|---------------|---------------|----------------|---------------|----------------|------------------|------------------|
| Elementary Schools                   | -              | 10,210        | 84,750         | 12,415        | -             | 2,815          | 30,880        | 141,070        | 596,170          | 737,240          |
| Middle Schools                       | -              | -             | -              | -             | 11,585        | 88,775         | -             | 100,360        | 250,260          | 350,620          |
| High Schools                         | 122,302        | 14,765        | 61,364         | -             | 335           | 13,655         | 3,770         | 93,889         | 280,665          | 496,856          |
| Other School Projects                | 5,265          | 22,700        | 21,109         | 17,940        | 31,720        | 14,085         | 41,425        | 148,979        | 72,555           | 226,799          |
| <b>School Capital Projects Total</b> | <b>127,567</b> | <b>47,675</b> | <b>167,223</b> | <b>30,355</b> | <b>43,640</b> | <b>119,330</b> | <b>76,075</b> | <b>484,298</b> | <b>1,199,650</b> | <b>1,811,515</b> |

|                       |                  |                |                |                |                |                |                |                  |                  |                  |
|-----------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|
| <b>Budgetary Cost</b> | <b>1,122,097</b> | <b>264,123</b> | <b>385,304</b> | <b>299,105</b> | <b>412,628</b> | <b>553,592</b> | <b>490,674</b> | <b>2,405,427</b> | <b>2,550,101</b> | <b>6,077,625</b> |
|-----------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|

##### Funding Source

|                             |                  |                |                |                |                |                |                |                  |                  |                  |
|-----------------------------|------------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|
| Local Tax Funding           | 256,897          | 51,247         | 45,938         | 48,283         | 37,550         | 57,332         | 45,417         | 285,767          | 152,233          | 694,896          |
| Local Tax Funding - Roads   | 19,681           | 16,400         | 17,138         | 17,860         | 18,565         | 19,253         | 19,920         | 109,136          | 9,600            | 138,417          |
| Fund Balance                | 94,144           | -              | -              | -              | -              | -              | -              | -                | -                | 94,144           |
| General Obligation Bonds    | 295,762          | 73,983         | 207,878        | 107,695        | 189,037        | 248,916        | 160,205        | 987,714          | 2,189,117        | 3,472,593        |
| Lease Revenue Financing     | 177,847          | 38,484         | 26,040         | 53,495         | 20,015         | 33,190         | 124,882        | 296,106          | 54,959           | 528,912          |
| Proffers (Cash)             | 92,511           | 8,031          | 4,483          | -              | 2,707          | -              | -              | 15,221           | -                | 107,732          |
| State Capital Assistance    | 23,663           | 500            | 500            | -              | -              | -              | -              | 1,000            | -                | 24,663           |
| CMAQ                        | 9,538            | 3,441          | -              | -              | 5,400          | 3,960          | 3,960          | 16,761           | -                | 26,299           |
| RSTP                        | 5,601            | 3,077          | 9,669          | 11,313         | 4,500          | 5,800          | 7,500          | 41,859           | -                | 47,460           |
| State Revenue Sharing       | 15,450           | 5,000          | 5,000          | 5,000          | 5,000          | 5,000          | 5,000          | 30,000           | -                | 45,450           |
| NVTA 70% Regional           | 29,860           | 38,212         | 47,492         | 31,000         | 72,974         | 120,092        | 100,875        | 410,645          | 52,548           | 493,053          |
| NVTA 30% Local              | 37,344           | 18,788         | 19,590         | 20,154         | 20,736         | 21,318         | 21,915         | 122,501          | 87,644           | 247,489          |
| Fees                        | 4,462            | 2,334          | 76             | -              | -              | 1,000          | 1,000          | 4,409            | 4,000            | 12,871           |
| Local Gasoline Tax          | 1,244            | -              | -              | -              | -              | -              | -              | -                | -                | 1,244            |
| In Kind Proffers            | 51,409           | -              | -              | -              | -              | -              | -              | -                | -                | 51,409           |
| Proceeds from Land Sale     | 5,000            | -              | -              | -              | -              | -              | -              | -                | -                | 5,000            |
| VPSA Bonds                  | -                | -              | -              | -              | -              | 4,985          | -              | 4,985            | -                | 4,985            |
| Smart Scale                 | 1,685            | 4,627          | 1,500          | 4,305          | 36,144         | 32,747         | -              | 79,323           | -                | 81,008           |
| <b>Total Funding Source</b> | <b>1,122,097</b> | <b>264,123</b> | <b>385,304</b> | <b>299,105</b> | <b>412,628</b> | <b>553,592</b> | <b>490,674</b> | <b>2,405,427</b> | <b>2,550,101</b> | <b>6,077,625</b> |



## Capital Improvement Program Summary

### Schedule of Appropriations

| Capital                              | (\$ in 1,000s) | Prior Year     | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year Total     | Future FY's      | CIP Total        |
|--------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|
| <b>General Capital Projects Fund</b> |                |                |                |                |                |                |                |                |                  |                  |                  |
| <b>Budgetary Cost</b>                |                |                |                |                |                |                |                |                |                  |                  |                  |
| Administration                       |                | 313,317        | 6,480          | 2,800          | 7,990          | -              | 23,680         | 9,115          | 50,065           | 5,475            | 368,857          |
| General Government                   |                | 160,014        | 26,833         | 32,643         | 25,186         | 20,308         | 36,521         | 136,258        | 277,749          | 103,899          | 541,661          |
| Health and Welfare                   |                | -              | -              | -              | 2,375          | -              | -              | -              | 2,375            | 6,646            | 9,021            |
| Parks, Recreation and Culture        |                | 158,698        | 16,915         | 9,839          | 41,910         | 71,935         | -              | -              | 140,599          | 103,575          | 402,872          |
| Public Safety                        |                | 145,838        | 23,950         | 17,350         | 29,483         | 33,318         | 30,397         | 20,088         | 154,586          | 14,987           | 315,411          |
| Transportation                       |                | 216,663        | 142,271        | 155,449        | 161,806        | 243,427        | 343,665        | 249,138        | 1,295,755        | 1,115,869        | 2,628,287        |
| <b>Budgetary Cost</b>                |                | <b>994,530</b> | <b>216,448</b> | <b>218,081</b> | <b>268,750</b> | <b>368,988</b> | <b>434,262</b> | <b>414,599</b> | <b>1,921,129</b> | <b>1,350,451</b> | <b>4,266,110</b> |
| <b>Funding Source</b>                |                |                |                |                |                |                |                |                |                  |                  |                  |
| Local Tax Funding                    |                | 244,332        | 40,497         | 34,573         | 45,588         | 37,215         | 54,127         | 45,417         | 257,417          | 152,233          | 653,981          |
| Local Tax Funding - Roads            |                | 19,681         | 16,400         | 17,138         | 17,860         | 18,565         | 19,253         | 19,920         | 109,136          | 9,600            | 138,417          |
| Fund Balance                         |                | 94,144         | -              | -              | -              | -              | -              | -              | -                | -                | 94,144           |
| General Obligation Bonds             |                | 182,510        | 40,860         | 60,420         | 93,055         | 153,947        | 145,221        | 93,105         | 586,608          | 1,027,652        | 1,796,770        |
| Lease Revenue Financing              |                | 177,847        | 34,682         | 17,640         | 40,475         | 11,800         | 20,760         | 115,907        | 241,264          | 16,774           | 435,885          |
| Proffers (Cash)                      |                | 90,761         | 8,031          | 4,483          | -              | 2,707          | -              | -              | 15,221           | -                | 105,982          |
| State Capital Assistance             |                | 23,663         | 500            | 500            | -              | -              | -              | -              | 1,000            | -                | 24,663           |
| CMAQ                                 |                | 9,538          | 3,441          | -              | -              | 5,400          | 3,960          | 3,960          | 16,761           | -                | 26,299           |
| RSTP                                 |                | 5,601          | 3,077          | 9,669          | 11,313         | 4,500          | 5,800          | 7,500          | 41,859           | -                | 47,460           |
| State Revenue Sharing                |                | 15,450         | 5,000          | 5,000          | 5,000          | 5,000          | 5,000          | 5,000          | 30,000           | -                | 45,450           |
| NVTA 70% Regional                    |                | 29,860         | 38,212         | 47,492         | 31,000         | 72,974         | 120,092        | 100,875        | 410,645          | 52,548           | 493,053          |
| NVTA 30% Local                       |                | 37,344         | 18,788         | 19,590         | 20,154         | 20,736         | 21,318         | 21,915         | 122,501          | 87,644           | 247,489          |
| Fees                                 |                | 4,462          | 2,334          | 76             | -              | -              | 1,000          | 1,000          | 4,409            | 4,000            | 12,871           |
| Local Gasoline Tax                   |                | 1,244          | -              | -              | -              | -              | -              | -              | -                | -                | 1,244            |
| In Kind Proffers                     |                | 51,409         | -              | -              | -              | -              | -              | -              | -                | -                | 51,409           |
| Proceeds from Land Sale              |                | 5,000          | -              | -              | -              | -              | -              | -              | -                | -                | 5,000            |
| VPSA Bonds                           |                | -              | -              | -              | -              | -              | 4,985          | -              | 4,985            | -                | 4,985            |
| Smart Scale                          |                | 1,685          | 4,627          | 1,500          | 4,305          | 36,144         | 32,747         | -              | 79,323           | -                | 81,008           |
| <b>Total Funding Source</b>          |                | <b>994,530</b> | <b>216,448</b> | <b>218,081</b> | <b>268,750</b> | <b>368,988</b> | <b>434,262</b> | <b>414,599</b> | <b>1,921,129</b> | <b>1,350,451</b> | <b>4,266,110</b> |



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

| Capital                     | (\$ in 1,000s) | Prior Alloc.   | FY 2019      | FY 2020      | FY 2021      | FY 2022  | FY 2023       | FY 2024      | 6 Year Total  | Future FY's  | CIP Total      |
|-----------------------------|----------------|----------------|--------------|--------------|--------------|----------|---------------|--------------|---------------|--------------|----------------|
| <b>Administration</b>       |                |                |              |              |              |          |               |              |               |              |                |
| <b>Projects</b>             |                |                |              |              |              |          |               |              |               |              |                |
| Land Acquisition Fund       |                | 248,317        | 1,480        | 1,500        | 7,990        | -        | 23,680        | 9,115        | 43,765        | 5,475        | 297,557        |
| Major Computer Systems      |                | 65,000         | 5,000        | 1,300        | -            | -        | -             | -            | 6,300         | -            | 71,300         |
| <b>Budgetary Cost</b>       |                | <b>313,317</b> | <b>6,480</b> | <b>2,800</b> | <b>7,990</b> | <b>-</b> | <b>23,680</b> | <b>9,115</b> | <b>50,065</b> | <b>5,475</b> | <b>368,857</b> |
| <b>Funding Source</b>       |                |                |              |              |              |          |               |              |               |              |                |
| Local Tax Funding           |                | 96,316         | 1,480        | 1,500        | 7,990        | -        | 18,695        | 9,115        | 38,780        | 5,475        | 140,571        |
| Fund Balance                |                | 76,934         | -            | -            | -            | -        | -             | -            | -             | -            | 76,934         |
| General Obligation Bonds    |                | 52,475         | -            | -            | -            | -        | -             | -            | -             | -            | 52,475         |
| Lease Revenue Financing     |                | 29,730         | 5,000        | 1,300        | -            | -        | -             | -            | 6,300         | -            | 36,030         |
| 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     |                | -              | -            | -            | -            | -        | -             | -            | -             | -            | -              |
| VPSA Bonds                  |                | -              | -            | -            | -            | -        | 4,985         | -            | 4,985         | -            | 4,985          |
| <b>Total Funding Source</b> |                | <b>313,317</b> | <b>6,480</b> | <b>2,800</b> | <b>7,990</b> | <b>-</b> | <b>23,680</b> | <b>9,115</b> | <b>50,065</b> | <b>5,475</b> | <b>368,857</b> |

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

| Capital                                 | (\$ in 1,000s) | Prior Year | FY 2019  | FY 2020  | FY 2021      | FY 2022  | FY 2023  | FY 2024  | 6 Year Total | Future FY's  | CIP Total    |
|---|----------------|------------|----------|----------|--------------|----------|----------|----------|--------------|--------------|--------------|
| <b>Health and Welfare</b>               |                |            |          |          |              |          |          |          |              |              |              |
| <b>Projects</b>                         |                |            |          |          |              |          |          |          |              |              |              |
| Adolescent Independent Living Residence |                | -          | -        | -        | -            | -        | -        | -        | -            | 6,646        | 6,646        |
| DS Group Residence - Eastern Loudoun    |                | -          | -        | -        | 2,375        | -        | -        | -        | 2,375        | -            | 2,375        |
| <b>Budgetary Cost</b>                   |                | <b>-</b>   | <b>-</b> | <b>-</b> | <b>2,375</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>2,375</b> | <b>6,646</b> | <b>9,021</b> |
| <b>Funding Source</b>                   |                |            |          |          |              |          |          |          |              |              |              |
| Lease Revenue Financing                 |                | -          | -        | -        | 2,375        | -        | -        | -        | 2,375        | 6,646        | 9,021        |
| <b>Total Funding Source</b>             |                | <b>-</b>   | <b>-</b> | <b>-</b> | <b>2,375</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>2,375</b> | <b>6,646</b> | <b>9,021</b> |



### Capital Improvement Program by Functional Area

#### Schedule of Appropriations

| Capital  | (\$ in 1,000s) | Prior Year     | FY 2019       | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024        | 6 Year Total   | Future<br>FY's | CIP<br>Total   |
|--|----------------|----------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|
| <b>General Government</b>                      |                |                |               |               |               |               |               |                |                |                |                |
| <b>Projects</b>                                |                |                |               |               |               |               |               |                |                |                |                |
| Capital Project Management                     |                | 73,072         | 10,896        | 11,133        | 8,376         | 8,628         | 8,887         | 9,153          | 57,073         | 39,442         | 169,586        |
| CIP Contingency                                |                | 11,900         | 2,450         | 2,500         | 2,500         | 2,500         | 2,500         | 2,500          | 14,950         | 10,000         | 36,850         |
| Consolidated Shops & Warehouse                 |                | 31,200         | -             | 4,000         | 3,500         | -             | -             | -              | 7,500          | -              | 38,700         |
| Eastern Service Center                         |                | -              | -             | -             | -             | -             | -             | 17,250         | 17,250         | -              | 17,250         |
| General Office Space - Sycolin Rd Phase I      |                | -              | -             | -             | -             | -             | 15,565        | 97,380         | 112,945        | 10,128         | 123,073        |
| Landfill Debt Service                          |                | 4,462          | 2,334         | -             | -             | -             | -             | -              | 2,334          | -              | 6,796          |
| Landfill Sequence IA Cap & Closure             |                | -              | -             | 1,500         | -             | -             | -             | -              | 1,500          | -              | 1,500          |
| Landfill Sequence V Closure                    |                | -              | 1,350         | 5,060         | -             | -             | -             | -              | 6,410          | -              | 6,410          |
| Public Safety Radio System Master/Prime Site   |                | 1,625          | 1,450         | -             | -             | -             | -             | -              | 1,450          | -              | 3,075          |
| Storm Water Management                         |                | 33,025         | 5,860         | 6,150         | 6,460         | 6,780         | 7,119         | 7,475          | 39,844         | 33,829         | 106,698        |
| Town of Hillsboro - Old Stone School/Town Hall |                | 80             | 243           | -             | -             | -             | -             | -              | 243            | -              | 323            |
| Waterford Space Renovation                     |                | -              | -             | -             | 2,000         | -             | -             | -              | 2,000          | -              | 2,000          |
| Water/Wastewater Fund                          |                | 4,650          | 2,250         | 2,300         | 2,350         | 2,400         | 2,450         | 2,500          | 14,250         | 10,500         | 29,400         |
| <b>Budgetary Cost</b>                          |                | <b>160,014</b> | <b>26,833</b> | <b>32,643</b> | <b>25,186</b> | <b>20,308</b> | <b>36,521</b> | <b>136,258</b> | <b>277,749</b> | <b>103,899</b> | <b>541,661</b> |

#### Funding Source

|                             |  |                |               |               |               |               |               |                |                |                |                |
|-----------------------------|--|----------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|
| Local Tax Funding           |  | 130,772        | 21,456        | 22,083        | 19,686        | 20,308        | 20,956        | 21,628         | 126,117        | 93,771         | 350,659        |
| Fund Balance                |  | 3,700          | -             | -             | -             | -             | -             | -              | -              | -              | 3,700          |
| Lease Revenue Financing     |  | 21,000         | 2,800         | 10,560        | 5,500         | -             | 15,565        | 114,630        | 149,055        | 10,128         | 180,183        |
| Proffers (Cash)             |  | 80             | 243           | -             | -             | -             | -             | -              | 243            | -              | 323            |
| Fees                        |  | 4,462          | 2,334         | -             | -             | -             | -             | -              | 2,334          | -              | 6,795          |
| <b>Total Funding Source</b> |  | <b>160,014</b> | <b>26,833</b> | <b>32,643</b> | <b>25,186</b> | <b>20,308</b> | <b>36,521</b> | <b>136,258</b> | <b>277,749</b> | <b>103,899</b> | <b>541,661</b> |





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

| Capital                                    | (\$ in 1,000s) | Prior Year    | FY 2019      | FY 2020       | FY 2021       | FY 2022  | FY 2023  | FY 2024  | 6 Year Total   | Future<br>FY's | CIP<br>Total   |
|--|----------------|---------------|--------------|---------------|---------------|----------|----------|----------|----------------|----------------|----------------|
| <b>Parks, Recreation and Culture</b>       |                |               |              |               |               |          |          |          |                |                |                |
| <b>Projects</b>                            |                |               |              |               |               |          |          |          |                |                |                |
| Ashburn Recreation and Community Center    | 70,930         | -             | -            | 15,000        | -             | -        | -        | -        | 15,000         | -              | 85,930         |
| Ashburn Senior Center                      | 8,285          | 1,200         | -            | -             | -             | -        | -        | -        | 1,200          | -              | 9,485          |
| Bolen Park Phase II                        | 500            | -             | -            | 6,725         | -             | -        | -        | -        | 6,725          | -              | 7,225          |
| Brambleton Library                         | -              | 680           | 9,839        | -             | -             | -        | -        | -        | 10,519         | -              | 10,519         |
| Fields Farm Park                           | 1,860          | -             | -            | 3,350         | 25,835        | -        | -        | -        | 29,185         | -              | 31,045         |
| Franklin Park to Purcellville Trail        | 520            | -             | -            | -             | 5,000         | -        | -        | -        | 5,000          | -              | 5,520          |
| Hal and Berni Hanson Regional Park         | 76,365         | 14,800        | -            | -             | -             | -        | -        | -        | 14,800         | -              | 91,165         |
| Lovettsville District Park Phase II        | -              | -             | -            | 4,680         | -             | -        | -        | -        | 4,680          | -              | 4,680          |
| Scott Jenkins Park Phase III               | -              | -             | -            | 2,255         | -             | -        | -        | -        | 2,255          | -              | 2,255          |
| STEM Library                               | -              | -             | -            | 5,900         | 41,100        | -        | -        | -        | 47,000         | -              | 47,000         |
| Town of Hamilton - Hamilton Community Park | -              | 50            | -            | -             | -             | -        | -        | -        | 50             | -              | 50             |
| Town of Leesburg - Veteran's Park          | -              | -             | -            | 4,000         | -             | -        | -        | -        | 4,000          | -              | 4,000          |
| Town of Round Hill - Sleeter Lake Park     | 238            | 185           | -            | -             | -             | -        | -        | -        | 185            | -              | 423            |
| Western Loudoun Recreation Center          | -              | -             | -            | -             | -             | -        | -        | -        | -              | 103,575        | 103,575        |
| <b>Budgetary Cost</b>                      | <b>158,698</b> | <b>16,915</b> | <b>9,839</b> | <b>41,910</b> | <b>71,935</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>140,599</b> | <b>103,575</b> | <b>402,872</b> |
| <b>Funding Source</b>                      |                |               |              |               |               |          |          |          |                |                |                |
| Local Tax Funding                          | 1,110          | 50            | -            | 5,050         | -             | -        | -        | -        | 5,100          | -              | 6,210          |
| Fund Balance                               | 1,860          | -             | -            | -             | -             | -        | -        | -        | -              | -              | 1,860          |
| General Obligation Bonds                   | 72,865         | -             | -            | 21,860        | 71,935        | -        | -        | -        | 93,795         | 103,575        | 270,235        |
| Lease Revenue Financing                    | -              | 9,577         | 5,780        | 15,000        | -             | -        | -        | -        | 30,357         | -              | 30,357         |
| Proffers (Cash)                            | 77,864         | 7,288         | 4,059        | -             | -             | -        | -        | -        | 11,347         | -              | 89,211         |
| Proceeds from Land Sale                    | 5,000          | -             | -            | -             | -             | -        | -        | -        | -              | -              | 5,000          |
| <b>Total Funding Source</b>                | <b>158,699</b> | <b>16,915</b> | <b>9,839</b> | <b>41,910</b> | <b>71,935</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>140,599</b> | <b>103,575</b> | <b>402,873</b> |



## Capital Improvement Program by Functional Area

## Schedule of Appropriations

| Capital   | (\$ in 1,000s) | Prior Year     | FY 2019       | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024       | 6 Year Total   | Future<br>FY's | CIP<br>Total   |
|---|----------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|
| <b>Public Safety</b>                            |                |                |               |               |               |               |               |               |                |                |                |
| <b>Projects</b>                                 |                |                |               |               |               |               |               |               |                |                |                |
| Animal Services Facility                        |                | 15,495         | 2,400         | -             | -             | -             | -             | -             | 2,400          | -              | 17,895         |
| Courts Complex Phase III                        |                | 79,410         | 10,000        | -             | 17,600        | -             | -             | -             | 27,600         | -              | 107,010        |
| Fire and Rescue Capital Apparatus               |                | 36,073         | 3,000         | 3,090         | 3,183         | 3,278         | 3,377         | 3,478         | 19,406         | 14,987         | 70,466         |
| Fire and Rescue Training Academy Expansion      |                | -              | 750           | -             | 6,500         | -             | -             | -             | 7,250          | -              | 7,250          |
| Fire and Rescue Training Tower                  |                | -              | -             | 500           | -             | -             | -             | -             | 500            | -              | 500            |
| Fire and Rescue Vehicle Annex                   |                | -              | -             | -             | -             | 640           | 5,700         | -             | 6,340          | -              | 6,340          |
| Juvenile Detention Center Phase II              |                | -              | -             | -             | -             | -             | 5,195         | -             | 5,195          | -              | 5,195          |
| Public Safety - E-911 Phone Switch Replacement  |                | -              | -             | -             | -             | 2,300         | -             | -             | 2,300          | -              | 2,300          |
| Public Safety - Handheld Radio Replacements     |                | -              | -             | -             | -             | 9,500         | -             | -             | 9,500          | -              | 9,500          |
| Public Safety - Radio Tower Coverage Sites      |                | -              | 1,400         | -             | -             | -             | -             | -             | 1,400          | -              | 1,400          |
| Public Safety - School Emergency Radio Coverage |                | -              | 500           | -             | -             | -             | -             | -             | 500            | -              | 500            |
| Station #04 - Round Hill Station Replacement    |                | -              | 1,900         | 13,760        | -             | -             | -             | -             | 15,660         | -              | 15,660         |
| Station #07 - Aldie Station Replacement         |                | 14,860         | 4,000         | -             | -             | -             | -             | -             | 4,000          | -              | 18,860         |
| Station #08 - Philomont Station Replacement     |                | -              | -             | -             | -             | 2,200         | 13,725        | -             | 15,925         | -              | 15,925         |
| Station #28 - Leesburg South Station            |                | -              | -             | -             | 2,200         | 15,400        | -             | -             | 17,600         | -              | 17,600         |
| Station #29 - Old Ox Road (Route 606) Station   |                | -              | -             | -             | -             | -             | 2,400         | 16,610        | 19,010         | -              | 19,010         |
| <b>Budgetary Cost</b>                           |                | <b>145,838</b> | <b>23,950</b> | <b>17,350</b> | <b>29,483</b> | <b>33,318</b> | <b>30,397</b> | <b>20,088</b> | <b>154,586</b> | <b>14,987</b>  | <b>315,411</b> |
| <b>Funding Source</b>                           |                |                |               |               |               |               |               |               |                |                |                |
| Local Tax Funding                               |                | 13,490         | 4,250         | 3,590         | 3,183         | 6,118         | 3,377         | 3,478         | 23,996         | 14,987         | 52,473         |
| General Obligation Bonds                        |                | 42,090         | 4,300         | 13,760        | 8,700         | 15,400        | 21,825        | 16,610        | 80,595         | -              | 122,685        |
| Lease Revenue Financing                         |                | 90,258         | 15,400        | -             | 17,600        | 11,800        | 5,195         | -             | 49,995         | -              | 140,253        |
| <b>Total Funding Source</b>                     |                | <b>145,838</b> | <b>23,950</b> | <b>17,350</b> | <b>29,483</b> | <b>33,318</b> | <b>30,397</b> | <b>20,088</b> | <b>154,586</b> | <b>14,987</b>  | <b>315,411</b> |



| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                |            |         |         |         |         |         |         |                 |                |           |
|--|----------------|------------|---------|---------|---------|---------|---------|---------|-----------------|----------------|-----------|
| Capital  | (\$ in 1,000s) | Prior Year | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year<br>Total | Future<br>FY's | CIP Total |
| <b>Transportation</b>  |                |            |         |         |         |         |         |         |                 |                |           |
| <b>Projects</b>  |                |            |         |         |         |         |         |         |                 |                |           |
| Arcola Blvd (Rt 50/Rt 606)   |                | 1,685      | 6,593   | 2,630   | 12,195  | 29,479  | 12,612  | -       | 63,509          | -              | 65,194    |
| Belmont Ridge Road (Shreveport /<br>Evergreen Mills Rd)                      |                | -          | -       | -       | -       | 1,755   | 3,045   | 16,375  | 21,175          | -              | 21,175    |
| Belmont Ridge Road (Truro Parish /<br>Croson)                                |                | 38,063     | 5,000   | -       | -       | -       | -       | -       | 5,000           | -              | 43,063    |
| Braddock Rd Widening (Gum Spring Rd /<br>Fairfax Line)                       |                | -          | -       | -       | -       | -       | -       | -       | -               | 154,760        | 154,760   |
| Braddock Rd Widening (Gum Spring Rd /<br>Royal Hunter)                       |                | -          | -       | 1,000   | 1,000   | 4,095   | -       | -       | 6,095           | -              | 6,095     |
| Croson Ln (Claiborne Pkwy / Old Ryan Rd)                                     |                | -          | -       | -       | 2,700   | 1,750   | -       | 16,450  | 20,900          | -              | 20,900    |
| Crosstrail Blvd (Kincaid Blvd / Russell<br>Branch Pkwy)                      |                | 33,300     | 41,560  | -       | -       | -       | -       | -       | 41,560          | -              | 74,860    |
| Dulles West Blvd (Arcola / Northstar)  |                | -          | -       | -       | 6,000   | 3,000   | 3,000   | 31,700  | 43,700          | -              | 43,700    |
| Dulles West Blvd (Dulles Landing /<br>Arcola)                                |                | -          | 4,100   | 4,000   | -       | 9,114   | -       | -       | 17,214          | -              | 17,214    |
| Elk Lick Intersection Improvements   |                | 89         | -       | -       | -       | 1,565   | -       | -       | 1,565           | -              | 1,654     |
| Evergreen Mills Rd (Northstar /<br>Stone Springs)                            |                | -          | -       | 3,285   | 5,600   | 6,000   | 16,000  | -       | 30,885          | -              | 30,885    |
| Evergreen Mills Rd (Stone Springs /<br>Lo. Co. Pkwy)                         |                | -          | -       | -       | 6,000   | 10,000  | 22,000  | -       | 38,000          | -              | 38,000    |
| Evergreen Mills Rd Realignment<br>(Watson & Reservoir)                       |                | -          | 2,000   | 2,500   | 9,500   | -       | -       | -       | 14,000          | -              | 14,000    |
| Farmwell Road Intersection<br>Improvements                                   |                | 7,864      | -       | 12,000  | 12,235  | -       | -       | -       | 24,235          | -              | 32,099    |
| George Washington Blvd Overpass  |                | 5,601      | 3,077   | 9,669   | 10,113  | 3,000   | -       | -       | 25,859          | -              | 31,460    |
| Intelligent Transportation System  |                | -          | 1,050   | -       | -       | -       | -       | 1,277   | 2,327           | -              | 2,327     |
| Loudoun Co. Pkwy Widening (Ryan Rd /<br>Shellhorn Rd)                        |                | -          | -       | -       | -       | -       | -       | 3,795   | 3,795           | 18,395         | 22,190    |
| Moorefield Blvd (Mooreview Pkwy to<br>Moorefield Station)                    |                | -          | 4,340   | -       | -       | -       | -       | -       | 4,340           | -              | 4,340     |



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

| Capital   | (\$ in 1,000s) | Prior Year     | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year<br>Total | Future<br>FY's | CIP Total        |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|----------------|------------------|
| Northstar Blvd (Rt 50 / Shreveport Dr)                      |                | 22,655         | -              | 7,288          | -              | 23,644         | 10,000         | 24,500         | 65,432          | -              | 88,087           |
| Northstar Blvd (Rt 50 / Tall Cedars)                        |                | 11,932         | 5,000          | 29,992         | -              | -              | -              | -              | 34,992          | -              | 46,924           |
| Northstar Blvd (Tall Cedars Pkwy / Braddock Rd)             |                | -              | -              | -              | -              | 2,693          | -              | 25,675         | 28,368          | -              | 28,368           |
| Prentice Dr   |                | 9,000          | -              | 18,000         | 6,900          | 33,425         | 30,000         | 5,000          | 93,325          | -              | 102,325          |
| Rt 15 & Braddock Roundabout                                 |                | -              | -              | -              | -              | -              | -              | 1,015          | 1,015           | 10,480         | 11,495           |
| Rt 15 N Bypass / Edwards Ferry Rd                           |                | 2,000          | -              | -              | 1,200          | 1,500          | -              | 1,700          | 4,400           | -              | 6,400            |
| Rt 15 N Bypass / Montessor Road                             |                | -              | 3,500          | -              | 6,000          | 11,592         | 57,841         | -              | 78,933          | -              | 78,933           |
| Rt 28 North (Dulles Toll Rd / Sterling Blvd)                |                | -              | 20,000         | -              | -              | -              | -              | -              | 20,000          | -              | 20,000           |
| Rt 50 & Everfield Dr Roundabout                             |                | -              | -              | -              | -              | -              | -              | 1,015          | 1,015           | 10,480         | 11,495           |
| Rt 50 & Rt 606 Interchange                                  |                | -              | -              | -              | -              | -              | -              | -              | -               | 500,000        | 500,000          |
| Rt 50 & Trailhead Dr Roundabout                             |                | -              | -              | -              | -              | 1,215          | 1,290          | 7,495          | 10,000          | -              | 10,000           |
| Rt 50 Corridor Improvements                                 |                | -              | 645            | 6,125          | -              | -              | -              | -              | 6,770           | -              | 6,770            |
| Rt 50 North Collector Rd (Air & Space Pkwy / Route 50)      |                | -              | -              | -              | -              | 8,190          | -              | 36,800         | 44,990          | 47,720         | 92,710           |
| Rt 50 North Collector Rd (Tall Cedars / Lo. Co. Pkwy)       |                | -              | -              | -              | -              | -              | -              | -              | -               | 77,380         | 77,380           |
| Rt 7 / Hillsboro Rd Interchange                             |                | 7,500          | 405            | 3,845          | 19,420         | 5,500          | 4,065          | -              | 33,235          | -              | 40,735           |
| Rt 7 & Rt 287 Interchange                                   |                | -              | 2,115          | -              | -              | 4,390          | 5,001          | -              | 11,506          | -              | 11,506           |
| Rt 9 & Rt 287 Roundabout                                    |                | 1,228          | -              | 13,255         | -              | -              | -              | -              | 13,255          | -              | 14,483           |
| Ryan Rd Widening (Evergreen Mills Rd / Northstar Blvd)      |                | -              | -              | -              | -              | -              | -              | 1,835          | 1,835           | 19,145         | 20,980           |
| Seneca Ridge Dr Improvements (S. Cottage Rd. / Augusta Dr.) |                | -              | 1,040          | -              | -              | -              | -              | -              | 1,040           | -              | 1,040            |
| Shellhorn Dr. (Lo. Co. Pkwy / Randolph Dr)                  |                | 8,000          | -              | 10,000         | 6,000          | -              | 102,750        | -              | 118,750         | -              | 126,750          |
| Trailhead Dr & Braddock Roundabout                          |                | -              | -              | -              | -              | -              | -              | 1,015          | 1,015           | 10,480         | 11,495           |
| Waxpool / Lo. Co. Pkwy Intersection                         |                | 2,720          | 3,628          | -              | -              | -              | -              | -              | 3,628           | -              | 6,348            |
| Westwind Drive (State St / Ladbrook Dr)                     |                | -              | 8,830          | 5,000          | 7,900          | 20,135         | 9,436          | -              | 51,301          | -              | 51,301           |
| <b>Roads Subtotal:</b>                                      |                | <b>151,637</b> | <b>112,883</b> | <b>128,589</b> | <b>112,763</b> | <b>182,042</b> | <b>277,040</b> | <b>175,647</b> | <b>988,963</b>  | <b>848,840</b> | <b>1,989,441</b> |



| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                |                |                |                |                |                |                |                |                  |                  |                  |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|
| Capital  | (\$ in 1,000s) | Prior<br>Year  | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year<br>Total  | Future<br>FY's   | CIP<br>Total     |
| <b>Transportation</b>  |                |                |                |                |                |                |                |                |                  |                  |                  |
| <b>Projects</b>  |                |                |                |                |                |                |                |                |                  |                  |                  |
| Belmont Ridge Rd & Legacy Park Dr -<br>Traffic Signal                        |                | -              | -              | -              | -              | -              | -              | 200            | 200              | 800              | 1,000            |
| Contingency - Sidewalk   |                | 2,000          | 1,000          | 1,000          | 1,000          | 1,000          | 1,000          | 1,000          | 6,000            | 4,000            | 12,000           |
| Contingency - Traffic Calming  |                | 200            | 250            | 250            | 250            | 250            | 250            | 250            | 1,500            | 1,000            | 2,700            |
| Contingency - Traffic Signal   |                | 1,000          | 750            | 750            | 750            | 750            | 750            | 750            | 4,500            | 3,000            | 8,500            |
| Harmony Middle School - Sidewalk   |                | -              | -              | -              | -              | 1,260          | -              | 1,900          | 3,160            | -                | 3,160            |
| Intersection Improvements  |                | -              | 1,612          | 2,215          | 6,355          | 13,165         | 13,690         | 14,235         | 51,272           | 62,900           | 114,172          |
| Loudoun Co. Parkway Shared-Use Path  |                | -              | -              | -              | -              | -              | -              | -              | -                | 8,435            | 8,435            |
| Poland Road - Shared Use Path  |                | -              | -              | -              | -              | 1,220          | -              | 1,065          | 2,285            | -                | 2,285            |
| River Creek Pkwy - Sidewalk  |                | -              | -              | -              | -              | 1,315          | -              | -              | 1,315            | -                | 1,315            |
| Route 7 Pedestrian Improvements  |                | -              | 855            | -              | 1,000          | 1,000          | 4,200          | -              | 7,055            | -                | 7,055            |
| Ryan Rd & Olympia Dr - Traffic Signal  |                | -              | -              | -              | -              | -              | -              | 200            | 200              | 800              | 1,000            |
| Sidewalk & Trail Program   |                | -              | -              | -              | -              | 1,110          | 1,925          | 10,020         | 13,055           | 56,450           | 69,505           |
| Sterling Blvd/W&OD Overpass  |                | -              | -              | -              | 7,745          | -              | -              | -              | 7,745            | -                | 7,745            |
| <b>Sidewalks, Signals &amp; Traffic Calming:</b>                             |                | <b>3,200</b>   | <b>4,467</b>   | <b>4,215</b>   | <b>17,100</b>  | <b>21,070</b>  | <b>21,815</b>  | <b>29,620</b>  | <b>98,287</b>    | <b>137,385</b>   | <b>238,872</b>   |
| Hillsboro - Traffic Calming and  |                | 5,282          | 12,112         | -              | -              | -              | -              | -              | 12,112           | -                | 17,394           |
| Leesburg - Evergreen Mill Road   |                | -              | 4,200          | -              | 1,800          | -              | -              | -              | 6,000            | -                | 6,000            |
| Leesburg - NVTA Local Distribution   |                | 9,728          | 2,429          | 2,534          | 2,607          | 2,683          | 2,759          | 2,837          | 15,849           | 11,348           | 36,925           |
| Leesburg - Tuscarora Creek Trail   |                | -              | 1,800          | -              | -              | -              | -              | -              | 1,800            | -                | 1,800            |
| Lovettsville - Broadway Streetscape  |                | 150            | 180            | 700            | -              | -              | -              | -              | 880              | -                | 1,030            |
| Purcellville - NVTA Local Distribution                                       |                | 2,050          | 490            | 511            | 526            | 542            | 558            | 574            | 3,201            | 2,296            | 7,547            |
| Purcellville - Pedestrian Linkages   |                | -              | 210            | -              | -              | -              | -              | -              | 210              | -                | 210              |
| <b>Towns Subtotal:</b>   |                | <b>17,210</b>  | <b>21,421</b>  | <b>3,745</b>   | <b>4,933</b>   | <b>3,225</b>   | <b>3,317</b>   | <b>3,411</b>   | <b>40,052</b>    | <b>13,644</b>    | <b>70,906</b>    |
| Metro Capital Contribution   |                | -              | -              | 16,400         | 24,900         | 28,300         | 29,100         | 29,700         | 128,400          | 112,000          | 240,400          |
| Metro Station Area Pedestrian<br>Improvements                                |                | 5,717          | -              | -              | -              | 5,400          | 9,760          | 9,760          | 24,920           | -                | 30,637           |
| Transit Buses - Acquisition  |                | 34,523         | 3,200          | 2,500          | 1,410          | 2,090          | 1,000          | 1,000          | 11,200           | 4,000            | 49,723           |
| Western Loudoun Park and Ride Lot  |                | 4,376          | 300            | -              | 700            | 1,300          | 1,633          | -              | 3,933            | -                | 8,309            |
| <b>Transit Subtotal:</b>   |                | <b>44,616</b>  | <b>3,500</b>   | <b>18,900</b>  | <b>27,010</b>  | <b>37,090</b>  | <b>41,493</b>  | <b>40,460</b>  | <b>168,453</b>   | <b>116,000</b>   | <b>329,069</b>   |
| <b>Transportation Budgetary Cost</b>   |                | <b>216,663</b> | <b>142,271</b> | <b>155,449</b> | <b>161,806</b> | <b>243,427</b> | <b>343,665</b> | <b>249,138</b> | <b>1,295,755</b> | <b>1,115,869</b> | <b>2,628,287</b> |



| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                |                |                |                |                |                |                |                |                  |                  |                  |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|
| Capital  | (\$ in 1,000s) | Prior Year     | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year<br>Total  | Future<br>FY's   | CIP Total        |
| <b>Transportation</b>  |                |                |                |                |                |                |                |                |                  |                  |                  |
| <b>Funding Source</b>  |                |                |                |                |                |                |                |                |                  |                  |                  |
| Local Tax Funding  |                | 2,644          | 13,261         | 7,400          | 9,679          | 10,789         | 11,099         | 11,196         | 63,424           | 38,000           | 104,068          |
| Local Tax Funding - Roads  |                | 19,681         | 16,400         | 17,138         | 17,860         | 18,565         | 19,253         | 19,920         | 109,136          | 9,600            | 138,417          |
| Fund Balance   |                | 11,650         | -              | -              | -              | -              | -              | -              | -                | -                | 11,650           |
| General Obligation Bonds   |                | 15,080         | 36,560         | 46,660         | 62,495         | 66,612         | 123,396        | 76,495         | 412,218          | 924,077          | 1,351,375        |
| Lease Revenue Financing  |                | 36,859         | 1,905          | -              | -              | -              | -              | 1,277          | 3,182            | -                | 40,041           |
| Proffers (Cash)  |                | 10,962         | 500            | 424            | -              | 2,707          | -              | -              | 3,631            | -                | 14,593           |
| State Capital Assistance   |                | 19,065         | 500            | 500            | -              | -              | -              | -              | 1,000            | -                | 20,065           |
| CMAQ   |                | 9,538          | 3,441          | -              | -              | 5,400          | 3,960          | 3,960          | 16,761           | -                | 26,299           |
| RSTP   |                | 5,601          | 3,077          | 9,669          | 11,313         | 4,500          | 5,800          | 7,500          | 41,859           | -                | 47,460           |
| Revenue Sharing  |                | 15,450         | 5,000          | 5,000          | 5,000          | 5,000          | 5,000          | 5,000          | 30,000           | -                | 45,450           |
| NVTA 70% Regional  |                | 29,860         | 38,212         | 47,492         | 31,000         | 72,974         | 120,092        | 100,875        | 410,645          | 52,548           | 493,053          |
| NVTA 30% Local   |                | 37,344         | 18,788         | 19,590         | 20,154         | 20,736         | 21,318         | 21,915         | 122,501          | 87,644           | 247,489          |
| Fees   |                | -              | -              | 76             | -              | -              | 1,000          | 1,000          | 2,076            | 4,000            | 6,076            |
| Local Gasoline Tax   |                | 1,244          | -              | -              | -              | -              | -              | -              | -                | -                | 1,244            |
| Smart Scale  |                | 1,685          | 4,627          | 1,500          | 4,305          | 36,144         | 32,747         | -              | 79,323           | -                | 81,008           |
| <b>Total Funding Source</b>  |                | <b>216,663</b> | <b>142,271</b> | <b>155,449</b> | <b>161,806</b> | <b>243,427</b> | <b>343,665</b> | <b>249,138</b> | <b>1,295,755</b> | <b>1,115,869</b> | <b>2,628,287</b> |



## Capital Improvement Program by Functional Area

### Schedule of Appropriations

| Capital                             | (\$ in 1,000s) | Prior Year    | FY 2019        | FY 2020       | FY 2021       | FY 2022        | FY 2023       | FY 2024        | 6 Year Total     | Future<br>FY's   | CIP     | Total |
|-------------------------------------|----------------|---------------|----------------|---------------|---------------|----------------|---------------|----------------|------------------|------------------|---------|-------|
| <b>School Capital Projects Fund</b> |                |               |                |               |               |                |               |                |                  |                  |         |       |
| <b>Projects</b>                     |                |               |                |               |               |                |               |                |                  |                  |         |       |
| Elementary Schools                  | -              | 10,210        | 84,750         | 12,415        | -             | 2,815          | 30,880        | 141,070        | 596,170          | 737,240          |         |       |
| Middle Schools                      | -              | -             | -              | -             | -             | 11,585         | 88,775        | -              | 100,360          | 250,260          | 350,620 |       |
| High Schools                        | 122,302        | 14,765        | 61,364         | -             | 335           | 13,655         | 3,770         | 93,889         | 280,665          | 496,856          |         |       |
| Other School Projects               | 5,265          | 22,700        | 21,109         | 17,940        | 31,720        | 14,085         | 41,425        | 148,979        | 72,555           | 226,799          |         |       |
| <b>Budgetary Cost</b>               | <b>127,567</b> | <b>47,675</b> | <b>167,223</b> | <b>30,355</b> | <b>43,640</b> | <b>119,330</b> | <b>76,075</b> | <b>484,298</b> | <b>1,199,650</b> | <b>1,811,515</b> |         |       |
| <b>Funding Source</b>               |                |               |                |               |               |                |               |                |                  |                  |         |       |
| Local Tax Funding                   | 12,565         | 10,750        | 11,365         | 2,695         | 335           | 3,205          | -             | 28,350         | -                | 40,915           |         |       |
| General Obligation Bonds            | 113,252        | 33,123        | 147,458        | 14,640        | 35,090        | 103,695        | 67,100        | 401,106        | 1,161,465        | 1,675,823        |         |       |
| Lease Revenue Financing             | -              | 3,802         | 8,400          | 13,020        | 8,215         | 12,430         | 8,975         | 54,842         | 38,185           | 93,027           |         |       |
| Proffers (Cash)                     | 1,750          | -             | -              | -             | -             | -              | -             | -              | -                | 1,750            |         |       |
| <b>Total Funding Source</b>         | <b>127,567</b> | <b>47,675</b> | <b>167,223</b> | <b>30,355</b> | <b>43,640</b> | <b>119,330</b> | <b>76,075</b> | <b>484,298</b> | <b>1,199,650</b> | <b>1,811,515</b> |         |       |



| Capital Improvement Program by Functional Area          |                |               |               |               |         |         |              |               |                |                |                |
|---|----------------|---------------|---------------|---------------|---------|---------|--------------|---------------|----------------|----------------|----------------|
| Schedule of Appropriations                              |                |               |               |               |         |         |              |               |                |                |                |
| Capital   | (\$ in 1,000s) | Prior Year    | FY 2019       | FY 2020       | FY 2021 | FY 2022 | FY 2023      | FY 2024       | 6 Year Total   | Future FY's    | CIP Total      |
| <b>Elementary Schools</b>                               |                |               |               |               |         |         |              |               |                |                |                |
| <b>Projects</b>   |                |               |               |               |         |         |              |               |                |                |                |
| Algonkian ES Renovation                                 | -              | -             | -             | -             | -       | -       | 2,815        | 21,575        | 24,390         | -              | 24,390         |
| Cool Spring ES Renovation                               | -              | -             | -             | -             | -       | -       | -            | 2,940         | 2,940          | 22,115         | 25,055         |
| ES-23 Dulles North                                      | -              | 5,105         | 39,130        | -             | -       | -       | -            | -             | 44,235         | -              | 44,235         |
| ES-24 Central Loudoun                                   | -              | -             | -             | -             | -       | -       | -            | 6,365         | 6,365          | 47,830         | 54,195         |
| ES-29 Dulles South                                      | -              | 5,105         | 39,130        | -             | -       | -       | -            | -             | 44,235         | -              | 44,235         |
| ES - Three-Classroom Additions                          | -              | -             | -             | 12,415        | -       | -       | -            | -             | 12,415         | -              | 12,415         |
| Future ES Renovations and Construction                  | -              | -             | -             | -             | -       | -       | -            | -             | -              | 526,225        | 526,225        |
| Three Classroom Additions - Weller ES/Dominion Trail ES | -              | -             | 6,490         | -             | -       | -       | -            | -             | 6,490          | -              | 6,490          |
| <b>Budgetary Cost</b>                                   | -              | <b>10,210</b> | <b>84,750</b> | <b>12,415</b> | -       | -       | <b>2,815</b> | <b>30,880</b> | <b>141,070</b> | <b>596,170</b> | <b>737,240</b> |
| <b>Funding Source</b>                                   |                |               |               |               |         |         |              |               |                |                |                |
| Local Tax Funding                                       | -              | -             | 6,490         | -             | -       | -       | -            | -             | 6,490          | -              | 6,490          |
| General Obligation Bonds                                | -              | 10,210        | 78,260        | 12,415        | -       | -       | 2,815        | 30,880        | 134,580        | 596,170        | 730,750        |
| <b>Total Funding Source</b>                             | -              | <b>10,210</b> | <b>84,750</b> | <b>12,415</b> | -       | -       | <b>2,815</b> | <b>30,880</b> | <b>141,070</b> | <b>596,170</b> | <b>737,240</b> |

| Capital Improvement Program by Functional Area |                |            |         |         |         |               |               |         |                |                |                |
|--|----------------|------------|---------|---------|---------|---------------|---------------|---------|----------------|----------------|----------------|
| Schedule of Appropriations                     |                |            |         |         |         |               |               |         |                |                |                |
| Capital  | (\$ in 1,000s) | Prior Year | FY 2019 | FY 2020 | FY 2021 | FY 2022       | FY 2023       | FY 2024 | 6 Year Total   | Future FY's    | CIP Total      |
| <b>Middle Schools</b>                          |                |            |         |         |         |               |               |         |                |                |                |
| <b>Projects</b>                                |                |            |         |         |         |               |               |         |                |                |                |
| Farmwell Station MS Renovator                  | -              | -          | -       | -       | -       | -             | -             | -       | -              | 67,760         | 67,760         |
| Harper Park MS Renovation                      | -              | -          | -       | -       | -       | -             | -             | -       | -              | 69,305         | 69,305         |
| MS-14 Dulles North                             | -              | -          | -       | -       | 11,585  | 88,775        | -             | -       | 100,360        | -              | 100,360        |
| MS-19  | -              | -          | -       | -       | -       | -             | -             | -       | -              | 113,195        | 113,195        |
| <b>Budgetary Cost</b>                          | -              | -          | -       | -       | -       | <b>11,585</b> | <b>88,775</b> | -       | <b>100,360</b> | <b>250,260</b> | <b>350,620</b> |
| <b>Funding Source</b>                          |                |            |         |         |         |               |               |         |                |                |                |
| General Obligation Bonds                       | -              | -          | -       | -       | -       | 11,585        | 88,775        | -       | 100,360        | 250,260        | 350,620        |
| <b>Total Funding Source</b>                    | -              | -          | -       | -       | -       | <b>11,585</b> | <b>88,775</b> | -       | <b>100,360</b> | <b>250,260</b> | <b>350,620</b> |





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

| Capital  | (\$ in 1,000s) | Prior Year     | FY 2019       | FY 2020       | FY 2021  | FY 2022    | FY 2023       | FY 2024      | 6 Year Total  | Future<br>FY's | CIP Total      |
|--|----------------|----------------|---------------|---------------|----------|------------|---------------|--------------|---------------|----------------|----------------|
| <b>High Schools</b>                              |                |                |               |               |          |            |               |              |               |                |                |
| <b>Projects</b>                                  |                |                |               |               |          |            |               |              |               |                |                |
| CS Monroe Technology Center                      |                | 1,750          | 1,829         | 61,364        | -        | -          | -             | -            | 63,193        | -              | 64,943         |
| HS-9 Lightridge High School                      |                | 116,752        | 8,788         | -             | -        | -          | -             | -            | 8,788         | -              | 125,540        |
| HS-14, Dulles North                              |                | -              | -             | -             | -        | -          | -             | -            | -             | 182,605        | 182,605        |
| HS - Baseball/Softball Press Boxes               |                | -              | -             | -             | -        | -          | 3,205         | -            | 3,205         | -              | 3,205          |
| HS - Stadium Synthetic Turf &<br>Track Resurface |                | 3,800          | 4,148         | -             | -        | -          | -             | -            | 4,148         | -              | 7,948          |
| HS - Tennis Courts Lighting                      |                | -              | -             | -             | -        | -          | 3,610         | 3,770        | 7,380         | 3,865          | 11,245         |
| HS - Weight Room Expansion                       |                | -              | -             | -             | -        | -          | 6,840         | -            | 6,840         | -              | 6,840          |
| Modular Classroom Removal -<br>Briar Woods HS    |                | -              | -             | -             | -        | 335        | -             | -            | 335           | -              | 335            |
| Potomac Falls HS Renovation                      |                | -              | -             | -             | -        | -          | -             | -            | -             | 94,195         | 94,195         |
| <b>Budgetary Cost</b>                            |                | <b>122,302</b> | <b>14,765</b> | <b>61,364</b> | <b>-</b> | <b>335</b> | <b>13,655</b> | <b>3,770</b> | <b>93,889</b> | <b>280,665</b> | <b>496,856</b> |
| <b>Funding Source</b>                            |                |                |               |               |          |            |               |              |               |                |                |
| Local Tax Funding                                |                | 7,300          | 10,000        | -             | -        | 335        | 3,205         | -            | 13,540        | -              | 20,840         |
| General Obligation Bonds                         |                | 113,252        | 4,765         | 61,364        | -        | -          | 10,450        | 3,770        | 80,349        | 280,665        | 474,266        |
| Proffers (Cash)                                  |                | 1,750          | -             | -             | -        | -          | -             | -            | -             | -              | 1,750          |
| <b>Total Funding Source</b>                      |                | <b>122,302</b> | <b>14,765</b> | <b>61,364</b> | <b>-</b> | <b>335</b> | <b>13,655</b> | <b>3,770</b> | <b>93,889</b> | <b>280,665</b> | <b>496,856</b> |



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

| Capital  | (\$ in 1,000s) | Prior Year    | FY 2019       | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024       | 6 Year Total   | Future<br>FY's | CIP      | Total          |
|--|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------|----------------|
| <b>Division/Other School Projects</b>                            |                |               |               |               |               |               |               |               |                |                |          |                |
| <b>Projects</b>  |                |               |               |               |               |               |               |               |                |                |          |                |
| Arcola ES/Northstar Connection                                   | -              | -             | -             | -             | -             | -             | -             | 2,280         | 2,280          | -              | -        | 2,280          |
| Broadband Infrastructure   | -              | 1,500         | 1,750         | 1,750         | -             | -             | -             | -             | 5,000          | -              | -        | 5,000          |
| Bus Radio Replacements   | -              | -             | -             | -             | -             | -             | 3,845         | -             | 3,845          | -              | -        | 3,845          |
| Division Security Improvements                                   | -              | 5,500         | 5,984         | -             | -             | -             | -             | -             | 11,484         | -              | -        | 11,484         |
| Heritage HS Entrance   | -              | -             | -             | -             | -             | -             | -             | 780           | 780            | -              | -        | 780            |
| Joint Use Dry Bulk Storage Facility                              | -              | -             | -             | 4,280         | -             | -             | -             | -             | 4,280          | -              | -        | 4,280          |
| Lovettsville Bus/Visitor Parking                                 | -              | -             | -             | 690           | -             | -             | -             | -             | 690            | -              | -        | 690            |
| School Bus Replacement Fund                                      | 5,265          | 7,200         | 7,525         | 7,865         | 8,215         | 8,585         | 8,975         | 8,975         | 48,365         | 38,185         | -        | 91,815         |
| School Security Vestibules                                       | -              | 8,500         | 5,850         | -             | -             | -             | -             | -             | 14,350         | -              | -        | 14,350         |
| School Walking Tracks  | -              | -             | -             | -             | -             | -             | -             | 890           | 890            | 910            | -        | 1,800          |
| Staff Training Center/ Round Hill<br>Support Facility Renovation | -              | -             | -             | 2,225         | 23,505        | -             | -             | -             | 25,730         | -              | -        | 25,730         |
| Student Welcome &<br>Adult Education Center                      | -              | -             | -             | 1,130         | -             | -             | -             | -             | 1,130          | -              | -        | 1,130          |
| Tolbert ES Road Connection                                       | -              | -             | -             | -             | -             | -             | -             | 845           | 845            | -              | -        | 845            |
| Transportation Support Facility                                  | -              | -             | -             | -             | -             | -             | -             | -             | -              | 31,790         | -        | 31,790         |
| Union Street Facility  | -              | -             | -             | -             | -             | -             | -             | -             | -              | 1,670          | -        | 1,670          |
| Valley Service Center<br>Replacement & Bus Parking               | -              | -             | -             | -             | -             | -             | 1,655         | 27,070        | 28,725         | -              | -        | 28,725         |
| Valley Service Center Traffic Signal                             | -              | -             | -             | -             | -             | -             | -             | 585           | 585            | -              | -        | 585            |
| <b>Budgetary Cost</b>  | <b>5,265</b>   | <b>22,700</b> | <b>21,109</b> | <b>17,940</b> | <b>31,720</b> | <b>14,085</b> | <b>41,425</b> | <b>41,425</b> | <b>148,979</b> | <b>72,555</b>  | <b>-</b> | <b>226,799</b> |
| <b>Funding Source</b>  |                |               |               |               |               |               |               |               |                |                |          |                |
| Local Tax Funding  | 5,265          | 750           | 4,875         | 2,695         | -             | -             | -             | -             | 8,320          | -              | -        | 13,585         |
| General Obligation Bonds   | -              | 18,148        | 7,834         | 2,225         | 23,505        | 1,655         | 32,450        | 85,817        | 85,817         | 34,370         | -        | 120,187        |
| Lease Revenue Financing  | -              | 3,802         | 8,400         | 13,020        | 8,215         | 12,430        | 8,975         | 54,842        | 54,842         | 38,185         | -        | 93,027         |
| <b>Total Funding Source</b>                                      | <b>5,265</b>   | <b>22,700</b> | <b>21,109</b> | <b>17,940</b> | <b>31,720</b> | <b>14,085</b> | <b>41,425</b> | <b>41,425</b> | <b>148,979</b> | <b>72,555</b>  | <b>-</b> | <b>226,799</b> |



## OPERATING IMPACT ANALYSIS OF NEW FACILITIES IN THE FY 2019 – FY 2024 CIP

The cost of opening and operating facilities is evaluated during the development of a capital project. The County identifies 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 2019 – FY 2024 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 program department
- Personnel costs required to staff new or expanded facilities
- Operational costs related to operating new or expanded facilities, including utility and maintenance costs for both the program department operating the facility and central maintenance expenditures in the Department of General Services

The Operating Impact Analysis table presents the gross impact of opening, expanding, or renovating capital facilities. The table presents the staffing and operational cost estimates for new construction. The gross impact of personnel and operating costs for each facility are presented. 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, if any, represent the incremental increase above current staffing levels and costs required to operate the facility.

All expenditure estimates for each facility are calculated to represent FY 2019 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 three percent for every year after FY 2019.
- Operating costs are escalated annually by one percent for every year after FY 2019.

Each capital project page, found in Volume 2 of this 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. FY 2020 operating impacts, if any, are also included in the FY 2020 Projected column in the Financial Summary tables for program departments' narratives in Volume 1.

The estimated number of new personnel (FTE) required to operate a facility is shown in the year in which the personnel are projected to be hired. In some cases, personnel may be hired prior to a facility's opening date in order to provide training, set up operations, and other pre-opening activities.

An analysis of projected debt service payments in the FY 2019 – FY 2024 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. Debt service expenses are budgeted in the Debt Service Fund.



## Operating Impact Analysis of New Facilities in the FY 2019 – FY 2024 CIP

| County Capital Projects         |              |         |         |         |         |         |         |        |
|---------------------------------|--------------|---------|---------|---------|---------|---------|---------|--------|
| Operating Impacts               |              |         |         |         |         |         |         |        |
| Capital (\$ in 1000s)           |              | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |
| <u>Administration</u>           |              |         |         |         |         |         |         |        |
| Land Acquisition Fund - Schools | Debt Service | -       | -       | -       | -       | -       | 499     | 499    |
| Major Computer Systems          |              |         |         |         |         |         |         |        |
|                                 | FTE          | -       | 2.00    | -       | -       | -       | -       | 2.00   |
|                                 | Personnel    | -       | 172     | 178     | 183     | 188     | 194     | 915    |
|                                 | O&M          | -       | 10      | -       | -       | -       | -       | 10     |
|                                 | Debt Service | 140     | 1,205   | 2,119   | 2,060   | 2,128   | 2,040   | 9,693  |
| Administration Subtotal         |              | 140     | 1,388   | 2,297   | 2,243   | 2,316   | 2,733   | 11,117 |
|                                 |              |         |         |         |         |         |         |        |
|                                 | FTE          | -       | 2.00    | -       | -       | -       | -       | 2.00   |
|                                 | Personnel    | -       | 172     | 178     | 183     | 188     | 194     | 915    |
|                                 | O&M          | -       | 10      | -       | -       | -       | -       | 10     |
|                                 | Debt Service | 140     | 1,205   | 2,119   | 2,060   | 2,128   | 2,539   | 10,192 |
| Administration Subtotal         |              | 140     | 1,388   | 2,297   | 2,243   | 2,316   | 2,733   | 11,117 |

| Operating Impacts  |              |         |         |         |         |         |         |        |
|--|--------------|---------|---------|---------|---------|---------|---------|--------|
| Capital (\$ in 1000s)                                    |              | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |
| <u>General Government</u>                                |              |         |         |         |         |         |         |        |
| Consolidated Shops and Warehouse                         | O&M          | 1,291   | 1,303   | 1,316   | 1,330   | 1,343   | 1,356   | 7,939  |
|  | Debt Service | -       | 100     | 395     | 473     | 721     | 702     | 2,390  |
| Eastern Services Center                                  |              |         |         |         |         |         |         |        |
|  | Debt Service | -       | -       | -       | -       | -       | 144     | 144    |
| General Government Office Space - Sycolin Rd Phase I     | Debt Service | -       | -       | -       | -       | 125     | 644     | 769    |
| Landfill Sequence IA Cap & Closure                       |              |         |         |         |         |         |         |        |
|  | Debt Service | -       | 38      | 148     | 144     | 141     | 137     | 608    |
| Landfill Sequence V Closure                              |              |         |         |         |         |         |         |        |
|  | Debt Service | 34      | 262     | 629     | 618     | 597     | 586     | 2,725  |
| Public Safety Radio System - Redundant Master/Prime Site | Debt Service | 36      | 272     | 267     | 252     | 246     | 231     | 1,304  |
| Waterford Animal Shelter Renovation                      |              |         |         |         |         |         |         |        |
|  | Debt Service | -       | -       | 50      | 198     | 193     | 188     | 628    |
| General Government Subtotal                              |              | 1,361   | 1,976   | 2,806   | 3,014   | 3,365   | 3,987   | 16,507 |
|  |              |         |         |         |         |         |         |        |
|  | O&M          | 1,291   | 1,303   | 1,316   | 1,330   | 1,343   | 1,356   | 7,939  |
|  | Debt Service | 70      | 672     | 1,489   | 1,684   | 2,022   | 2,630   | 8,567  |
| General Government Subtotal                              |              | 1,361   | 1,976   | 2,806   | 3,014   | 3,365   | 3,987   | 16,507 |

| Operating Impacts                    |              |         |         |         |         |         |         |       |
|--------------------------------------|--------------|---------|---------|---------|---------|---------|---------|-------|
| Capital (\$ in 1000s)                |              | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
| <u>Health and Welfare</u>            |              |         |         |         |         |         |         |       |
| DS Group Residence - Eastern Loudoun | FTE          | -       | -       | -       | 1.17    | -       | -       | 1.17  |
|                                      | Personnel    | -       | -       | -       | 79      | 81      | 84      | 244   |
|                                      | O&M          | -       | -       | -       | 35      | 35      | 36      | 106   |
|                                      | Debt Service | -       | -       | 59      | 265     | 258     | 250     | 832   |
| Health and Welfare Subtotal          |              | -       | -       | 59      | 379     | 374     | 370     | 1,182 |
|                                      |              |         |         |         |         |         |         |       |
|                                      | FTE          | -       | -       | -       | 1.17    | -       | -       | 1.17  |
|                                      | Personnel    | -       | -       | -       | 79      | 81      | 84      | 244   |
|                                      | O&M          | -       | -       | -       | 35      | 35      | 36      | 106   |
|                                      | Debt Service | -       | -       | 59      | 265     | 258     | 250     | 832   |
| Health and Welfare Subtotal          |              | -       | -       | 59      | 379     | 374     | 370     | 1,182 |



## Operating Impact Analysis of New Facilities in the FY 2019 – FY 2024 CIP

| Operating Impacts                             |              |              |              |              |              |               |               |               |
|---|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|
| Capital (\$ in 1000s)                         |              | FY 2019      | FY 2020      | FY 2021      | FY 2022      | FY 2023       | FY 2024       | Total         |
| <b>Parks, Recreation and Culture</b>          |              |              |              |              |              |               |               |               |
| Ashburn Recreation and Community Center       | FTE          | -            | -            | -            | 2.50         | 74.17         | -             | 76.67         |
|   | Personnel    | -            | -            | -            | 93           | 4,285         | 4,414         | 8,792         |
|   | O&M          | -            | -            | -            | -            | 1,872         | 1,891         | 3,762         |
|   | Debt Service | -            | -            | -            | -            | 1,250         | 2,629         | 3,879         |
| Ashburn Senior Center                         | FTE          | -            | 1.00         | 18.33        | -            | -             | -             | 19.33         |
|   | Personnel    | -            | 80           | 739          | 761          | 784           | 807           | 3,170         |
|   | O&M          | -            | -            | 263          | 265          | 268           | 271           | 1,066         |
| Bolen Park Phase II                           | O&M          | -            | -            | -            | -            | -             | 59            | 59            |
|   | Debt Service | -            | -            | -            | 302          | 505           | 594           | 1,401         |
| Brambleton Library                            | Personnel    | 2,392        | 2,464        | 2,538        | 2,614        | 2,692         | 2,773         | 15,473        |
|   | O&M          | 819          | 827          | 836          | 844          | 853           | 861           | 5,040         |
|   | Debt Service | -            | 145          | 572          | 557          | 543           | 528           | 2,345         |
| Fields Farm Park                              | Debt Service | -            | -            | -            | -            | 179           | 475           | 654           |
| Franklin Park to Purcellville Trail           | Debt Service | -            | -            | -            | -            | 128           | 497           | 624           |
| Hal & Berni Hanson Regional Park              | FTE          | -            | -            | 2.00         | 16.09        | -             | -             | 18.09         |
|   | Personnel    | -            | -            | 83           | 1,044        | 1,157         | 1,273         | 3,556         |
|   | O&M          | -            | -            | -            | 1,129        | 1,140         | 1,152         | 3,421         |
|   | Debt Service | -            | -            | -            | 562          | 1,987         | 4,143         | 6,692         |
| Lovettsville District Park - Phase II         | FTE          | -            | -            | -            | 9.84         | -             | -             | 9.84          |
|   | Personnel    | -            | -            | -            | 587          | 605           | 623           | 1,815         |
|   | O&M          | -            | -            | -            | 108          | 109           | 111           | 328           |
|   | Debt Service | -            | -            | -            | 250          | 508           | 494           | 1,252         |
| Scott Jenkins - Phase III                     | FTE          | -            | 0.50         | 0.84         | -            | -             | -             | 1.34          |
|   | Personnel    | -            | 15           | 38           | 40           | 41            | 42            | 176           |
|   | O&M          | -            | 25           | 29           | 30           | 30            | 30            | 144           |
|   | Debt Service | -            | -            | -            | 178          | 173           | 169           | 520           |
| STEM Library                                  | Debt Service | -            | -            | -            | 150          | 786           | 1,607         | 2,544         |
| <b>Parks, Recreation and Culture Subtotal</b> |              | <b>2,392</b> | <b>2,729</b> | <b>4,262</b> | <b>8,670</b> | <b>19,042</b> | <b>24,579</b> | <b>66,713</b> |
|   | FTE          | -            | 1.50         | 21.17        | 28.42        | 74.17         | -             | 125.26        |
|   | Personnel    | 2,392        | 2,559        | 3,398        | 5,138        | 9,563         | 9,932         | 32,982        |
|   | O&M          | 819          | 852          | 1,128        | 2,376        | 4,272         | 4,374         | 13,822        |
|   | Debt Service | -            | 145          | 572          | 1,999        | 6,059         | 11,135        | 19,909        |
| <b>Parks, Recreation and Culture Subtotal</b> |              | <b>3,211</b> | <b>3,556</b> | <b>5,098</b> | <b>9,514</b> | <b>19,895</b> | <b>25,440</b> | <b>66,713</b> |



## Operating Impact Analysis of New Facilities in the FY 2019 – FY 2024 CIP

| Operating Impacts                            |              |              |               |               |               |               |               |                |
|--|--------------|--------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Capital (\$ in 1000s)                        |              | FY 2019      | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024       | Total          |
| <b>Public Safety</b>                         |              |              |               |               |               |               |               |                |
| Animal Services Facility                     |              |              |               |               |               |               |               |                |
|  | FTE          | -            | 0.50          | 7.75          | -             | -             | -             | 8.25           |
|  | Personnel    | -            | 72            | 488           | 503           | 518           | 534           | 2,116          |
|  | O&M          | -            | 01            | 382           | 386           | 390           | 394           | 1,553          |
|  | Debt Service | -            | 508           | 1,282         | 1,491         | 1,444         | 1,411         | 6,136          |
| Courts Complex Phase III                     |              |              |               |               |               |               |               |                |
|  | FTE          | -            | -             | 30.00         | 13.17         | 1.33          | -             | 44.50          |
|  | Personnel    | -            | -             | 1,314         | 3,504         | 3,699         | 3,810         | 12,327         |
|  | O&M          | -            | -             | 489           | 1,271         | 1,292         | 1,305         | 4,356          |
|  | Debt Service | 450          | 2,228         | 3,835         | 5,187         | 7,268         | 8,310         | 27,277         |
| Fire and Rescue Training Academy Expansion   |              |              |               |               |               |               |               |                |
|  | FTE          | -            | -             | -             | -             | 2.34          | -             | 2.34           |
|  | Personnel    | -            | -             | -             | -             | 169           | 174           | 343            |
|  | O&M          | -            | -             | -             | -             | 159           | 119           | 278            |
|  | Debt Service | -            | -             | -             | 230           | 524           | 741           | 1,495          |
| Fire and Rescue Vehicle Annex                |              |              |               |               |               |               |               |                |
|  | Debt Service | -            | -             | -             | -             | -             | 288           | 288            |
| Juvenile Detention Center Phase II           |              |              |               |               |               |               |               |                |
|  | Debt Service | -            | -             | -             | -             | -             | 260           | 260            |
| Public Safety - 911 Phone Switch Replacement |              |              |               |               |               |               |               |                |
|  | Debt Service | -            | -             | -             | 58            | 227           | 221           | 506            |
| Public Safety - Handheld Radio Replacements  |              |              |               |               |               |               |               |                |
|  | Debt Service | -            | -             | -             | 238           | 1,796         | 1,733         | 3,767          |
| Public Safety - Tower Coverage Expansion     |              |              |               |               |               |               |               |                |
|  | Debt Service | 35           | 138           | 135           | 131           | 128           | 125           | 692            |
| Station #04 - Round Hill Station Replacement |              |              |               |               |               |               |               |                |
|  | FTE          | -            | -             | -             | 6.17          | -             | -             | 6.17           |
|  | Personnel    | -            | -             | -             | 554           | 571           | 588           | 1,713          |
|  | O&M          | -            | -             | -             | 463           | 468           | 473           | 1,404          |
|  | Debt Service | -            | 190           | 685           | 1,168         | 1,646         | 1,606         | 5,295          |
| Station #07 - Aldie Station Replacement      |              |              |               |               |               |               |               |                |
|  | FTE          | -            | -             | -             | 26.17         | -             | -             | 26.17          |
|  | Personnel    | -            | -             | -             | 2,428         | 2,501         | 2,576         | 7,506          |
|  | O&M          | -            | -             | -             | 781           | 789           | 797           | 2,366          |
|  | Debt Service | -            | -             | -             | 38            | 148           | 534           | 720            |
| Station #08 - Philomont Station Replacement  |              |              |               |               |               |               |               |                |
|  | Debt Service | -            | -             | -             | -             | -             | -             | -              |
| Station #28 - Leesburg South Station         |              |              |               |               |               |               |               |                |
|  | Debt Service | -            | -             | -             | 100           | 218           | 482           | 800            |
| Station #29 - Route 606 Station              |              |              |               |               |               |               |               |                |
|  | Debt Service | -            | -             | -             | -             | -             | 120           | 120            |
| <b>Public Safety Subtotal</b>                |              | <b>485</b>   | <b>3,137</b>  | <b>8,610</b>  | <b>18,531</b> | <b>23,954</b> | <b>26,600</b> | <b>81,317</b>  |
|  | FTE          | -            | 0.50          | 37.75         | 45.50         | 3.67          | -             | 87.42          |
|  | Personnel    | -            | 72            | 1,802         | 6,990         | 7,458         | 7,682         | 24,005         |
|  | O&M          | -            | 01            | 871           | 2,901         | 3,097         | 3,087         | 9,957          |
|  | Debt Service | 485          | 3,063         | 5,937         | 8,640         | 13,398        | 15,831        | 47,355         |
| <b>Public Safety Subtotal</b>                |              | <b>485</b>   | <b>3,137</b>  | <b>8,610</b>  | <b>18,531</b> | <b>23,954</b> | <b>26,600</b> | <b>81,317</b>  |
| <b>County Capital Subtotal</b>               |              |              |               |               |               |               |               |                |
|  |              | <b>5,197</b> | <b>10,056</b> | <b>18,870</b> | <b>33,680</b> | <b>49,904</b> | <b>59,130</b> | <b>176,836</b> |



## Operating Impact Analysis of New Facilities in the FY 2019 – FY 2024 CIP

| Transportation Capital Projects  |              |           |              |              |              |               |               |               |
|--|--------------|-----------|--------------|--------------|--------------|---------------|---------------|---------------|
| Operating Impacts  |              |           |              |              |              |               |               |               |
| Capital (\$ in 1000s)  |              | FY 2019   | FY 2020      | FY 2021      | FY 2022      | FY 2023       | FY 2024       | Total         |
| <b>Roads</b>   |              |           |              |              |              |               |               |               |
| Belmont Ridge Road (Shreveport / Evergreen Mills Rd)                       | Debt Service | -         | -            | -            | -            | 178           | 414           | 592           |
| Braddock Rd Widening (Gum Spring Rd / Royal Hunter)                        | Debt Service | -         | -            | 79           | 165          | 361           | 553           | 1,158         |
| Croson Ln (Claiborne Pkwy / Old Ryan Rd)                                   | Debt Service | -         | -            | -            | 270          | 441           | 425           | 1,135         |
| Crosstrail Blvd (Kincaid Blvd / Russell Branch Pkwy)                       | Debt Service | -         | -            | 878          | 1,441        | 2,249         | 3,537         | 8,104         |
| Dulles West Blvd (Arcola / Northstar)                                      | Debt Service | -         | -            | -            | 352          | 695           | 869           | 1,915         |
| Elk Lick Intersection Improvements   | Debt Service | -         | -            | -            | -            | 38            | 157           | 196           |
| Evergreen Mills Rd (Northstar / Stone Springs)                             | Debt Service | -         | -            | 199          | 324          | 616           | 1,281         | 2,419         |
| Evergreen Mills Rd (Stone Springs / Lo. Co. Pkwy)                          | Debt Service | -         | -            | -            | -            | 250           | 494           | 744           |
| Farmwell Road Intersection Improvements                                    | Debt Service | -         | -            | 200          | 475          | 1,213         | 1,553         | 3,441         |
| Intelligent Transportation System  | Debt Service | 26        | 106          | 99           | 101          | 93            | 128           | 553           |
| Northstar Blvd (Tall Cedars Pkwy / Braddock Rd)                            | Debt Service | -         | -            | -            | -            | 161           | 246           | 407           |
| Prentice Rd  | Debt Service | -         | -            | 400          | 790          | 1,170         | 1,140         | 3,500         |
| Route 50 North Collector Road (Air & Space Parkway to Tall Cedars Parkway) | Debt Service |           |              |              |              | 410           | 809           | 1,219         |
| Route 50 Corridor Improvements   | Debt Service | -         | -            | 311          | 304          | 296           | 288           | 1,199         |
| Route 50/Trailhead Drive Roundabout  | Debt Service | -         | -            | -            | -            | 121           | 247           | 368           |
| Rt 7 / Hillsboro Rd Interchange  | Debt Service | -         | 200          | 195          | 190          | 603           | 782           | 1,970         |
| Rt 9 & Rt 287 Roundabout   | Debt Service | -         | -            | -            | 98           | 95            | 584           | 777           |
| Shellhorn Dr. (Lo. Co. Pkwy / Randolph Dr)                                 | Debt Service | -         | 800          | 780          | 760          | 740           | 1,520         | 4,600         |
| Westwind Drive (State St / Ladbrook Dr)                                    | Debt Service | -         | -            | -            | 790          | 1,170         | 1,718         | 3,678         |
| <b>Roads Subtotal</b>  |              | <b>26</b> | <b>1,106</b> | <b>3,140</b> | <b>6,058</b> | <b>10,899</b> | <b>16,743</b> | <b>37,972</b> |





## Operating Impact Analysis of New Facilities in the FY 2019 – FY 2024 CIP

| Operating Impacts  |              |            |              |              |              |               |               |               |
|--|--------------|------------|--------------|--------------|--------------|---------------|---------------|---------------|
| Capital (\$ in 1000s)  |              | FY 2019    | FY 2020      | FY 2021      | FY 2022      | FY 2023       | FY 2024       | Total         |
| <b><u>Sidewalks, Signals, and Traffic Calming</u></b>          |              |            |              |              |              |               |               |               |
| Harmony Middle School - Sidewalk                               | Debt Service | -          | -            | -            | -            | 128           | 125           | 253           |
| Intersection Improvements                                      | FTE          | 2.00       | 1.00         | 1.00         | -            | -             | -             | 4.00          |
|  | Personnel    | 238        | 196          | 357          | 312          | 321           | 331           | 1,756         |
|  | Debt Service | -          | -            | 221          | 853          | 1,810         | 2,685         | 5,569         |
| Poland Road - Shared Use Path                                  | Debt Service | -          | -            | -            | -            | 121           | 118           | 239           |
| River Creek Pkwy - Sidewalk                                    | Debt Service | -          | -            | -            | -            | 131           | 128           | 258           |
| Route 7 Pedestrian Improvements                                | Debt Service | 21         | 87           | 84           | 182          | 173           | 383           | 930           |
| Sidewalk and Trail Program                                     | Debt Service | -          | -            | -            | -            | 111           | 299           | 410           |
| Sterling Blvd/W&OD Overpass                                    | Debt Service | -          | -            | -            | 82           | 469           | 764           | 1,314         |
| <b><i>Sidewalks, Signals, and Traffic Calming Subtotal</i></b> |              | <b>260</b> | <b>283</b>   | <b>662</b>   | <b>1,429</b> | <b>3,262</b>  | <b>4,832</b>  | <b>10,728</b> |
|  | FTE          | 2.00       | 1.00         | 1.00         | -            | -             | -             | 4.00          |
|  | Personnel    | 238        | 196          | 357          | 312          | 321           | 331           | 1,756         |
|  | Debt Service | 21         | 87           | 305          | 1,117        | 2,941         | 4,501         | 8,972         |
| <b><i>Sidewalks, Signals, and Traffic Calming Subtotal</i></b> |              | <b>260</b> | <b>283</b>   | <b>662</b>   | <b>1,429</b> | <b>3,262</b>  | <b>4,832</b>  | <b>10,728</b> |
| <b>Transportation Capital Subtotal</b>                         |              | <b>286</b> | <b>1,389</b> | <b>3,802</b> | <b>7,488</b> | <b>14,161</b> | <b>21,575</b> | <b>48,701</b> |



## Operating Impact Analysis of New Facilities in the FY 2019 – FY 2024 CIP

| School Capital Projects  |              |         |         |         |         |         |         |         |
|--|--------------|---------|---------|---------|---------|---------|---------|---------|
| Operating Impacts  |              |         |         |         |         |         |         |         |
| Capital (\$ in 1000s)  |              | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total   |
| Elementary Schools   |              |         |         |         |         |         |         |         |
|  |              |         |         |         |         |         |         |         |
| Algonkian ES Renovations (formerly ES - Renovation 1)          | Debt Service | -       | -       | -       | -       | -       | 281     | 281     |
| ES - 3 Classroom Addition - Phase I & II                       | Debt Service | -       | -       | -       | 320     | 632     | 1,005   | 1,957   |
| ES-23 Dulles North   | Debt Service | -       | 510     | 1,998   | 3,478   | 4,680   | 4,549   | 15,215  |
| ES-29 Dulles South   | Debt Service | -       | 510     | 1,998   | 3,478   | 4,680   | 4,549   | 15,215  |
| Elementary Schools Subtotal                                    |              | -       | 1,021   | 3,995   | 7,276   | 9,993   | 10,384  | 32,668  |
| Middle Schools   |              |         |         |         |         |         |         |         |
|  |              |         |         |         |         |         |         |         |
| MS-14, Dulles North  | Debt Service | -       | -       | -       | -       | 500     | 1,488   | 1,988   |
| Middle Schools Subtotal  |              | -       | -       | -       | -       | 500     | 1,488   | 1,988   |
| High Schools   |              |         |         |         |         |         |         |         |
|  |              |         |         |         |         |         |         |         |
| CS Monroe Technology Center                                    | Debt Service | -       | 182     | 1,246   | 3,118   | 4,599   | 6,000   | 15,144  |
| HS-9 Lightridge High School                                    | Debt Service | -       | 2,292   | 5,675   | 8,777   | 9,047   | 8,816   | 34,607  |
| HS - Stadium Synthetic Turf & Track Resurface                  | Debt Service | -       | 100     | 289     | 282     | 275     | 268     | 1,214   |
| HS - Tennis Courts Lighting                                    | Debt Service | -       | -       | -       | -       | -       | 100     | 100     |
| HS - Weight Room Expansion                                     | Debt Service | -       | -       | -       | -       | -       | 129     | 129     |
| High Schools Subtotal  |              | -       | 2,574   | 7,211   | 12,177  | 13,921  | 15,312  | 51,194  |
| Division/ Other School Projects                                |              |         |         |         |         |         |         |         |
|  |              |         |         |         |         |         |         |         |
| Broadband Infrastructure                                       | Debt Service | 19      | 98      | 179     | 246     | 234     | 233     | 1,009   |
| Bus Radio Replacements   | Debt Service | -       | -       | -       | -       | 96      | 729     | 825     |
| Division Security Improvements                                 | Debt Service | -       | 221     | 647     | 919     | 1,209   | 1,180   | 4,176   |
| Joint Use Dry Bulk Storage Facility                            | Debt Service | -       | -       | 25      | 138     | 315     | 428     | 906     |
| School Bus Replacement Fund                                    | Debt Service | -       | 1,390   | 2,790   | 4,203   | 5,627   | 7,056   | 21,066  |
| School Security Vestibules                                     | Debt Service | -       | 221     | 247     | 801     | 1,136   | 1,108   | 3,512   |
| Staff Training Center & Round Hill Support Facility Renovation | Debt Service | -       | -       | -       | 110     | 630     | 1,358   | 2,098   |
| Valley Service Center Replacement & Culbert ES Bus Parking     | Debt Service | -       | -       | -       | -       | -       | 168     | 168     |
| Division/ Other School Projects Subtotal                       |              | 19      | 1,929   | 3,888   | 6,417   | 9,246   | 12,259  | 33,759  |
|  |              |         |         |         |         |         |         |         |
| Schools Capital Subtotal                                       |              | 19      | 5,524   | 15,094  | 25,869  | 33,660  | 39,443  | 119,609 |



## Operating Impact Analysis of New Facilities in the FY 2019 – FY 2024 CIP

| Operating Analysis Summary               |              |               |               |               |               |               |                |
|--|--------------|---------------|---------------|---------------|---------------|---------------|----------------|
| Operating Impacts                        |              |               |               |               |               |               |                |
| Capital (\$ in 1000s)                    | FY 2019      | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024       | Total          |
| Administration                           | 140          | 1,388         | 2,297         | 2,243         | 2,316         | 2,733         | 11,117         |
| General Government                       | 1,361        | 1,976         | 2,806         | 3,014         | 3,365         | 3,987         | 16,507         |
| Health and Welfare                       | -            | -             | 59            | 379           | 374           | 370           | 1,182          |
| Parks, Recreation & Culture              | 3,211        | 3,556         | 5,098         | 9,514         | 19,895        | 25,440        | 66,713         |
| Public Safety                            | 485          | 3,137         | 8,610         | 18,531        | 23,954        | 26,600        | 81,318         |
| Transportation                           | 286          | 1,389         | 3,802         | 7,488         | 14,161        | 21,575        | 48,701         |
| <b>County Projects - Operating Cost:</b> | <b>5,483</b> | <b>11,445</b> | <b>22,672</b> | <b>41,168</b> | <b>64,065</b> | <b>80,705</b> | <b>225,537</b> |
| <i>County Projects - FTE</i>             | 2.00         | 5.00          | 59.92         | 75.09         | 77.84         | -             | 219.85         |
| Personnel                                | 2,630        | 3,000         | 5,735         | 12,702        | 17,613        | 18,223        | 59,903         |
| O&M                                      | 2,110        | 2,167         | 3,315         | 6,642         | 8,748         | 8,853         | 31,835         |
| Capital Outlay                           | -            | -             | -             | -             | -             | -             | -              |
| Debt Service                             | 743          | 6,278         | 13,622        | 21,824        | 37,704        | 53,629        | 133,799        |
| <b>County Projects - Operating Cost:</b> | <b>5,483</b> | <b>11,445</b> | <b>22,672</b> | <b>41,168</b> | <b>64,065</b> | <b>80,705</b> | <b>225,537</b> |
| <i>County Projects - FTE</i>             | 2.00         | 5.00          | 59.92         | 75.09         | 77.84         | -             | 219.85         |
| Elementary Schools                       | -            | 1,021         | 3,995         | 7,276         | 9,993         | 10,384        | 32,668         |
| Middle Schools                           | -            | -             | -             | -             | 500           | 1,488         | 1,988          |
| High Schools                             | -            | 2,574         | 7,211         | 12,177        | 13,921        | 15,312        | 51,194         |
| Division/Other School Projects           | 19           | 1,929         | 3,888         | 6,417         | 9,246         | 12,259        | 33,759         |
| <b>School Projects - Operating Cost:</b> | <b>19</b>    | <b>5,524</b>  | <b>15,094</b> | <b>25,869</b> | <b>33,660</b> | <b>39,443</b> | <b>119,609</b> |
| Debt Service                             | 19           | 5,524         | 15,094        | 25,869        | 33,660        | 39,443        | 119,609        |
| <b>School Projects - Operating Cost:</b> | <b>19</b>    | <b>5,524</b>  | <b>15,094</b> | <b>25,869</b> | <b>33,660</b> | <b>39,443</b> | <b>119,609</b> |





## Comparison Tables

The following tables depict the Adopted FY 2019 CIP budget and includes the Adopted FY 2018 CIP funding sources and amounts for comparison. New projects are highlighted in yellow. Total project cost includes appropriations from years prior to the six-year CIP timeframe.

### COUNTY CAPITAL PROJECTS

| ADMINISTRATION                                       | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future | PROJECT TOTAL |
|--|---------|---------|---------|---------|---------|---------|-----------|--------|---------------|
| <b>Land Acquisition - Courts Expansion</b>           |         |         |         |         |         |         |           |        |               |
| Adopted FY 2019 CIP                                  | 1,000   | 1,500   | -       | -       | -       | -       | 2,500     | -      | 3,500         |
| Local Tax Funding                                    | 1,000   | 1,500   | -       | -       | -       | -       | 2,500     | -      | 3,500         |
| Adopted FY 2018 CIP                                  | 1,000   | 1,500   | -       | -       | -       | -       | 2,500     | -      | 3,500         |
| Local Tax Funding                                    | 1,000   | 1,500   | -       | -       | -       | -       | 2,500     | -      | 3,500         |
| <b>Land Acquisition - Eastern DS Group Residence</b> |         |         |         |         |         |         |           |        |               |
| Adopted FY 2019 CIP                                  | 480     | -       | -       | -       | -       | -       | 480       | -      | 480           |
| Local Tax Funding                                    | 480     | -       | -       | -       | -       | -       | 480       | -      | 480           |
| Adopted FY 2018 CIP                                  | 480     | -       | -       | -       | -       | -       | 480       | -      | 480           |
| Local Tax Funding                                    | 480     | -       | -       | -       | -       | -       | 480       | -      | 480           |
| <b>Land Acquisition - Schools</b>                    |         |         |         |         |         |         |           |        |               |
| Adopted FY 2019 CIP                                  | -       | -       | 7,990   | -       | 23,680  | 9,115   | 40,785    | 5,475  | 293,577       |
| Local Tax Funding                                    | -       | -       | 7,990   | -       | 18,695  | 9,115   | 35,800    | 5,475  | 135,491       |
| VPSA Bonds   | -       | -       | -       | -       | 4,985   | -       | 4,985     | -      | 4,985         |
| General Obligation Bonds                             | -       | -       | -       | -       | -       | -       | -         | -      | 52,475        |
| Fund Balance   | -       | -       | -       | -       | -       | -       | -         | -      | 36,934        |
| State Capital Assistance                             | -       | -       | -       | -       | -       | -       | -         | -      | 4,598         |
| Proffers (Cash)                                      | -       | -       | -       | -       | -       | -       | -         | -      | 1,855         |
| Proffers (In-Kind)                                   | -       | -       | -       | -       | -       | -       | -         | -      | 51,409        |
| Lease Revenue Financing                              | -       | -       | -       | -       | -       | -       | -         | -      | 5,830         |
| Adopted FY 2018 CIP                                  | -       | -       | -       | -       | -       | -       | -         | -      | 247,317       |
| Local Tax Funding                                    | -       | -       | -       | -       | -       | -       | -         | -      | 94,216        |
| VPSA Bonds   | -       | -       | -       | -       | -       | -       | -         | -      | -             |
| General Obligation Bonds                             | -       | -       | -       | -       | -       | -       | -         | -      | 52,475        |
| Fund Balance   | -       | -       | -       | -       | -       | -       | -         | -      | 36,934        |
| State Capital Assistance                             | -       | -       | -       | -       | -       | -       | -         | -      | 4,598         |
| Proffers (Cash)                                      | -       | -       | -       | -       | -       | -       | -         | -      | 1,855         |
| Proffers (In-Kind)                                   | -       | -       | -       | -       | -       | -       | -         | -      | 51,409        |
| Lease Revenue Financing                              | -       | -       | -       | -       | -       | -       | -         | -      | 5,830         |



| ADMINISTRATION  | FY 2019      | FY 2020      | FY 2021      | FY 2022      | FY 2023       | FY 2024       | CIP TOTAL      | Future        | PROJECT TOTAL  |
|---|--------------|--------------|--------------|--------------|---------------|---------------|----------------|---------------|----------------|
| <b>Major Computer Systems</b>                                 |              |              |              |              |               |               |                |               |                |
| <b>Adopted FY 2019 CIP</b>                                    | <b>5,000</b> | <b>1,300</b> | -            | -            | -             | -             | <b>6,300</b>   | -             | <b>71,300</b>  |
| Local Tax Funding   | -            | -            | -            | -            | -             | -             | -              | -             | 1,100          |
| Fund Balance  | -            | -            | -            | -            | -             | -             | -              | -             | 40,000         |
| Lease Revenue Financing                                       | 5,000        | 1,300        | -            | -            | -             | -             | 6,300          | -             | 30,200         |
| <b>Adopted FY 2018 CIP</b>                                    | <b>-</b>     | <b>3,500</b> | -            | -            | -             | -             | <b>3,500</b>   | -             | <b>68,500</b>  |
| Local Tax Funding   | -            | -            | -            | -            | -             | -             | -              | -             | 1,100          |
| Fund Balance  | -            | -            | -            | -            | -             | -             | -              | -             | 40,000         |
| Lease Revenue Financing                                       | -            | 3,500        | -            | -            | -             | -             | 3,500          | -             | 27,400         |
| <b>GENERAL GOVERNMENT</b>                                     |              |              |              |              |               |               |                |               |                |
| <b>Capital Project Management</b>                             |              |              |              |              |               |               |                |               |                |
| <b>Adopted FY 2019 CIP</b>                                    | <b>6,646</b> | <b>6,845</b> | <b>7,051</b> | <b>7,262</b> | <b>7,480</b>  | <b>7,705</b>  | <b>42,989</b>  | <b>31,908</b> | <b>74,897</b>  |
| Local Tax Funding   | 6,646        | 6,845        | 7,051        | 7,262        | 7,480         | 7,705         | 42,989         | 31,908        | 74,897         |
| <b>Adopted FY 2018 CIP</b>                                    | <b>6,330</b> | <b>6,585</b> | <b>6,785</b> | <b>7,195</b> | <b>7,410</b>  | <b>7,630</b>  | <b>41,935</b>  | <b>15,945</b> | <b>57,880</b>  |
| Local Tax Funding   | 6,330        | 6,585        | 6,785        | 7,195        | 7,410         | 7,630         | 41,935         | 15,945        | 57,880         |
| <b>Capital Project Management Consulting Services</b>         |              |              |              |              |               |               |                |               |                |
| <b>Adopted FY 2019 CIP</b>                                    | <b>4,250</b> | <b>4,288</b> | <b>1,326</b> | <b>1,366</b> | <b>1,407</b>  | <b>1,449</b>  | <b>14,086</b>  | <b>6,243</b>  | <b>20,329</b>  |
| Local Tax Funding   | 4,250        | 4,288        | 1,326        | 1,366        | 1,407         | 1,449         | 14,086         | 6,243         | 20,329         |
| <b>Adopted FY 2018 CIP</b>                                    | <b>1,250</b> | <b>1,250</b> | <b>1,250</b> | <b>1,250</b> | <b>1,250</b>  | <b>1,250</b>  | <b>7,500</b>   | <b>2,500</b>  | <b>10,000</b>  |
| Local Tax Funding   | 1,250        | 1,250        | 1,250        | 1,250        | 1,250         | 1,250         | 7,500          | 2,500         | 10,000         |
| <b>CIP Contingency</b>  |              |              |              |              |               |               |                |               |                |
| <b>Adopted FY 2019 CIP</b>                                    | <b>2,450</b> | <b>2,500</b> | <b>2,500</b> | <b>2,500</b> | <b>2,500</b>  | <b>2,500</b>  | <b>14,950</b>  | <b>10,000</b> | <b>36,850</b>  |
| Local Tax Funding   | 2,450        | 2,500        | 2,500        | 2,500        | 2,500         | 2,500         | 14,950         | 10,000        | 36,850         |
| <b>Adopted FY 2018 CIP</b>                                    | <b>2,500</b> | <b>2,500</b> | <b>2,500</b> | <b>2,500</b> | <b>2,500</b>  | <b>2,500</b>  | <b>15,000</b>  | <b>5,000</b>  | <b>20,000</b>  |
| Local Tax Funding   | 2,500        | 2,500        | 2,500        | 2,500        | 2,500         | 2,500         | 15,000         | 5,000         | 20,000         |
| <b>Consolidated Shops &amp; Warehouse</b>                     |              |              |              |              |               |               |                |               |                |
| <b>Adopted FY 2019 CIP</b>                                    | -            | <b>4,000</b> | <b>3,500</b> | -            | -             | -             | <b>7,500</b>   | -             | <b>28,500</b>  |
| Local Tax Funding   | -            | -            | -            | -            | -             | -             | -              | -             | 10,200         |
| Lease Revenue Financing                                       | -            | 4,000        | 3,500        | -            | -             | -             | 7,500          | -             | 28,500         |
| <b>Adopted FY 2018 CIP</b>                                    | -            | <b>4,000</b> | <b>3,500</b> | -            | -             | -             | <b>7,500</b>   | -             | <b>28,500</b>  |
| Local Tax Funding   | -            | -            | -            | -            | -             | -             | -              | -             | 10,200         |
| Lease Revenue Financing                                       | -            | 4,000        | 3,500        | -            | -             | -             | 7,500          | -             | 28,500         |
| <b>Eastern Services Center</b>                                |              |              |              |              |               |               |                |               |                |
| <b>Adopted FY 2019 CIP</b>                                    | -            | -            | -            | -            | -             | <b>17,250</b> | <b>17,250</b>  | -             | <b>17,250</b>  |
| Lease Revenue Financing                                       | -            | -            | -            | -            | -             | 17,250        | 17,250         | -             | 17,250         |
| <b>Adopted FY 2018 CIP</b>                                    | -            | -            | -            | -            | -             | <b>17,250</b> | <b>17,250</b>  | -             | <b>17,250</b>  |
| Lease Revenue Financing                                       | -            | -            | -            | -            | -             | 17,250        | 17,250         | -             | 17,250         |
| <b>General Government Office Space - Sycolin Road Phase I</b> |              |              |              |              |               |               |                |               |                |
| <b>Adopted FY 2019 CIP</b>                                    | -            | -            | -            | -            | <b>15,565</b> | <b>97,380</b> | <b>112,945</b> | <b>10,128</b> | <b>123,073</b> |
| Lease Revenue Financing                                       | -            | -            | -            | -            | 15,565        | 97,380        | 112,945        | 10,128        | 123,073        |
| <b>Adopted FY 2018 CIP</b>                                    | -            | -            | -            | -            | <b>15,565</b> | <b>97,380</b> | <b>112,945</b> | <b>10,128</b> | <b>123,073</b> |
| Lease Revenue Financing                                       | -            | -            | -            | -            | 15,565        | 97,380        | 112,945        | 10,128        | 123,073        |

## FY 2019 Adopted Budget



| GENERAL GOVERNMENT  | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future | PROJECT TOTAL |
|---|---------|---------|---------|---------|---------|---------|-----------|--------|---------------|
| <b>Landfill Sequence 1A Cap</b>                               |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                                    | -       | 1,500   | -       | -       | -       | -       | 1,500     | -      | 1,500         |
| Lease Revenue Financing                                       | -       | 1,500   | -       | -       | -       | -       | 1,500     | -      | 1,500         |
| <b>Adopted FY 2018 CIP</b>                                    | -       | 1,500   | -       | -       | -       | -       | 1,500     | -      | 1,500         |
| Lease Revenue Financing                                       | -       | 1,500   | -       | -       | -       | -       | 1,500     | -      | 1,500         |
| <b>Landfill Sequence V Closure</b>                            |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                                    | 1,350   | 5,060   | -       | -       | -       | -       | 6,410     | -      | 6,410         |
| Lease Revenue Financing                                       | 1,350   | 5,060   | -       | -       | -       | -       | 6,410     | -      | 6,410         |
| <b>Adopted FY 2018 CIP</b>                                    | 1,350   | 5,060   | -       | -       | -       | -       | 6,410     | -      | 6,410         |
| Lease Revenue Financing                                       | 1,350   | 5,060   | -       | -       | -       | -       | 6,410     | -      | 6,410         |
| <b>Public Safety Radio System Redundant Master/Prime Site</b> |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                                    | 1,450   | -       | -       | -       | -       | -       | 1,450     | -      | 1,450         |
| Lease Revenue Financing                                       | 1,450   | -       | -       | -       | -       | -       | 1,450     | -      | 1,450         |
| <b>Adopted FY 2018 CIP</b>                                    | 1,450   | -       | -       | -       | -       | -       | 1,450     | -      | 1,450         |
| Lease Revenue Financing                                       | 1,450   | -       | -       | -       | -       | -       | 1,450     | -      | 1,450         |
| <b>Storm Water Management</b>                                 |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                                    | 5,860   | 6,150   | 6,460   | 6,780   | 7,119   | 7,475   | 39,844    | 33,829 | 73,673        |
| Local Tax Funding   | 5,860   | 6,150   | 6,460   | 6,780   | 7,119   | 7,475   | 39,844    | 33,829 | 73,673        |
| <b>Adopted FY 2018 CIP</b>                                    | 5,860   | 6,150   | 6,460   | 6,780   | 5,000   | 5,270   | 35,520    | 11,330 | 46,850        |
| Local Tax Funding   | 5,860   | 6,150   | 6,460   | 6,780   | 5,000   | 5,270   | 35,520    | 11,330 | 46,850        |
| <b>Town of Hillsboro - Old Stone School/Town Hall</b>         |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                                    | 243     | -       | -       | -       | -       | -       | 243       | -      | 323           |
| Cash Proffer - Interest                                       | 243     | -       | -       | -       | -       | -       | 243       | -      | 323           |
| <b>Adopted FY 2018 CIP</b>                                    | -       | -       | -       | -       | -       | -       | -         | -      | 80            |
| Cash Proffer - Interest                                       | -       | -       | -       | -       | -       | -       | -         | -      | 80            |
| <b>Water/Wastewater Fund</b>                                  |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                                    | 2,250   | 2,300   | 2,350   | 2,400   | 2,450   | 2,500   | 14,250    | 10,500 | 24,750        |
| Local Tax Funding   | 2,250   | 2,300   | 2,350   | 2,400   | 2,450   | 2,500   | 14,250    | 10,500 | 24,750        |
| <b>Adopted FY 2018 CIP</b>                                    | 2,250   | 2,300   | 2,350   | 2,400   | 2,450   | 2,500   | 14,250    | 5,150  | 19,400        |
| Local Tax Funding   | 2,250   | 2,300   | 2,350   | 2,400   | 2,450   | 2,500   | 14,250    | 5,150  | 19,400        |
| <b>Waterford Animal Shelter Renovation</b>                    |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                                    | -       | -       | 2,000   | -       | -       | -       | 2,000     | -      | 2,000         |
| Lease Revenue Financing                                       | -       | -       | 2,000   | -       | -       | -       | 2,000     | -      | 2,000         |
| <b>Adopted FY 2018 CIP</b>                                    | -       | -       | 2,000   | -       | -       | -       | 2,000     | -      | 2,000         |
| Lease Revenue Financing                                       | -       | -       | 2,000   | -       | -       | -       | 2,000     | -      | 2,000         |



| HEALTH & WELFARE                                 | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future | PROJECT TOTAL |
|--|---------|---------|---------|---------|---------|---------|-----------|--------|---------------|
| <b>Adolescent Independent Living Residence</b>   |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                       | -       | -       | -       | -       | -       | -       | -         | 6,646  | 6,646         |
| Lease Revenue Financing                          | -       | -       | -       | -       | -       | -       | -         | 6,646  | 6,646         |
| <b>Adopted FY 2018 CIP</b>                       | -       | -       | -       | -       | 6,145   | -       | 6,145     | -      | 6,145         |
| Lease Revenue Financing                          | -       | -       | -       | -       | 6,145   | -       | 6,145     | -      | 6,145         |
| <b>DS Group Residence - Eastern Loudoun</b>      |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                       | -       | -       | 2,375   | -       | -       | -       | 2,375     | -      | 2,375         |
| Lease Revenue Financing                          | -       | -       | 2,375   | -       | -       | -       | 2,375     | -      | 2,375         |
| <b>Adopted FY 2018 CIP</b>                       | -       | -       | 2,375   | -       | -       | -       | 2,375     | -      | 2,375         |
| Lease Revenue Financing                          | -       | -       | 2,375   | -       | -       | -       | 2,375     | -      | 2,375         |
| <b>PARKS, RECREATION &amp; CULTURE</b>           |         |         |         |         |         |         |           |        |               |
| <b>Ashburn Recreation &amp; Community Center</b> |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                       | -       | -       | 15,000  | -       | -       | -       | 15,000    | -      | 85,930        |
| Cash Proffers                                    | -       | -       | -       | -       | -       | -       | -         | -      | 26,660        |
| General Obligation Bonds                         | -       | -       | -       | -       | -       | -       | -         | -      | 44,270        |
| Lease Revenue Financing                          | -       | -       | 15,000  | -       | -       | -       | 15,000    | -      | 15,000        |
| <b>Adopted FY 2018 CIP</b>                       | -       | -       | -       | -       | -       | -       | -         | -      | 70,930        |
| Cash Proffers                                    | -       | -       | -       | -       | -       | -       | -         | -      | 26,660        |
| General Obligation Bonds                         | -       | -       | -       | -       | -       | -       | -         | -      | 44,270        |
| <b>Ashburn Senior Center</b>                     |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                       | 1,200   | -       | -       | -       | -       | -       | 1,200     | -      | 9,485         |
| Cash Proffers                                    | 1,200   | -       | -       | -       | -       | -       | 1,200     | -      | 9,485         |
| <b>Adopted FY 2018 CIP</b>                       | -       | -       | -       | -       | -       | -       | -         | -      | 8,285         |
| Cash Proffers                                    | -       | -       | -       | -       | -       | -       | -         | -      | 8,285         |
| <b>Brambleton Library</b>                        |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                       | 680     | 9,839   | -       | -       | -       | -       | 10,519    | -      | 10,519        |
| Cash Proffers                                    | 680     | 4,059   | -       | -       | -       | -       | 4,739     | -      | 4,739         |
| Lease Revenue Financing                          | -       | 5,780   | -       | -       | -       | -       | 5,780     | -      | 5,780         |
| <b>Adopted FY 2018 CIP</b>                       | -       | 7,100   | -       | -       | -       | -       | 7,100     | -      | 7,100         |
| Cash Proffers                                    | -       | 70      | -       | -       | -       | -       | 70        | -      | 70            |
| Lease Revenue Financing                          | -       | 7,030   | -       | -       | -       | -       | 7,030     | -      | 7,030         |
| <b>Fields Farm Park</b>                          |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                       | -       | -       | 3,350   | 25,835  | -       | -       | 29,185    | -      | 31,045        |
| Fund Balance                                     | -       | -       | -       | -       | -       | -       | -         | -      | 1,860         |
| General Obligation Bonds                         | -       | -       | 3,350   | 25,835  | -       | -       | 29,185    | -      | 29,185        |
| <b>Adopted FY 2018 CIP</b>                       | -       | -       | 3,350   | 25,835  | -       | -       | 29,185    | -      | 31,045        |
| Fund Balance                                     | -       | -       | -       | -       | -       | -       | -         | -      | 1,860         |
| General Obligation Bonds                         | -       | -       | 3,350   | 25,835  | -       | -       | 29,185    | -      | 29,185        |





| PARKS, RECREATION & CULTURE                  | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future | PROJECT TOTAL |
|--|---------|---------|---------|---------|---------|---------|-----------|--------|---------------|
| <b>Franklin Park to Purcellville - Trail</b> |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                   | -       | -       | -       | 5,000   | -       | -       | 5,000     | -      | 5,520         |
| Local Tax Funding                            | -       | -       | -       | -       | -       | -       | -         | -      | 520           |
| General Obligation Bonds                     | -       | -       | -       | 5,000   | -       | -       | 5,000     | -      | 5,000         |
| <b>Adopted FY 2018 CIP</b>                   | -       | -       | -       | 5,000   | -       | -       | 5,000     | -      | 5,520         |
| Local Tax Funding                            | -       | -       | -       | -       | -       | -       | -         | -      | 520           |
| General Obligation Bonds                     | -       | -       | -       | 5,000   | -       | -       | 5,000     | -      | 5,000         |
| <b>Hal &amp; Berni Hanson Regional Park</b>  |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                   | 14,800  | -       | -       | -       | -       | -       | 14,800    | -      | 91,165        |
| Land Sale Proceeds                           | -       | -       | -       | -       | -       | -       | -         | -      | 5,000         |
| Local Tax Funding                            | -       | -       | -       | -       | -       | -       | -         | -      | 90            |
| Cash Proffers                                | 5,223   | -       | -       | -       | -       | -       | 5,223     | -      | 47,903        |
| Lease Revenue Financing                      | 9,577   | -       | -       | -       | -       | -       | 9,577     | -      | 9,577         |
| General Obligation Bonds                     | -       | -       | -       | -       | -       | -       | -         | -      | 28,595        |
| <b>Adopted FY 2018 CIP</b>                   | -       | -       | -       | -       | -       | -       | -         | -      | 74,340        |
| Land Sale Proceeds                           | -       | -       | -       | -       | -       | -       | -         | -      | 5,000         |
| Local Tax Funding                            | -       | -       | -       | -       | -       | -       | -         | -      | 90            |
| Cash Proffers                                | -       | -       | -       | -       | -       | -       | -         | -      | 40,655        |
| General Obligation Bonds                     | -       | -       | -       | -       | -       | -       | -         | -      | 28,595        |
| <b>Lovettsville District Park Phase II</b>   |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                   | -       | -       | 4,680   | -       | -       | -       | 4,680     | -      | 4,680         |
| General Obligation Bonds                     | -       | -       | 4,680   | -       | -       | -       | 4,680     | -      | 4,680         |
| <b>Adopted FY 2018 CIP</b>                   | -       | -       | 4,680   | -       | -       | -       | 4,680     | -      | 4,680         |
| General Obligation Bonds                     | -       | -       | 4,680   | -       | -       | -       | 4,680     | -      | 4,680         |
| <b>Philip A. Bolen Park Phase II</b>         |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                   | -       | -       | 6,725   | -       | -       | -       | 6,725     | -      | 7,225         |
| Local Tax Funding                            | -       | -       | 550     | -       | -       | -       | 550       | -      | 550           |
| Fund Balance                                 | -       | -       | -       | -       | -       | -       | -         | -      | 500           |
| General Obligation Bonds                     | -       | -       | 6,175   | -       | -       | -       | 6,175     | -      | 6,175         |
| <b>Adopted FY 2018 CIP</b>                   | -       | -       | 8,525   | -       | -       | -       | 8,525     | -      | 9,025         |
| Local Tax Funding                            | -       | -       | 2,350   | -       | -       | -       | 2,350     | -      | 2,350         |
| Fund Balance                                 | -       | -       | -       | -       | -       | -       | -         | -      | 500           |
| General Obligation Bonds                     | -       | -       | 6,175   | -       | -       | -       | 6,175     | -      | 6,175         |
| <b>Scott Jenkins Memorial Park Phase III</b> |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                   | -       | -       | 2,255   | -       | -       | -       | 2,255     | -      | 2,255         |
| Local Tax Funding                            | -       | -       | 500     | -       | -       | -       | 500       | -      | 500           |
| General Obligation Bonds                     | -       | -       | 1,755   | -       | -       | -       | 1,755     | -      | 1,755         |
| <b>Adopted FY 2018 CIP</b>                   | -       | -       | 2,255   | -       | -       | -       | 2,255     | -      | 2,255         |
| Local Tax Funding                            | -       | -       | 500     | -       | -       | -       | 500       | -      | 500           |
| General Obligation Bonds                     | -       | -       | 1,755   | -       | -       | -       | 1,755     | -      | 1,755         |



| PARKS, RECREATION & CULTURE                   | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future  | PROJECT TOTAL |
|---|---------|---------|---------|---------|---------|---------|-----------|---------|---------------|
| <b>STEM Library</b>                           |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                    | -       | -       | 5,900   | 41,100  | -       | -       | 47,000    | -       | 47,000        |
| General Obligation Bonds                      | -       | -       | 5,900   | 41,100  | -       | -       | 47,000    | -       | 47,000        |
| <b>Adopted FY 2018 CIP</b>                    | -       | -       | 5,900   | 41,100  | -       | -       | 47,000    | -       | 47,000        |
| General Obligation Bonds                      | -       | -       | 5,900   | 41,100  | -       | -       | 47,000    | -       | 47,000        |
| <b>Town of Hamilton - Community Park</b>      |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                    | 50      | -       | -       | -       | -       | -       | 50        | -       | 50            |
| Local Tax Funding                             | 50      | -       | -       | -       | -       | -       | 50        | -       | 50            |
| <b>Town of Leesburg - Veteran's Park</b>      |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                    | -       | -       | 4,000   | -       | -       | -       | 4,000     | -       | 4,000         |
| Local Tax Funding                             | -       | -       | 4,000   | -       | -       | -       | 4,000     | -       | 4,000         |
| <b>Adopted FY 2018 CIP</b>                    | -       | -       | 4,000   | -       | -       | -       | 4,000     | -       | 4,000         |
| Local Tax Funding                             | -       | -       | 4,000   | -       | -       | -       | 4,000     | -       | 4,000         |
| <b>Town of Round Hill - Sleeter Lake Park</b> |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                    | 185     | -       | -       | -       | -       | -       | 185       | -       | 423           |
| Cash Proffers - Interest                      | 185     | -       | -       | -       | -       | -       | 185       | -       | 423           |
| <b>Adopted FY 2018 CIP</b>                    | -       | -       | -       | -       | -       | -       | -         | -       | 238           |
| Cash Proffers - Interest                      | -       | -       | -       | -       | -       | -       | -         | -       | 238           |
| <b>Western Loudoun Recreation Center</b>      |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                    | -       | -       | -       | -       | -       | -       | -         | 103,575 | 103,575       |
| General Obligation Bonds                      | -       | -       | -       | -       | -       | -       | -         | 103,575 | 103,575       |
| <b>PUBLIC SAFETY</b>                          |         |         |         |         |         |         |           |         |               |
| <b>Animal Services Building</b>               |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                    | 2,400   | -       | -       | -       | -       | -       | 2,400     | -       | 17,895        |
| Local Tax Funding                             | -       | -       | -       | -       | -       | -       | -         | -       | 125           |
| General Obligation Bonds                      | 2,400   | -       | -       | -       | -       | -       | 2,400     | -       | 17,770        |
| <b>Adopted FY 2018 CIP</b>                    | -       | -       | -       | -       | -       | -       | -         | -       | 15,495        |
| Local Tax Funding                             | -       | -       | -       | -       | -       | -       | -         | -       | 125           |
| General Obligation Bonds                      | -       | -       | -       | -       | -       | -       | -         | -       | 15,370        |
| <b>Courts Complex Phase III</b>               |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                    | 10,000  | -       | 17,600  | -       | -       | -       | 27,600    | -       | 107,010       |
| Local Tax Funding                             | -       | -       | -       | -       | -       | -       | -         | -       | 2,010         |
| Lease Revenue Finance                         | 10,000  | -       | 17,600  | -       | -       | -       | 27,600    | -       | 105,000       |
| <b>Adopted FY 2018 CIP</b>                    | -       | -       | 9,600   | -       | -       | -       | 9,600     | -       | 89,010        |
| Local Tax Funding                             | -       | -       | -       | -       | -       | -       | -         | -       | 2,010         |
| Lease Revenue Finance                         | -       | -       | 9,600   | -       | -       | -       | 9,600     | -       | 87,000        |



| PUBLIC SAFETY   | FY 2019      | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024      | CIP TOTAL     | Future        | PROJECT TOTAL |
|---|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|
| <b>F&amp;R Capital Apparatus</b>                      |              |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                            | <b>3,000</b> | <b>3,090</b> | <b>3,183</b> | <b>3,278</b> | <b>3,377</b> | <b>3,478</b> | <b>19,405</b> | <b>14,988</b> | <b>70,466</b> |
| General Obligation Bonds                              | -            | -            | -            | -            | -            | -            | -             | -             | 17,215        |
| Lease Revenue Financing                               | -            | -            | -            | -            | -            | -            | -             | -             | 12,858        |
| Local Tax Funding                                     | 3,000        | 3,090        | 3,183        | 3,278        | 3,377        | 3,478        | 19,405        | 14,988        | 40,393        |
| <b>Adopted FY 2018 CIP</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>6,000</b>  | <b>54,073</b> |
| General Obligation Bonds                              | -            | -            | -            | -            | -            | -            | -             | -             | 17,215        |
| Lease Revenue Financing                               | -            | -            | -            | -            | -            | -            | -             | -             | 12,858        |
| Local Tax Funding                                     | 3,000        | 3,000        | 3,000        | 3,000        | 3,000        | 3,000        | 18,000        | 6,000         | 24,000        |
| <b>F&amp;R Training Academy Center Expansion</b>      |              |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                            | <b>750</b>   | -            | <b>6,500</b> | -            | -            | -            | <b>7,250</b>  | -             | <b>7,250</b>  |
| Local Tax Funding                                     | 750          | -            | -            | -            | -            | -            | 750           | -             | 750           |
| General Obligation Bonds                              | -            | -            | 6,500        | -            | -            | -            | 6,500         | -             | 6,500         |
| <b>Adopted FY 2018 CIP</b>                            | -            | <b>780</b>   | <b>6,500</b> | -            | -            | -            | <b>7,280</b>  | -             | <b>7,280</b>  |
| Local Tax Funding                                     | -            | 780          | -            | -            | -            | -            | 780           | -             | 780           |
| General Obligation Bonds                              | -            | -            | 6,500        | -            | -            | -            | 6,500         | -             | 6,500         |
| <b>F&amp;R Training Tower</b>                         |              |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                            | -            | <b>500</b>   | -            | -            | -            | -            | <b>500</b>    | -             | <b>500</b>    |
| Local Tax Funding                                     | -            | 500          | -            | -            | -            | -            | 500           | -             | 500           |
| <b>Adopted FY 2018 CIP</b>                            | -            | <b>500</b>   | -            | -            | -            | -            | <b>500</b>    | -             | <b>500</b>    |
| Local Tax Funding                                     | -            | 500          | -            | -            | -            | -            | 500           | -             | 500           |
| <b>F&amp;R Vehicle Annex</b>                          |              |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                            | -            | -            | -            | <b>640</b>   | <b>5,700</b> | -            | <b>6,340</b>  | -             | <b>6,340</b>  |
| Local Tax Funding                                     | -            | -            | -            | 640          | -            | -            | 640           | -             | 640           |
| General Obligation Bonds                              | -            | -            | -            | -            | 5,700        | -            | 5,700         | -             | 5,700         |
| <b>Adopted FY 2018 CIP</b>                            | -            | -            | -            | <b>640</b>   | <b>5,700</b> | -            | <b>6,340</b>  | -             | <b>6,340</b>  |
| Local Tax Funding                                     | -            | -            | -            | 640          | -            | -            | 640           | -             | 640           |
| General Obligation Bonds                              | -            | -            | -            | -            | 5,700        | -            | 5,700         | -             | 5,700         |
| <b>Juvenile Detention Center Phase II</b>             |              |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                            | -            | -            | -            | -            | <b>5,195</b> | -            | <b>5,195</b>  | -             | <b>5,195</b>  |
| Lease Revenue Finance                                 | -            | -            | -            | -            | 5,195        | -            | 5,195         | -             | 5,195         |
| <b>Adopted FY 2018 CIP</b>                            | -            | -            | -            | -            | <b>5,195</b> | -            | <b>5,195</b>  | -             | <b>5,195</b>  |
| Lease Revenue Finance                                 | -            | -            | -            | -            | 5,195        | -            | 5,195         | -             | 5,195         |
| <b>Public Safety - E-911 Phone Switch Replacement</b> |              |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                            | -            | -            | -            | <b>2,300</b> | -            | -            | <b>2,300</b>  | -             | <b>2,300</b>  |
| Lease Revenue Finance                                 | -            | -            | -            | 2,300        | -            | -            | 2,300         | -             | 2,300         |
| <b>Public Safety - Handheld Radio Replacements</b>    |              |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                            | -            | -            | -            | <b>9,500</b> | -            | -            | <b>9,500</b>  | -             | <b>9,500</b>  |
| Lease Revenue Finance                                 | -            | -            | -            | 9,500        | -            | -            | 9,500         | -             | 9,500         |
| <b>Public Safety - Radio Tower Coverage Sites</b>     |              |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                            | <b>1,400</b> | -            | -            | -            | -            | -            | <b>1,400</b>  | -             | <b>1,400</b>  |
| Lease Revenue Finance                                 | 1,400        | -            | -            | -            | -            | -            | 1,400         | -             | 1,400         |



| PUBLIC SAFETY  | FY 2019      | FY 2020       | FY 2021      | FY 2022       | FY 2023       | FY 2024       | CIP TOTAL     | Future | PROJECT TOTAL |
|--|--------------|---------------|--------------|---------------|---------------|---------------|---------------|--------|---------------|
| <b>Public Safety - School Emergency Radio Coverage</b> |              |               |              |               |               |               |               |        |               |
| <b>Adopted FY 2019 CIP</b>                             | <b>500</b>   | -             | -            | -             | -             | -             | <b>500</b>    | -      | <b>500</b>    |
| Local Tax Funding                                      | 500          | -             | -            | -             | -             | -             | 500           | -      | 500           |
| <b>Station #04 - Round Hill Station Replacement</b>    |              |               |              |               |               |               |               |        |               |
| <b>Adopted FY 2019 CIP</b>                             | <b>1,900</b> | <b>13,760</b> | -            | -             | -             | -             | <b>15,660</b> | -      | <b>15,660</b> |
| General Obligation Bonds                               | 1,900        | 13,760        | -            | -             | -             | -             | 15,660        | -      | 15,660        |
| <b>Adopted FY 2018 CIP</b>                             | <b>1,900</b> | <b>13,760</b> | -            | -             | -             | -             | <b>15,660</b> | -      | <b>15,660</b> |
| General Obligation Bonds                               | 1,900        | 13,760        | -            | -             | -             | -             | 15,660        | -      | 15,660        |
| <b>Station #07 - Aldie Station Replacement</b>         |              |               |              |               |               |               |               |        |               |
| <b>Adopted FY 2019 CIP</b>                             | <b>4,000</b> | -             | -            | -             | -             | -             | <b>4,000</b>  | -      | <b>18,860</b> |
| Local Tax Funding                                      | -            | -             | -            | -             | -             | -             | -             | -      | 5,355         |
| General Obligation Bonds                               | -            | -             | -            | -             | -             | -             | -             | -      | 9,505         |
| Lease Revenue Finance                                  | 4,000        | -             | -            | -             | -             | -             | 4,000         | -      | 4,000         |
| <b>Adopted FY 2018 CIP</b>                             | <b>4,000</b> | -             | -            | -             | -             | -             | <b>4,000</b>  | -      | <b>18,860</b> |
| Local Tax Funding                                      | -            | -             | -            | -             | -             | -             | -             | -      | 5,355         |
| General Obligation Bonds                               | -            | -             | -            | -             | -             | -             | -             | -      | 9,505         |
| Lease Revenue Finance                                  | 4,000        | -             | -            | -             | -             | -             | 4,000         | -      | 4,000         |
| <b>Station #08 - Philomont Station Replacement</b>     |              |               |              |               |               |               |               |        |               |
| <b>Adopted FY 2019 CIP</b>                             | -            | -             | -            | <b>2,200</b>  | <b>13,725</b> | -             | <b>13,725</b> | -      | <b>13,725</b> |
| Local Tax Funding                                      | -            | -             | -            | 2,200         | -             | -             | 2,200         | -      | 2,200         |
| General Obligation Bonds                               | -            | -             | -            | -             | 13,725        | -             | 13,725        | -      | 13,725        |
| <b>Adopted FY 2018 CIP</b>                             | -            | -             | -            | <b>2,200</b>  | <b>13,725</b> | -             | <b>15,925</b> | -      | <b>15,925</b> |
| General Obligation Bonds                               | -            | -             | -            | 2,200         | 13,725        | -             | 15,925        | -      | 15,925        |
| <b>Station #28 - Leesburg South Station Renovation</b> |              |               |              |               |               |               |               |        |               |
| <b>Adopted FY 2019 CIP</b>                             | -            | -             | <b>2,200</b> | <b>15,400</b> | -             | -             | <b>17,600</b> | -      | <b>17,600</b> |
| General Obligation Bonds                               | -            | -             | 2,200        | 15,400        | -             | -             | 17,600        | -      | 17,600        |
| <b>Adopted FY 2018 CIP</b>                             | -            | -             | <b>2,200</b> | <b>15,400</b> | -             | -             | <b>17,600</b> | -      | <b>17,600</b> |
| General Obligation Bonds                               | -            | -             | 2,200        | 15,400        | -             | -             | 17,600        | -      | 17,600        |
| <b>Station #29 - Route 606 New Station</b>             |              |               |              |               |               |               |               |        |               |
| <b>Adopted FY 2019 CIP</b>                             | -            | -             | -            | -             | <b>2,400</b>  | <b>16,610</b> | <b>19,010</b> | -      | <b>19,010</b> |
| General Obligation Bonds                               | -            | -             | -            | -             | 2,400         | 16,610        | 19,010        | -      | 19,010        |
| <b>Adopted FY 2018 CIP</b>                             | -            | -             | -            | -             | <b>2,400</b>  | <b>16,610</b> | <b>19,010</b> | -      | <b>19,010</b> |
| General Obligation Bonds                               | -            | -             | -            | -             | 2,400         | 16,610        | 19,010        | -      | 19,010        |



### Transportation Capital Projects

| ROADS  | FY 2019      | FY 2020      | FY 2021       | FY 2022       | FY 2023       | FY 2024       | CIP TOTAL     | Future | PROJECT TOTAL |
|--|--------------|--------------|---------------|---------------|---------------|---------------|---------------|--------|---------------|
| <b>Arcola Boulevard (Route 50 to Route 606)</b>        |              |              |               |               |               |               |               |        |               |
| <b>Adopted FY 2019 CIP</b>                             | <b>6,593</b> | <b>2,630</b> | <b>12,195</b> | <b>29,479</b> | <b>12,612</b> | -             | <b>63,509</b> | -      | <b>65,194</b> |
| Local Tax Funding \$0.02                               | 6,593        | 2,630        | 10,000        | 12,000        | -             | -             | 31,223        | -      | 31,223        |
| Revenue Sharing  | -            | -            | -             | 5,000         | -             | -             | 5,000         | -      | 5,000         |
| NVTA 30% Local   | -            | -            | -             | -             | -             | -             | -             | -      | -             |
| NVTA 70% Regional                                      | -            | -            | -             | -             | -             | -             | -             | -      | -             |
| Smart Scale  | -            | -            | 2,195         | 12,479        | 12,612        | -             | 27,286        | -      | 28,971        |
| <b>Adopted FY 2018 CIP</b>                             | <b>8,130</b> | <b>6,030</b> | <b>10,000</b> | <b>10,000</b> | <b>18,100</b> | -             | <b>52,260</b> | -      | <b>52,260</b> |
| Local Tax Funding \$0.02                               | 2,500        | 2,630        | 5,000         | 5,000         | 9,050         | -             | 24,180        | -      | 24,180        |
| Revenue Sharing  | -            | -            | 5,000         | 5,000         | 4,625         | -             | 14,625        | -      | 14,625        |
| NVTA 30% Local   | 1,630        | -            | -             | -             | 4,425         | -             | 6,055         | -      | 6,055         |
| NVTA 70% Regional                                      | 4,000        | 3,400        | -             | -             | -             | -             | 7,400         | -      | 7,400         |
| <b>Belmont Ridge Rd (Shreveport - Evergreen Mills)</b> |              |              |               |               |               |               |               |        |               |
| <b>Adopted FY 2019 CIP</b>                             | -            | -            | -             | <b>1,755</b>  | <b>3,045</b>  | <b>16,375</b> | <b>21,175</b> | -      | <b>21,175</b> |
| Local Tax Funding \$0.02                               | -            | -            | -             | -             | 625           | 2,375         | 3,000         | -      | 3,000         |
| General Obligation Bonds                               | -            | -            | -             | 1,755         | 2,420         | -             | 4,175         | -      | 4,175         |
| NVTA 70% Regional                                      | -            | -            | -             | -             | -             | 14,000        | 14,000        | -      | 14,000        |
| <b>Adopted FY 2018 CIP</b>                             | -            | -            | -             | <b>1,435</b>  | <b>8,515</b>  | <b>7,350</b>  | <b>17,300</b> | -      | <b>17,300</b> |
| Local Tax Funding \$0.02                               | -            | -            | -             | -             | -             | 1,840         | 1,840         | -      | 1,840         |
| General Obligation Bonds                               | -            | -            | -             | 1,435         | 8,515         | -             | 9,950         | -      | 9,950         |
| NVTA 70% Regional                                      | -            | -            | -             | -             | -             | 5,510         | 5,510         | -      | 5,510         |
| <b>Belmont Ridge Rd (Truro Parish - Croson Ln)</b>     |              |              |               |               |               |               |               |        |               |
| <b>Adopted FY 2019 CIP</b>                             | <b>5,000</b> | -            | -             | -             | -             | -             | <b>5,000</b>  | -      | <b>42,263</b> |
| Local Tax Funding \$0.02                               | -            | -            | -             | -             | -             | -             | -             | -      | 13,800        |
| Cash Proffers  | -            | -            | -             | -             | -             | -             | -             | -      | 1,283         |
| General Obligation Bonds                               | -            | -            | -             | -             | -             | -             | -             | -      | 1,080         |
| Revenue Sharing  | 5,000        | -            | -             | -             | -             | -             | 5,000         | -      | 5,000         |
| NVTA 70% Regional                                      | -            | -            | -             | -             | -             | -             | -             | -      | 19,500        |
| NVTA 30% Local   | -            | -            | -             | -             | -             | -             | -             | -      | 1,600         |
| <b>Adopted FY 2018 CIP</b>                             | -            | -            | -             | -             | -             | -             | -             | -      | <b>43,863</b> |
| Local Tax Funding \$0.02                               | -            | -            | -             | -             | -             | -             | -             | -      | 14,600        |
| Cash Proffers  | -            | -            | -             | -             | -             | -             | -             | -      | 1,283         |
| General Obligation Bonds                               | -            | -            | -             | -             | -             | -             | -             | -      | 1,080         |
| Revenue Sharing  | -            | -            | -             | -             | -             | -             | -             | -      | 5,000         |
| NVTA 70% Regional                                      | -            | -            | -             | -             | -             | -             | -             | -      | 19,500        |
| NVTA 30% Local   | -            | -            | -             | -             | -             | -             | -             | -      | 2,400         |



| ROADS   | FY 2019       | FY 2020       | FY 2021      | FY 2022      | FY 2023      | FY 2024       | CIP TOTAL     | Future         | PROJECT TOTAL  |
|---|---------------|---------------|--------------|--------------|--------------|---------------|---------------|----------------|----------------|
| <b>Braddock Rd Widening (Rt 659 - Fairfax Line)</b>   |               |               |              |              |              |               |               |                |                |
| <b>Adopted FY 2019 CIP</b>                            | -             | -             | -            | -            | -            | -             | -             | <b>154,760</b> | <b>154,760</b> |
| Local Tax Funding \$0.02                              | -             | -             | -            | -            | -            | -             | -             | -              | -              |
| General Obligation Bonds                              | -             | -             | -            | -            | -            | -             | -             | 102,210        | 102,210        |
| NVT A 30% Local                                       | -             | -             | -            | -            | -            | -             | -             | -              | -              |
| NVT A 70% Regional                                    | -             | -             | -            | -            | -            | -             | -             | 52,550         | 52,550         |
| <b>Adopted FY 2018 CIP</b>                            | -             | -             | -            | -            | -            | <b>15,920</b> | <b>15,920</b> | <b>138,840</b> | <b>154,760</b> |
| Local Tax Funding \$0.02                              | -             | -             | -            | -            | -            | -             | -             | 29,945         | 29,945         |
| General Obligation Bonds                              | -             | -             | -            | -            | -            | 15,920        | 15,920        | 44,865         | 60,785         |
| NVT A 30% Local                                       | -             | -             | -            | -            | -            | -             | -             | 11,480         | 11,480         |
| NVT A 70% Regional                                    | -             | -             | -            | -            | -            | -             | -             | 52,550         | 52,550         |
| <b>Braddock Rd Widening (Rt 659 - Royal Hunter)</b>   |               |               |              |              |              |               |               |                |                |
| <b>Adopted FY 2019 CIP</b>                            | -             | <b>1,000</b>  | <b>1,000</b> | <b>4,095</b> | -            | -             | <b>6,095</b>  | -              | <b>6,095</b>   |
| Local Tax Funding \$0.02                              | -             | 220           | 140          | 75           | -            | -             | 435           | -              | 435            |
| General Obligation Bonds                              | -             | 780           | 860          | 4,020        | -            | -             | 5,660         | -              | 5,660          |
| <b>Adopted FY 2018 CIP</b>                            | -             | -             | -            | <b>1,000</b> | <b>1,000</b> | <b>4,095</b>  | <b>6,095</b>  | -              | <b>6,095</b>   |
| Local Tax Funding \$0.02                              | -             | -             | -            | -            | -            | 4,095         | 4,095         | -              | 4,095          |
| General Obligation Bonds                              | -             | -             | -            | 1,000        | 1,000        | -             | 2,000         | -              | 2,000          |
| <b>Croson Ln Widening (Claiborne - Old Ryan Road)</b> |               |               |              |              |              |               |               |                |                |
| <b>Adopted FY 2019 CIP</b>                            | -             | -             | <b>2,700</b> | <b>1,750</b> | -            | <b>16,450</b> | <b>20,900</b> | -              | <b>20,900</b>  |
| Local Tax Funding \$0.02                              | -             | -             | -            | -            | -            | 9,450         | 9,450         | -              | 9,450          |
| Revenue Sharing                                       | -             | -             | -            | -            | -            | 5,000         | 5,000         | -              | 5,000          |
| General Obligation Bonds                              | -             | -             | 2,700        | 1,750        | -            | 2,000         | 6,450         | -              | 6,450          |
| <b>Adopted FY 2018 CIP</b>                            | -             | -             | -            | <b>2,920</b> | <b>1,900</b> | <b>16,450</b> | <b>21,270</b> | -              | <b>21,270</b>  |
| Local Tax Funding \$0.02                              | -             | -             | -            | -            | -            | 8,065         | 8,065         | -              | 8,065          |
| General Obligation Bonds                              | -             | -             | -            | 2,920        | 1,900        | 8,385         | 13,205        | -              | 13,205         |
| <b>Crosstrail Boulevard - Section B</b>               |               |               |              |              |              |               |               |                |                |
| <b>Adopted FY 2019 CIP</b>                            | <b>41,560</b> | -             | -            | -            | -            | -             | <b>41,560</b> | -              | <b>74,860</b>  |
| Local Tax Funding                                     | 5,000         | -             | -            | -            | -            | -             | -             | -              | 2,000          |
| Lease Revenue Financing                               | -             | -             | -            | -            | -            | -             | -             | -              | 30,000         |
| Local Tax Funding \$0.02                              | -             | -             | -            | -            | -            | -             | -             | -              | 1,300          |
| General Obligation Bonds                              | 36,450        | -             | -            | -            | -            | -             | 41,560        | -              | 41,560         |
| <b>Adopted FY 2018 CIP</b>                            | -             | <b>41,560</b> | -            | -            | -            | -             | <b>41,560</b> | -              | <b>74,860</b>  |
| Local Tax Funding                                     | -             | -             | -            | -            | -            | -             | -             | -              | 2,000          |
| Lease Revenue Financing                               | -             | -             | -            | -            | -            | -             | -             | -              | 30,000         |
| Local Tax Funding \$0.02                              | -             | -             | -            | -            | -            | -             | -             | -              | 1,300          |
| General Obligation Bonds                              | -             | 41,560        | -            | -            | -            | -             | 41,560        | -              | 41,560         |



| ROADS   | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future | PROJECT TOTAL |
|---|---------|---------|---------|---------|---------|---------|-----------|--------|---------------|
| <b>Dulles West Boulevard (Arcola to Northstar)</b>      |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                              | -       | -       | 6,000   | 3,000   | 3,000   | 31,700  | 43,700    | -      | 43,700        |
| General Obligation Bonds                                | -       | -       | 6,000   | 3,000   | -       | -       | 9,000     | -      | 9,000         |
| NVT A 70% Regional                                      | -       | -       | -       | -       | 3,000   | 31,700  | 34,700    | -      | 34,700        |
| <b>Adopted FY 2018 CIP</b>                              | -       | -       | 10,600  | 12,100  | 21,000  | -       | 43,700    | -      | 43,700        |
| General Obligation Bonds                                | -       | -       | 10,600  | -       | -       | -       | 10,600    | -      | 10,600        |
| NVT A 70% Regional                                      | -       | -       | -       | 12,100  | 21,000  | -       | 33,100    | -      | 33,100        |
| <b>Dulles West Boulevard (Dulles Landing to Arcola)</b> |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                              | 4,100   | 4,000   | -       | 9,114   | -       | -       | 17,214    | -      | 17,214        |
| Cash Proffers   | -       | -       | -       | 2,514   | -       | -       | 2,514     | -      | 2,514         |
| NVT A 70% Regional                                      | 4,100   | 4,000   | -       | 6,600   | -       | -       | 14,700    | -      | 14,700        |
| <b>Adopted FY 2018 CIP</b>                              | 8,100   | 9,114   | -       | -       | -       | -       | 17,214    | -      | 17,214        |
| Cash Proffers   | -       | 2,514   | -       | -       | -       | -       | 2,514     | -      | 2,514         |
| NVT A 70% Local   | 8,100   | 6,600   | -       | -       | -       | -       | 14,700    | -      | 14,700        |
| <b>Elk Lick Rd Intersection Improvements</b>            |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                              | -       | -       | -       | 1,565   | -       | -       | 1,565     | -      | 1,654         |
| Local Tax Funding                                       | -       | -       | -       | -       | -       | -       | -         | -      | 89            |
| General Obligation Bonds                                | -       | -       | -       | 1,565   | -       | -       | 1,565     | -      | 1,565         |
| <b>Adopted FY 2018 CIP</b>                              | -       | -       | -       | 1,565   | -       | -       | 1,565     | -      | 1,654         |
| Local Tax Funding                                       | -       | -       | -       | -       | -       | -       | -         | -      | 89            |
| General Obligation Bonds                                | -       | -       | -       | 1,565   | -       | -       | 1,565     | -      | 1,565         |
| <b>Evergreen Mills Rd (Northstar - Stone Springs)</b>   |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                              | -       | 3,285   | 5,600   | 6,000   | 16,000  | -       | 30,885    | -      | 30,885        |
| Revenue Sharing   | -       | -       | -       | -       | -       | -       | -         | -      | -             |
| NVT A 30% Local   | -       | -       | -       | -       | -       | -       | -         | -      | -             |
| NVT A 70% Regional                                      | -       | -       | -       | -       | 16,000  | -       | 16,000    | -      | 16,000        |
| <b>Adopted FY 2018 CIP</b>                              | -       | 3,285   | 6,000   | 20,480  | 13,000  | 32,600  | 75,365    | -      | 75,365        |
| Local Tax Funding \$0.02                                | -       | -       | -       | -       | 1,830   | -       | 1,830     | -      | 1,830         |
| General Obligation Bonds                                | -       | -       | 6,000   | 2,280   | 3,470   | -       | 11,750    | -      | 11,750        |
| Revenue Sharing   | -       | -       | -       | 5,000   | -       | -       | 5,000     | -      | 5,000         |
| NVT A 30% Local   | -       | 3,285   | -       | -       | -       | -       | 3,285     | -      | 3,285         |
| NVT A 70% Regional                                      | -       | -       | -       | 13,200  | 7,700   | 32,600  | 53,500    | -      | 53,500        |



| ROADS   | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future | PROJECT TOTAL |
|---|---------|---------|---------|---------|---------|---------|-----------|--------|---------------|
| <b>Evergreen Mills Rd (Stone Springs to Loudoun County Parkway)</b> |         |         |         |         |         |         |           |        |               |
| Adopted FY 2019 CIP   | -       | -       | 6,000   | 10,000  | 22,000  | -       | 38,000    | -      | 38,000        |
| Local Tax Funding \$0.02  | -       | -       | -       | -       | -       | -       | -         | -      | -             |
| General Obligation Bonds  | -       | -       | -       | 5,000   | 2,908   | -       | 7,908     | -      | 7,908         |
| Revenue Sharing   | -       | -       | -       | -       | -       | -       | -         | -      | -             |
| NVTA 30% Local  | -       | -       | -       | -       | -       | -       | -         | -      | -             |
| NVTA 70% Regional   | -       | -       | 6,000   | 5,000   | 19,092  | -       | 30,092    | -      | 30,092        |
| Adopted FY 2018 CIP   | -       | -       | 3,800   | 29,743  | -       | -       | 33,543    | -      | 33,543        |
| Local Tax Funding \$0.02  | -       | -       | -       | 7,030   | -       | -       | 7,030     | -      | 7,030         |
| General Obligation Bonds  | -       | -       | 3,800   | 9,000   | -       | -       | 12,800    | -      | 12,800        |
| Revenue Sharing   | -       | -       | -       | -       | -       | -       | -         | -      | -             |
| NVTA 30% Local  | -       | -       | -       | 3,050   | -       | -       | 3,050     | -      | 3,050         |
| NVTA 70% Regional   | -       | -       | -       | 10,663  | -       | -       | 10,663    | -      | 10,663        |
| <b>Evergreen Mills Rd Realignment (Watson &amp; Reservoir)</b>      |         |         |         |         |         |         |           |        |               |
| Adopted FY 2019 CIP   | 2,000   | 2,500   | 9,500   | -       | -       | -       | 14,000    | -      | 14,000        |
| General Obligation Bonds  | -       | -       | -       | -       | -       | -       | -         | -      | -             |
| NVTA 70% Regional   | 2,000   | 2,500   | 9,500   | -       | -       | -       | 14,000    | -      | 14,000        |
| Adopted FY 2018 CIP   | -       | -       | -       | 805     | 3,010   | -       | 3,815     | -      | 3,815         |
| General Obligation Bonds  | -       | -       | -       | 805     | 3,010   | -       | 3,815     | -      | 3,815         |
| <b>Farmwell Road Intersection Improvements</b>                      |         |         |         |         |         |         |           |        |               |
| Adopted FY 2019 CIP   | -       | 12,000  | 12,235  | -       | -       | -       | 24,235    | -      | 32,099        |
| Local Tax Funding \$0.02  | -       | -       | -       | -       | -       | -       | -         | -      | -             |
| Proffers Cash   | -       | -       | -       | -       | -       | -       | -         | -      | 864           |
| General Obligation Bonds  | -       | 12,000  | 7,235   | -       | -       | -       | 19,235    | -      | 19,235        |
| Revenue Sharing   | -       | -       | 5,000   | -       | -       | -       | 5,000     | -      | 8,500         |
| NVTA 30% Local  | -       | -       | -       | -       | -       | -       | -         | -      | 3,500         |
| Adopted FY 2018 CIP   | 21,300  | -       | -       | -       | -       | -       | 21,300    | -      | 29,164        |
| Local Tax Funding \$0.02  | 2,300   | -       | -       | -       | -       | -       | 2,300     | -      | 2,300         |
| Proffers Cash   | -       | -       | -       | -       | -       | -       | -         | -      | 864           |
| General Obligation Bonds  | 12,000  | -       | -       | -       | -       | -       | 12,000    | -      | 12,000        |
| Revenue Sharing   | 3,500   | -       | -       | -       | -       | -       | 3,500     | -      | 7,000         |
| NVTA 30% Local  | 3,500   | -       | -       | -       | -       | -       | 3,500     | -      | 7,000         |





| ROADS  | FY 2019       | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024       | CIP TOTAL     | Future        | PROJECT TOTAL |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>George Washington Boulevard Overpass</b>                          |               |               |               |               |               |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>   | <b>3,077</b>  | <b>9,669</b>  | <b>10,113</b> | <b>3,000</b>  | -             | -             | <b>25,859</b> | -             | <b>31,460</b> |
| RSTP   | 3,077         | 9,669         | 10,113        | 3,000         | -             | -             | 25,859        | -             | 31,460        |
| <b>Adopted FY 2018 CIP</b>   | <b>3,077</b>  | <b>9,669</b>  | <b>10,113</b> | <b>3,000</b>  | -             | -             | <b>25,859</b> | -             | <b>31,460</b> |
| RSTP   | 3,077         | 9,669         | 10,113        | 3,000         | -             | -             | 25,859        | -             | 31,460        |
| <b>Intelligent Transportation System (ITS)</b>                       |               |               |               |               |               |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>   | <b>1,050</b>  | -             | -             | -             | -             | <b>1,277</b>  | <b>2,327</b>  | -             | <b>2,327</b>  |
| Lease Revenue Finance  | 1,050         | -             | -             | -             | -             | 1,277         | 2,327         | -             | 2,327         |
| <b>Loudoun County Parkway Widening (Ryan Road to Shellhorn Road)</b> |               |               |               |               |               |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>   | -             | -             | -             | -             | -             | <b>3,795</b>  | <b>3,795</b>  | <b>18,395</b> | <b>22,190</b> |
| General Obligation Bonds   | -             | -             | -             | -             | -             | 3,795         | 3,795         | 18,395        | 22,190        |
| <b>Moorefield Boulevard (Mooreview Pkwy to Moorefield Station)</b>   |               |               |               |               |               |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>   | <b>4,340</b>  | -             | -             | -             | -             | -             | 4,340         | -             | <b>4,340</b>  |
| NVTa 30% Local   | 4,340         | -             | -             | -             | -             | -             | 4,340         | -             | 4,340         |
| <b>Adopted FY 2018 CIP</b>   | <b>4,600</b>  | -             | -             | -             | -             | -             | <b>4,600</b>  | -             | <b>4,600</b>  |
| NVTa 30% Local   | 4,600         | -             | -             | -             | -             | -             | 4,600         | -             | 4,600         |
| <b>Northstar Boulevard (Shreveport to Rt 50)</b>                     |               |               |               |               |               |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>   | -             | <b>7,288</b>  | -             | <b>23,644</b> | <b>10,000</b> | <b>24,500</b> | <b>65,432</b> | -             | <b>88,087</b> |
| Local Tax Funding \$0.02   | -             | 7,288         | -             | -             | -             | -             | 7,288         | -             | 10,588        |
| Revenue Sharing  | -             | -             | -             | -             | -             | -             | -             | -             | 9,600         |
| NVTa 30% Local   | -             | -             | -             | -             | -             | -             | -             | -             | 9,755         |
| NVTa 70% Regional  | -             | -             | -             | 23,644        | 10,000        | 24,500        | 58,144        | -             | 58,144        |
| <b>Adopted FY 2018 CIP</b>   | <b>26,040</b> | -             | -             | -             | -             | -             | <b>26,040</b> | -             | <b>59,776</b> |
| Local Tax Funding \$0.02   | 3,600         | -             | -             | -             | -             | -             | 3,600         | -             | 6,900         |
| Revenue Sharing  | 1,500         | -             | -             | -             | -             | -             | 1,500         | -             | 11,100        |
| NVTa 30% Local   | -             | -             | -             | -             | -             | -             | -             | -             | 9,755         |
| <b>Northstar Boulevard (Rt 50 - Tall Cedars)</b>                     |               |               |               |               |               |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>   | <b>5,000</b>  | <b>29,992</b> | -             | -             | -             | -             | <b>34,992</b> | -             | <b>46,924</b> |
| Cash Proffers  | -             | -             | -             | -             | -             | -             | -             | -             | 732           |
| Revenue Sharing  | -             | 5,000         | -             | -             | -             | -             | 5,000         | -             | 7,350         |
| NVTa 30% Local   | 5,000         | -             | -             | -             | -             | -             | 5,000         | -             | 7,350         |
| NVTa 70% Regional  | -             | 24,992        | -             | -             | -             | -             | 24,992        | -             | 31,492        |
| <b>Adopted FY 2018 CIP</b>   | <b>10,000</b> | -             | -             | -             | -             | -             | <b>10,000</b> | -             | <b>35,992</b> |
| Cash Proffers  | -             | -             | -             | -             | -             | -             | -             | -             | 732           |
| Revenue Sharing  | 5,000         | -             | -             | -             | -             | -             | 5,000         | -             | 7,350         |
| NVTa 30% Local   | 5,000         | -             | -             | -             | -             | -             | 5,000         | -             | 7,350         |
| NVTa 70% Regional  | -             | -             | -             | -             | -             | -             | -             | -             | 20,560        |



| ROADS  | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future | PROJECT TOTAL |
|--|---------|---------|---------|---------|---------|---------|-----------|--------|---------------|
| <b>Northstar Boulevard (Tall Cedars to Braddock)</b> |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                           | -       | -       | -       | 2,693   | -       | 25,675  | 28,368    | -      | 28,368        |
| General Obligation Bonds                             | -       | -       | -       | 2,500   | -       | -       | 2,500     | -      | 2,500         |
| Cash Proffers  | -       | -       | -       | 193     | -       | -       | 193       | -      | 193           |
| NVTA 70% Regional                                    | -       | -       | -       | -       | -       | 25,675  | 25,675    | -      | 25,675        |
| <b>Adopted FY 2018 CIP</b>                           | -       | -       | -       | 2,693   | 19,500  | -       | 22,193    | -      | 22,193        |
| General Obligation Bonds                             | -       | -       | -       | 2,500   | -       | -       | 2,500     | -      | 2,500         |
| Cash Proffers  | -       | -       | -       | 193     | -       | -       | 193       | -      | 193           |
| NVTA 70% Regional                                    | -       | -       | -       | -       | 19,500  | -       | 19,500    | -      | 19,500        |
| <b>Prentice Drive</b>                                |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                           | -       | 18,000  | 6,900   | 33,425  | 30,000  | 5,000   | 93,325    | -      | 102,325       |
| Local Tax Funding \$0.02                             | -       | -       | 3,400   | 1,695   | -       | -       | 5,095     | -      | 5,095         |
| Fund Balance   | -       | -       | -       | -       | -       | -       | -         | -      | 9,000         |
| General Obligation Bonds                             | -       | 12,000  | -       | -       | -       | -       | 12,000    | -      | 12,000        |
| NVTA 30% Local                                       | -       | -       | -       | -       | -       | -       | -         | -      | -             |
| NVTA 70% Regional                                    | -       | 6,000   | 3,500   | 31,730  | 30,000  | 5,000   | 76,230    | -      | 76,230        |
| <b>Adopted FY 2018 CIP</b>                           | -       | 32,000  | 48,650  | -       | -       | -       | 80,650    | -      | 89,650        |
| Local Tax Funding \$0.02                             | -       | -       | 3,400   | -       | -       | -       | 3,400     | -      | 3,400         |
| Fund Balance   | -       | -       | -       | -       | -       | -       | -         | -      | 9,000         |
| General Obligation Bonds                             | -       | 12,000  | -       | -       | -       | -       | 12,000    | -      | 12,000        |
| NVTA 30% Local                                       | -       | -       | 1,770   | -       | -       | -       | 1,770     | -      | 1,770         |
| NVTA 70% Regional                                    | -       | 20,000  | 43,480  | -       | -       | -       | 63,480    | -      | 63,480        |
| <b>Route 15/Braddock Roundabout</b>                  |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                           | -       | -       | -       | -       | -       | 1,015   | 1,015     | 10,480 | 11,495        |
| General Obligation Bonds                             | -       | -       | -       | -       | -       | 1,015   | 1,015     | 10,480 | 11,495        |
| <b>Route 15 Bypass/ Edwards Ferry Rd</b>             |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                           | -       | -       | 1,200   | 1,500   | -       | 1,700   | 4,400     | -      | 6,400         |
| NVTA 70% Regional                                    | -       | -       | -       | -       | -       | -       | -         | -      | 2,000         |
| RSTP   | -       | -       | 1,200   | 1,500   | -       | 1,700   | 4,400     | -      | 4,400         |
| <b>Adopted FY 2018 CIP</b>                           | -       | -       | 1,200   | 1,500   | -       | -       | 2,700     | -      | 4,700         |
| NVTA 70% Regional                                    | -       | -       | -       | -       | -       | -       | -         | -      | 2,000         |
| RSTP   | -       | -       | 1,200   | 1,500   | -       | -       | 2,700     | -      | 2,700         |



| ROADS  | FY 2019       | FY 2020 | FY 2021      | FY 2022       | FY 2023       | FY 2024       | CIP TOTAL     | Future         | PROJECT TOTAL  |
|--|---------------|---------|--------------|---------------|---------------|---------------|---------------|----------------|----------------|
| <b>Route 15 Bypass to Montresor Road</b>   |               |         |              |               |               |               |               |                |                |
| <b>Adopted FY 2019 CIP</b>   | <b>3,500</b>  | -       | <b>6,000</b> | <b>11,592</b> | <b>57,841</b> | -             | <b>78,933</b> | -              | <b>78,933</b>  |
| Local Tax Funding \$0.02   | 3,500         | -       | -            | -             | 5,665         | -             | 9,165         | -              | 9,165          |
| General Obligation Bonds   | -             | -       | -            | 5,592         | 10,176        | -             | 15,768        | -              | 15,768         |
| NVTA 70% Regional  | -             | -       | 6,000        | 6,000         | 42,000        | -             | 54,000        | -              | 54,000         |
| <b>Adopted FY 2018 CIP</b>   | -             | -       | -            | -             | <b>7,110</b>  | <b>6,050</b>  | <b>13,160</b> | <b>72,590</b>  | <b>85,750</b>  |
| Local Tax Funding \$0.02   | -             | -       | -            | -             | -             | -             | -             | 55             | 55             |
| General Obligation Bonds   | -             | -       | -            | -             | 7,110         | -             | 7,110         | 21,465         | 28,575         |
| NVTA 70% Regional  | -             | -       | -            | -             | -             | 6,050         | 6,050         | 51,070         | 57,120         |
| <b>Route 28 Northbound (Dulles Toll Road to Sterling Blvd)</b>                       |               |         |              |               |               |               |               |                |                |
| <b>Adopted FY 2019 CIP</b>   | <b>20,000</b> | -       | -            | -             | -             | -             | <b>20,000</b> | -              | <b>20,000</b>  |
| NVTA 70% Regional  | 20,000        | -       | -            | -             | -             | -             | 20,000        | -              | 20,000         |
| <b>Route 50 / Everfield Roundabout</b>   |               |         |              |               |               |               |               |                |                |
| <b>Adopted FY 2019 CIP</b>   | -             | -       | -            | -             | -             | <b>1,015</b>  | <b>1,015</b>  | <b>10,480</b>  | <b>11,495</b>  |
| General Obligation Bonds   | -             | -       | -            | -             | -             | 1,015         | 1,015         | 10,480         | 11,495         |
| NVTA 70% Regional  | -             | -       | -            | -             | -             | -             | -             | -              | -              |
| <b>Adopted FY 2018 CIP</b>   | -             | -       | -            | <b>1,215</b>  | <b>1,290</b>  | <b>5,470</b>  | <b>7,975</b>  | -              | <b>7,975</b>   |
| General Obligation Bonds   | -             | -       | -            | 1,215         | 1,290         | -             | 2,505         | -              | 2,505          |
| NVTA 70% Regional  | -             | -       | -            | -             | -             | 5,470         | 5,470         | -              | 5,470          |
| <b>Route 50 &amp; Route 606 Interchange</b>  |               |         |              |               |               |               |               |                |                |
| <b>Adopted FY 2019 CIP</b>   | -             | -       | -            | -             | -             | -             | -             | <b>500,000</b> | <b>500,000</b> |
| To Be Determined   | -             | -       | -            | -             | -             | -             | -             | 500,000        | 500,000        |
| <b>Adopted FY 2018 CIP</b>   | -             | -       | -            | -             | -             | -             | -             | <b>500,000</b> | <b>500,000</b> |
| To Be Determined   | -             | -       | -            | -             | -             | -             | -             | 500,000        | 500,000        |
| <b>Route 50 North Collector Road (Air &amp; Space Museum Parkway to Tall</b>         |               |         |              |               |               |               |               |                |                |
| <b>Adopted FY 2019 CIP</b>   | -             | -       | -            | <b>8,190</b>  | -             | <b>36,800</b> | <b>44,990</b> | <b>47,720</b>  | <b>92,710</b>  |
| Local Tax Funding \$0.02   | -             | -       | -            | -             | -             | 5,695         | 5,695         | -              | 5,695          |
| General Obligation Bonds   | -             | -       | -            | 8,190         | -             | 31,105        | 39,295        | 65,220         | 87,015         |
| <b>Route 50 North Collector Road (Tall Cedars Parkway to Loudoun County Parkway)</b> |               |         |              |               |               |               |               |                |                |
| <b>Adopted FY 2019 CIP</b>   | -             | -       | -            | -             | -             | -             | -             | <b>77,380</b>  | <b>77,380</b>  |
| General Obligation Bonds   | -             | -       | -            | -             | -             | -             | -             | 77,380         | 77,380         |



| ROADS                                 | FY 2019      | FY 2020       | FY 2021       | FY 2022      | FY 2023      | FY 2024      | CIP TOTAL     | Future | PROJECT TOTAL |
|---------------------------------------|--------------|---------------|---------------|--------------|--------------|--------------|---------------|--------|---------------|
| <b>Route 50 Corridor Improvements</b> |              |               |               |              |              |              |               |        |               |
| <b>Adopted FY 2019 CIP</b>            | <b>645</b>   | <b>6,125</b>  | -             | -            | -            | -            | <b>6,770</b>  | -      | <b>6,770</b>  |
| Local Tax Funding \$0.02              | 645          | -             | -             | -            | -            | -            | -             | -      | -             |
| Local Tax Funding                     | -            | 3,000         | -             | -            | -            | -            | <b>3,645</b>  | -      | 3,645         |
| General Obligation Bonds              | -            | 3,125         | -             | -            | -            | -            | 3,125         | -      | 3,125         |
| <b>Route 50/Trailhead Roundabout</b>  |              |               |               |              |              |              |               |        |               |
| <b>Adopted FY 2019 CIP</b>            | -            | -             | -             | <b>1,215</b> | <b>1,290</b> | <b>7,495</b> | <b>10,000</b> | -      | <b>10,000</b> |
| General Obligation Bonds              | -            | -             | -             | 1,215        | 1,290        | 7,495        | 10,000        | -      | 10,000        |
| <b>Route 7/ Route 287 Interchange</b> |              |               |               |              |              |              |               |        |               |
| <b>Adopted FY 2019 CIP</b>            | <b>2,115</b> | -             | -             | <b>4,390</b> | <b>5,001</b> | -            | <b>11,506</b> | -      | <b>11,506</b> |
| Local Tax Funding \$0.02              | 115          | -             | -             | -            | -            | -            | 115           | -      | 115           |
| General Obligation Bonds              | -            | -             | -             | -            | -            | -            | -             | -      | -             |
| NVTa 30% Local                        | -            | -             | -             | -            | -            | -            | -             | -      | -             |
| NVTa 70% Regional                     | -            | -             | -             | -            | -            | -            | -             | -      | -             |
| Smart Scale                           | 2,000        | -             | -             | 4,390        | 5,001        | -            | 11,391        | -      | 11,391        |
| <b>Adopted FY 2018 CIP</b>            | -            | -             | <b>2,200</b>  | <b>8,800</b> | -            | -            | <b>11,000</b> | -      | <b>11,000</b> |
| General Obligation Bonds              | -            | -             | 1,345         | -            | -            | -            | 1,345         | -      | 1,345         |
| NVTa 30% Local                        | -            | -             | 855           | -            | -            | -            | 855           | -      | 855           |
| NVTa 70% Regional                     | -            | -             | -             | 8,800        | -            | -            | 8,800         | -      | 8,800         |
| <b>Route 7/ Route 690 Interchange</b> |              |               |               |              |              |              |               |        |               |
| <b>Adopted FY 2019 CIP</b>            | <b>405</b>   | <b>3,845</b>  | <b>19,420</b> | <b>5,500</b> | <b>4,065</b> | -            | <b>33,235</b> | -      | <b>40,735</b> |
| Local Tax Funding \$0.02              | 405          | -             | 2,320         | -            | -            | -            | 2,725         | -      | 2,725         |
| Local Tax Funding                     | -            | -             | -             | -            | -            | -            | -             | -      | 1,500         |
| General Obligation Bonds              | -            | -             | 17,100        | -            | -            | -            | 17,100        | -      | 23,100        |
| Revenue Sharing                       | -            | -             | -             | -            | -            | -            | -             | -      | -             |
| NVTa 30% Local                        | -            | 3,845         | -             | -            | -            | -            | 3,845         | -      | 3,845         |
| Smart Scale                           | -            | -             | -             | 5,500        | 4,065        | -            | 9,565         | -      | 9,565         |
| <b>Adopted FY 2018 CIP</b>            | <b>7,805</b> | <b>10,770</b> | <b>10,365</b> | -            | -            | -            | <b>28,940</b> | -      | <b>36,440</b> |
| Local Tax Funding                     | -            | -             | -             | -            | -            | -            | -             | -      | 1,500         |
| Local Tax Funding \$0.02              | 5,000        | 5,770         | 5,000         | -            | -            | -            | 15,770        | -      | 15,770        |
| General Obligation Bonds              | 2,000        | -             | -             | -            | -            | -            | 2,000         | -      | 8,000         |
| Revenue Sharing                       | -            | 5,000         | 5,000         | -            | -            | -            | 10,000        | -      | 10,000        |
| NVTa 30% Local                        | 805          | -             | 365           | -            | -            | -            | 1,170         | -      | 1,170         |



| ROADS  | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future | PROJECT TOTAL |
|--|---------|---------|---------|---------|---------|---------|-----------|--------|---------------|
| <b>Route 9 / Route 287 Roundabout</b>                                  |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>   | -       | 13,255  | -       | -       | -       | -       | 13,255    | -      | 14,483        |
| Cash Proffers  | -       | -       | -       | -       | -       | -       | -         | -      | 228           |
| NVT A 30% Local  | -       | -       | -       | -       | -       | -       | -         | -      | 1,000         |
| General Obligation Bonds   | -       | 13,255  | -       | -       | -       | -       | 13,255    | -      | 13,255        |
| <b>Adopted FY 2018 CIP</b>   | -       | 13,255  | -       | -       | -       | -       | 13,255    | -      | 14,483        |
| Cash Proffers  | -       | -       | -       | -       | -       | -       | -         | -      | 228           |
| NVT A 30% Local  | -       | -       | -       | -       | -       | -       | -         | -      | 1,000         |
| General Obligation Bonds   | -       | 13,255  | -       | -       | -       | -       | 13,255    | -      | 13,255        |
| <b>Ryan Road Widening (Evergreen Mills to Northstar)</b>               |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>   | -       | -       | -       | -       | -       | 1,835   | 1,835     | 19,145 | 20,980        |
| General Obligation Bonds   | -       | -       | -       | -       | -       | 1,835   | 1,835     | 19,145 | 20,980        |
| <b>Seneca Ridge Drive Improvements (S. Cottage Rd. to Augusta Dr.)</b> |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>   | 1,040   | -       | -       | -       | -       | -       | 1,040     | -      | 1,040         |
| Local Tax Funding \$0.02   | 1,040   | -       | -       | -       | -       | -       | 1,040     | -      | 1,040         |
| <b>Shellhorn Road</b>  |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>   | -       | 10,000  | 6,000   | -       | 102,750 | -       | 118,750   | -      | 126,750       |
| Revenue Sharing  | -       | -       | -       | -       | 5,000   | -       | 5,000     | -      | 5,000         |
| Local Tax Funding \$0.02   | -       | -       | -       | -       | 10,963  | -       | 10,963    | -      | 10,963        |
| General Obligation Bonds   | -       | -       | -       | -       | 86,787  | -       | 86,787    | -      | 94,787        |
| NVT A 70% Regional   | -       | 10,000  | 6,000   | -       | -       | -       | 16,000    | -      | 16,000        |
| <b>Adopted FY 2018 CIP</b>   | 4,000   | 8,000   | -       | -       | 102,750 | -       | 114,750   | -      | 126,750       |
| General Obligation Bonds   | -       | -       | -       | -       | 102,750 | -       | 102,750   | -      | 110,750       |
| NVT A 70% Regional   | 4,000   | 8,000   | -       | -       | -       | -       | 12,000    | -      | 16,000        |
| <b>Trailhead/Braddock Roundabout</b>                                   |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP CIP</b>   | -       | -       | -       | -       | -       | 1,015   | 1,015     | 10,480 | 11,495        |
| General Obligation Bonds   | -       | -       | -       | -       | -       | 1,015   | 1,015     | 10,480 | 11,495        |



| ROADS   | FY 2019      | FY 2020       | FY 2021       | FY 2022       | FY 2023      | FY 2024 | CIP TOTAL     | Future | PROJECT TOTAL |
|---|--------------|---------------|---------------|---------------|--------------|---------|---------------|--------|---------------|
| <b>Waxpool/Loudoun County Pkwy Intersection</b> |              |               |               |               |              |         |               |        |               |
| <b>Adopted FY 2019 CIP</b>                      | <b>3,628</b> | -             | -             | -             | -            | -       | <b>3,628</b>  | -      | <b>6,348</b>  |
| Local Tax Funding \$0.02                        | 60           | -             | -             | -             | -            | -       | 60            | -      | 206           |
| Fund Balance                                    | -            | -             | -             | -             | -            | -       | -             | -      | 361           |
| Cash Proffers                                   | -            | -             | -             | -             | -            | -       | -             | -      | 2,213         |
| Revenue Sharing                                 | -            | -             | -             | -             | -            | -       | -             | -      | -             |
| NVT A 30% Local                                 | -            | -             | -             | -             | -            | -       | -             | -      | -             |
| Smart Scale                                     | 277          | -             | -             | -             | -            | -       | 277           | -      | 277           |
| CMAQ  | 3,291        | -             | -             | -             | -            | -       | 3,291         | -      | 3,291         |
| <b>Adopted FY 2018 CIP</b>                      | -            | -             | -             | -             | -            | -       | -             | -      | <b>5,520</b>  |
| Local Tax Funding \$0.02                        | -            | -             | -             | -             | -            | -       | -             | -      | 146           |
| Fund Balance                                    | -            | -             | -             | -             | -            | -       | -             | -      | 1,000         |
| Cash Proffers                                   | -            | -             | -             | -             | -            | -       | -             | -      | 2,213         |
| Revenue Sharing                                 | -            | -             | -             | -             | -            | -       | -             | -      | 1,700         |
| NVT A 30% Local                                 | -            | -             | -             | -             | -            | -       | -             | -      | 461           |
| <b>Westwind Dr (State St - Ladbrook)</b>        |              |               |               |               |              |         |               |        |               |
| <b>Adopted FY 2019 CIP</b>                      | <b>8,830</b> | <b>5,000</b>  | <b>7,900</b>  | <b>20,135</b> | <b>9,436</b> | -       | <b>51,301</b> | -      | <b>51,301</b> |
| Local Tax Funding                               | 8,261        | -             | -             | -             | -            | -       | 7,654         | -      | 7,654         |
| Local Tax Funding \$0.02                        | 430          | 5,000         | -             | -             | -            | -       | 6,075         | -      | 6,075         |
| General Obligation Bonds                        | -            | -             | 7,900         | 9,750         | -            | -       | 17,650        | -      | 17,650        |
| Revenue Sharing                                 | -            | -             | -             | -             | -            | -       | -             | -      | -             |
| NVT A 30% Local                                 | 139          | -             | -             | -             | -            | -       | 139           | -      | 139           |
| NVT A 70% Regional                              | -            | -             | -             | -             | -            | -       | -             | -      | -             |
| Smart Scale                                     | -            | -             | -             | 10,385        | 9,436        | -       | 19,821        | -      | 19,821        |
| <b>Adopted FY 2018 CIP</b>                      | <b>8,000</b> | <b>22,239</b> | <b>13,460</b> | -             | -            | -       | <b>43,699</b> | -      | <b>43,699</b> |
| Local Tax Funding \$0.02                        | -            | 5,000         | -             | -             | -            | -       | 5,000         | -      | 5,000         |
| General Obligation Bonds                        | -            | -             | 13,000        | -             | -            | -       | 13,000        | -      | 13,000        |
| Revenue Sharing                                 | -            | 5,000         | -             | -             | -            | -       | 5,000         | -      | 5,000         |
| NVT A 70% Regional                              | 8,000        | 12,239        | -             | -             | -            | -       | 20,239        | -      | 20,239        |



| Sidewalks, Signals and Traffic Calming                           | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6-Year Total | Future | PROJECT TOTAL |
|--|---------|---------|---------|---------|---------|---------|--------------|--------|---------------|
| <b>Belmont Ridge Road &amp; Legacy Park Drive Traffic Signal</b> |         |         |         |         |         |         |              |        |               |
| <b>Adopted FY 2019 CIP</b>                                       | -       | -       | -       | -       | -       | 200     | 200          | 800    | 1,000         |
| Local Tax Funding - \$0.02                                       | -       | -       | -       | -       | -       | 200     | 200          | 800    | 1,000         |
| <b>Contingency - Sidewalk</b>                                    |         |         |         |         |         |         |              |        |               |
| <b>Adopted FY 2019 CIP</b>                                       | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 6,000        | 4,000  | 12,000        |
| Local Tax Funding \$0.02   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 6,000        | 4,000  | 10,000        |
| NVTA 30% Local   | -       | -       | -       | -       | -       | -       | -            | -      | 2,000         |
| <b>Adopted FY 2018 CIP</b>                                       | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | -       | 5,000        | -      | 7,000         |
| Local Tax Funding \$0.02   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | -       | 5,000        | -      | 5,000         |
| NVTA 30% Local   | -       | -       | -       | -       | -       | -       | -            | -      | 2,000         |
| <b>Contingency - Traffic Calming</b>                             |         |         |         |         |         |         |              |        |               |
| <b>Adopted FY 2019 CIP</b>                                       | 250     | 250     | 250     | 250     | 250     | 250     | 1,500        | 1,000  | 2,700         |
| Local Tax Funding \$0.02   | 250     | 250     | 250     | 250     | 250     | 250     | 1,500        | 1,000  | 2,500         |
| NVTA 30% Local   | -       | -       | -       | -       | -       | -       | -            | -      | 200           |
| <b>Adopted FY 2018 CIP</b>                                       | 100     | 100     | 100     | 100     | 100     | -       | 500          | -      | 700           |
| Local Tax Funding \$0.02   | 100     | 100     | 100     | 100     | 100     | -       | 500          | -      | 500           |
| NVTA 30% Local   | -       | -       | -       | -       | -       | -       | -            | -      | 200           |
| <b>Contingency - Traffic Signals</b>                             |         |         |         |         |         |         |              |        |               |
| <b>Adopted FY 2019 CIP</b>                                       | 750     | 750     | 750     | 750     | 750     | 750     | 4,500        | 3,000  | 8,500         |
| Local Tax Funding \$0.02   | 750     | 750     | 750     | 750     | 750     | 750     | 4,500        | 3,000  | 7,500         |
| NVTA 30% Local   | -       | -       | -       | -       | -       | -       | -            | -      | 1,000         |
| <b>Adopted FY 2018 CIP</b>                                       | 500     | 500     | 500     | 500     | 500     | -       | 2,500        | -      | 3,500         |
| Local Tax Funding \$0.02   | 500     | 500     | 500     | 500     | 500     | -       | 2,500        | -      | 2,500         |
| NVTA 30% Local   | -       | -       | -       | -       | -       | -       | -            | -      | 1,000         |
| <b>Harmony MS Sidewalk</b>                                       |         |         |         |         |         |         |              |        |               |
| <b>Adopted FY 2019 CIP</b>                                       | -       | -       | -       | 1,260   | -       | 1,900   | 3,160        | -      | 3,160         |
| General Obligation Bonds   | -       | -       | -       | 1,260   | -       | 1,900   | 3,160        | -      | 3,160         |
| NVTA 30% Local   | -       | -       | -       | -       | -       | -       | -            | -      | -             |
| <b>Adopted FY 2018 CIP</b>                                       | -       | -       | -       | 1,260   | -       | 1,900   | 3,160        | -      | 3,160         |
| General Obligation Bonds   | -       | -       | -       | 1,260   | -       | -       | 1,260        | -      | 1,260         |
| NVTA 30% Local   | -       | -       | -       | -       | -       | 1,900   | 1,900        | -      | 1,900         |



| Sidewalks, Signals and Traffic Calming              | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future Fiscal Years | PROJECT TOTAL |
|---|---------|---------|---------|---------|---------|---------|-----------|---------------------|---------------|
| <b>Intersection Improvements</b>                    |         |         |         |         |         |         |           |                     |               |
| <b>Adopted FY 2019 CIP</b>                          | 1,612   | 2,215   | 6,355   | 13,165  | 13,690  | 14,235  | 51,272    | 62,900              | 114,172       |
| Local Tax Funding \$0.02                            | 1,612   | -       | -       | -       | -       | -       | 1,612     | -                   | 1,612         |
| General Obligation Bonds                            | -       | 2,215   | 6,355   | 13,165  | 13,690  | 14,235  | 49,660    | 62,900              | 112,560       |
| <b>Loudoun County Parkway Shared-Use Path</b>       |         |         |         |         |         |         |           |                     |               |
| <b>Adopted FY 2019 CIP</b>                          | -       | -       | -       | -       | -       | -       | -         | 8,435               | 8,435         |
| General Obligation Bonds                            | -       | -       | -       | -       | -       | -       | -         | 8,435               | 8,435         |
| <b>Poland Road Shared-Use Path</b>                  |         |         |         |         |         |         |           |                     |               |
| <b>Adopted FY 2019 CIP</b>                          | -       | -       | -       | 1,220   | -       | 1,065   | 2,285     | -                   | 2,285         |
| General Obligation Bonds                            | -       | -       | -       | 1,220   | -       | 1,065   | 2,285     | -                   | 2,285         |
| NVTA 30% Local                                      | -       | -       | -       | -       | -       | -       | -         | -                   | -             |
| <b>Adopted FY 2018 CIP</b>                          | -       | -       | -       | 1,220   | -       | 1,065   | 2,285     | -                   | 2,285         |
| General Obligation Bonds                            | -       | -       | -       | 1,220   | -       | -       | 1,220     | -                   | 1,220         |
| NVTA 30% Local                                      | -       | -       | -       | -       | -       | 1,065   | 1,065     | -                   | 1,065         |
| <b>River Creek Parkway Sidewalk</b>                 |         |         |         |         |         |         |           |                     |               |
| <b>Adopted FY 2019 CIP</b>                          | -       | -       | -       | 1,315   | -       | -       | 1,315     | -                   | 1,315         |
| General Obligation Bonds                            | -       | -       | -       | 1,315   | -       | -       | 1,315     | -                   | 1,315         |
| <b>Adopted FY 2018 CIP</b>                          | -       | -       | -       | 1,315   | -       | -       | 1,315     | -                   | 1,315         |
| General Obligation Bonds                            | -       | -       | -       | 1,315   | -       | -       | 1,315     | -                   | 1,315         |
| <b>Route 7 Pedestrian Crossings</b>                 |         |         |         |         |         |         |           |                     |               |
| <b>Adopted FY 2019 CIP</b>                          | 855     | -       | 1,000   | 1,000   | 4,200   | -       | 7,055     | -                   | 7,055         |
| Local Tax Funding \$0.02                            | -       | -       | -       | 1,000   | -       | -       | 1,000     | -                   | 1,000         |
| General Obligation Bonds                            | -       | -       | 1,000   | -       | 4,200   | -       | 5,200     | -                   | 5,200         |
| Lease Revenue Finance                               | 855     | -       | -       | -       | -       | -       | 855       | -                   | 855           |
| <b>Sidewalk and Trail Program</b>                   |         |         |         |         |         |         |           |                     |               |
| <b>Adopted FY 2019 CIP</b>                          | -       | -       | -       | 1,110   | 1,925   | 10,020  | 13,055    | 56,450              | 69,505        |
| General Obligation Bonds                            | -       | -       | -       | 1,110   | 1,925   | 10,020  | 13,055    | 56,450              | 69,505        |
| <b>Ryan Road &amp; Olympia Drive Traffic Signal</b> |         |         |         |         |         |         |           |                     |               |
| <b>Adopted FY 2019 CIP</b>                          | -       | -       | -       | -       | -       | 200     | 200       | 800                 | 1,000         |
| Local Tax Funding - \$0.02                          | -       | -       | -       | -       | -       | 200     | 200       | 800                 | 1,000         |
| <b>Sterling Blvd / W&amp;OD Overpass</b>            |         |         |         |         |         |         |           |                     |               |
| <b>Adopted FY 2019 CIP</b>                          | -       | -       | 7,745   | -       | -       | -       | 7,745     | -                   | 7,745         |
| General Obligation Bonds                            | -       | -       | 7,745   | -       | -       | -       | 7,745     | -                   | 7,745         |
| <b>Adopted FY 2018 CIP</b>                          | -       | -       | 7,745   | -       | -       | -       | 7,745     | -                   | 7,745         |
| General Obligation Bonds                            | -       | -       | 7,745   | -       | -       | -       | 7,745     | -                   | 7,745         |





| TOWNS  | FY 2019       | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024      | CIP TOTAL     | Future        | PROJECT TOTAL |
|--|---------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|
| <b>Town of Hillsboro Traffic Calming and Pedestrian Safety</b> |               |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                                     | <b>12,112</b> | -            | -            | -            | -            | -            | <b>12,112</b> | -             | <b>17,394</b> |
| Local Tax Funding \$0.02                                       | -             | -            | -            | -            | -            | -            | -             | -             | 800           |
| Fund Balance   | -             | -            | -            | -            | -            | -            | -             | -             | 639           |
| Proffers (Cash)  | -             | -            | -            | -            | -            | -            | -             | -             | 482           |
| NVTA 30% Local   | -             | -            | -            | -            | -            | -            | -             | -             | 3,361         |
| NVTA 70% Regional  | 12,112        | -            | -            | -            | -            | -            | 12,112        | -             | 12,112        |
| <b>Adopted FY 2018 CIP</b>                                     | -             | -            | -            | -            | -            | -            | -             | -             | <b>5,282</b>  |
| Local Tax Funding \$0.02                                       | -             | -            | -            | -            | -            | -            | -             | -             | 800           |
| Fund Balance   | -             | -            | -            | -            | -            | -            | -             | -             | 639           |
| Proffers (Cash)  | -             | -            | -            | -            | -            | -            | -             | -             | 482           |
| NVTA 30% Local   | -             | -            | -            | -            | -            | -            | -             | -             | 3,361         |
| <b>Town of Leesburg - Evergreen Mill Road Widening</b>         |               |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                                     | <b>4,200</b>  | -            | <b>1,800</b> | -            | -            | -            | <b>6,000</b>  | -             | <b>6,000</b>  |
| Local Tax Funding  | -             | -            | 1,800        | -            | -            | -            | 1,800         | -             | 1,800         |
| NVTA 30% Local   | 4,200         | -            | -            | -            | -            | -            | 4,200         | -             | 4,200         |
| <b>Town of Leesburg NVTA Local Distribution</b>                |               |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                                     | <b>2,429</b>  | <b>2,534</b> | <b>2,607</b> | <b>2,683</b> | <b>2,759</b> | <b>2,837</b> | <b>15,849</b> | <b>11,348</b> | <b>36,925</b> |
| NVTA 30% Local   | 2,429         | 2,534        | 2,607        | 2,683        | 2,759        | 2,837        | 15,849        | 11,348        | 36,925        |
| <b>Adopted FY 2018 CIP</b>                                     | <b>2,167</b>  | <b>2,235</b> | <b>2,306</b> | <b>2,378</b> | <b>2,453</b> | <b>2,531</b> | <b>14,070</b> | <b>5,306</b>  | <b>21,477</b> |
| NVTA 30% Local   | 2,167         | 2,235        | 2,306        | 2,378        | 2,453        | 2,531        | 14,070        | 5,306         | 21,477        |
| <b>Town of Leesburg - Tuscarora Creek Trail Phase I</b>        |               |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                                     | <b>1,800</b>  | -            | -            | -            | -            | -            | <b>1,800</b>  | -             | <b>1,800</b>  |
| NVTA 30% Local   | 1,800         | -            | -            | -            | -            | -            | 1,800         | -             | 1,800         |
| <b>Town of Lovettsville - Broadway Streetscapes Phase 2A</b>   |               |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                                     | <b>180</b>    | <b>700</b>   | -            | -            | -            | -            | <b>880</b>    | -             | <b>1,030</b>  |
| NVTA 30% Local   | 180           | 700          | -            | -            | -            | -            | 880           | -             | 880           |
| Local Tax Funding  | -             | -            | -            | -            | -            | -            | -             | -             | 150           |
| <b>Adopted FY 2018 CIP</b>                                     | -             | <b>700</b>   | -            | -            | -            | -            | <b>700</b>    | -             | <b>850</b>    |
| NVTA 30% Local   | -             | 700          | -            | -            | -            | -            | 700           | -             | 700           |
| Local Tax Funding  | -             | -            | -            | -            | -            | -            | -             | -             | 150           |
| <b>Town of Purcellville - NVTA Local Distribution</b>          |               |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                                     | <b>490</b>    | <b>511</b>   | <b>526</b>   | <b>542</b>   | <b>558</b>   | <b>574</b>   | <b>3,201</b>  | <b>2,296</b>  | <b>7,547</b>  |
| NVTA 30% Local   | 490           | 511          | 526          | 542          | 558          | 574          | 3,201         | 2,296         | 7,547         |
| <b>Adopted FY 2018 CIP</b>                                     | <b>451</b>    | <b>465</b>   | <b>480</b>   | <b>495</b>   | <b>512</b>   | <b>529</b>   | <b>2,932</b>  | <b>1,109</b>  | <b>4,478</b>  |
| NVTA 30% Local   | 451           | 465          | 480          | 495          | 512          | 529          | 2,932         | 1,109         | 4,478         |
| <b>Town of Purcellville - Pedestrian Linkages</b>              |               |              |              |              |              |              |               |               |               |
| <b>Adopted FY 2019 CIP</b>                                     | <b>210</b>    | -            | -            | -            | -            | -            | <b>210</b>    | -             | <b>210</b>    |
| NVTA 30% Local   | 210           | -            | -            | -            | -            | -            | 210           | -             | 210           |



| TRANSIT   | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future  | PROJECT TOTAL |
|---|---------|---------|---------|---------|---------|---------|-----------|---------|---------------|
| <b>Metro Capital Contribution</b>                 |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                        | -       | 16,400  | 24,900  | 28,300  | 29,100  | 29,700  | 128,400   | 112,000 | 240,400       |
| General Obligation Bonds                          | -       | -       | -       | -       | -       | -       | -         | -       | -             |
| NVT A 30% Local                                   | -       | 12,000  | 17,021  | 17,511  | 18,001  | 18,504  | 83,037    | 74,000  | 157,037       |
| Local Tax Funding                                 | -       | 4,400   | 7,879   | 10,789  | 11,099  | 11,196  | 45,363    | 38,000  | 83,363        |
| <b>Adopted FY 2018 CIP</b>                        | -       | 12,000  | 28,000  | 26,000  | 26,000  | 26,000  | 118,000   | 52,000  | 170,000       |
| General Obligation Bonds                          | -       | -       | 15,000  | 13,000  | 13,000  | 13,000  | 54,000    | 26,000  | 80,000        |
| NVT A 30% Local                                   | -       | 12,000  | 13,000  | 13,000  | 13,000  | 13,000  | 64,000    | 26,000  | 90,000        |
| <b>Metro Station Area Pedestrian Improvements</b> |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                        | -       | -       | -       | 5,400   | 9,760   | 9,760   | 24,920    | -       | 30,637        |
| RSTP  | -       | -       | -       | -       | 5,800   | 5,800   | 11,600    | -       | 11,600        |
| CMAQ  | -       | -       | -       | 5,400   | 3,960   | 3,960   | 13,320    | -       | 19,037        |
| <b>Adopted FY 2018 CIP</b>                        | -       | -       | -       | 5,400   | 9,760   | -       | 15,160    | -       | 20,877        |
| RSTP  | -       | -       | -       | -       | 5,800   | -       | 5,800     | -       | 5,800         |
| CMAQ  | -       | -       | -       | 5,400   | 3,960   | -       | 9,360     | -       | 15,077        |
| <b>Transit Buses</b>                              |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                        | 3,200   | 2,500   | 1,410   | 2,090   | 1,000   | 1,000   | 11,200    | 4,000   | 49,723        |
| Local Tax Funding \$0.02                          | -       | -       | -       | -       | -       | -       | -         | -       | 335           |
| Lease Revenue Financing                           | -       | -       | -       | -       | -       | -       | -         | -       | 6,859         |
| Local Gasoline Tax                                | -       | -       | -       | -       | -       | -       | -         | -       | 1,244         |
| Cash Proffers                                     | 500     | 424     | -       | -       | -       | -       | 924       | -       | 6,084         |
| State Capital Assistance                          | 500     | 500     | -       | -       | -       | -       | 1,000     | -       | 20,065        |
| Transit Fees                                      | -       | 76      | -       | -       | 1,000   | 1,000   | 2,076     | 4,000   | 6,076         |
| NVT A 70% Regional                                | -       | -       | -       | -       | -       | -       | -         | -       | 1,860         |
| Smart Scale                                       | 2,200   | 1,500   | 1,410   | 2,090   | -       | -       | 7,200     | -       | 7,200         |
| <b>Adopted FY 2018 CIP</b>                        | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 1,000   | 6,000     | 1,000   | 42,523        |
| Local Tax Funding \$0.02                          | -       | -       | -       | -       | -       | -       | -         | -       | 335           |
| Lease Revenue Financing                           | -       | -       | -       | -       | -       | -       | -         | -       | 6,859         |
| Local Gasoline Tax                                | -       | -       | -       | -       | -       | -       | -         | -       | 1,244         |
| Cash Proffers                                     | 500     | 424     | -       | -       | -       | -       | 924       | -       | 6,084         |
| State Capital Assistance                          | 500     | 500     | 500     | 500     | 500     | 500     | 3,000     | 1,000   | 23,065        |
| NVT A 70% Regional                                | -       | -       | -       | -       | -       | -       | -         | -       | 1,860         |
| Transit Fees                                      | -       | 76      | 500     | 500     | 500     | 500     | 2,076     | 1,000   | 3,076         |
| <b>Western Loudoun Park and Ride Lot</b>          |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                        | 300     | -       | 700     | 1,300   | 1,633   | -       | 3,933     | -       | 8,309         |
| Local Tax Funding                                 | -       | -       | -       | -       | -       | -       | -         | -       | 555           |
| CMAQ  | 150     | -       | -       | -       | -       | -       | 150       | -       | 3,971         |
| Smart Scale                                       | 150     | -       | 700     | 1,300   | 1,633   | -       | 3,783     | -       | 3,783         |
| <b>Adopted FY 2018 CIP</b>                        | 150     | -       | -       | -       | -       | -       | 150       | -       | 4,526         |
| Local Tax Funding                                 | -       | -       | -       | -       | -       | -       | -         | -       | 555           |
| CMAQ  | 150     | -       | -       | -       | -       | -       | 150       | -       | 3,971         |



### School Capital Projects

| ELEMENTARY SCHOOLS   | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future  | PROJECT TOTAL |
|--|---------|---------|---------|---------|---------|---------|-----------|---------|---------------|
| <b>Algonkian ES Renovations (formerly ES - Renovation 1)</b>   |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                     | -       | -       | -       | -       | 2,815   | 21,575  | 24,390    | -       | 24,390        |
| General Obligation Bonds                                       | -       | -       | -       | -       | 2,815   | 21,575  | 24,390    | -       | 24,390        |
| <b>Adopted FY 2018 CIP</b>                                     | -       | -       | -       | -       | 2,804   | 32,472  | 35,276    | -       | 35,276        |
| General Obligation Bonds                                       | -       | -       | -       | -       | 2,804   | 32,472  | 35,276    | -       | 35,276        |
| <b>Cool Spring ES Renovations (formerly ES - Renovation 2)</b> |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                     | -       | -       | -       | -       | -       | 2,940   | 2,940     | 22,115  | 25,055        |
| General Obligation Bonds                                       | -       | -       | -       | -       | -       | 2,940   | 2,940     | 22,115  | 25,055        |
| <b>Adopted FY 2018 CIP</b>                                     | -       | -       | -       | -       | -       | 2,931   | 2,931     | 33,934  | 36,865        |
| General Obligation Bonds                                       | -       | -       | -       | -       | -       | 2,931   | 2,931     | 33,934  | 36,865        |
| <b>ES - 23 Dulles North</b>                                    |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                     | 5,105   | 39,130  | -       | -       | -       | -       | 44,235    | -       | 44,235        |
| General Obligation Bonds                                       | 5,105   | 39,130  | -       | -       | -       | -       | 44,235    | -       | 44,235        |
| <b>Adopted FY 2018 CIP</b>                                     | -       | 4,545   | 40,875  | -       | -       | -       | 45,420    | -       | 45,420        |
| General Obligation Bonds                                       | -       | 4,545   | 40,875  | -       | -       | -       | 45,420    | -       | 45,420        |
| <b>ES - 24 Central Loudoun</b>                                 |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                     | -       | -       | -       | -       | -       | 6,365   | 6,365     | 47,830  | 54,195        |
| General Obligation Bonds                                       | -       | -       | -       | -       | -       | 6,365   | 6,365     | 47,830  | 54,195        |
| <b>Adopted FY 2018 CIP</b>                                     | -       | -       | -       | 4,964   | 44,636  | -       | 49,600    | -       | 49,600        |
| General Obligation Bonds                                       | -       | -       | -       | 4,964   | 44,636  | -       | 49,600    | -       | 49,600        |
| <b>ES - 29 Dulles South</b>                                    |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                     | 5,105   | 39,130  | -       | -       | -       | -       | 44,235    | -       | 44,235        |
| General Obligation Bonds                                       | 5,105   | 39,130  | -       | -       | -       | -       | 44,235    | -       | 44,235        |
| <b>Adopted FY 2018 CIP</b>                                     | -       | -       | 4,750   | 42,714  | -       | -       | 47,464    | -       | 47,464        |
| General Obligation Bonds                                       | -       | -       | 4,750   | 42,714  | -       | -       | 47,464    | -       | 47,464        |
| <b>Future Elementary School Renovations</b>                    |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                     | -       | -       | -       | -       | -       | -       | -         | 526,225 | 526,225       |
| General Obligation Bonds                                       | -       | -       | -       | -       | -       | -       | -         | 526,225 | 526,225       |
| <b>Adopted FY 2018 CIP</b>                                     | -       | -       | -       | -       | -       | -       | -         | 89,365  | 89,365        |
| General Obligation Bonds                                       | -       | -       | -       | -       | -       | -       | -         | 89,365  | 89,365        |



| ELEMENTARY SCHOOLS  | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future  | PROJECT TOTAL |
|---|---------|---------|---------|---------|---------|---------|-----------|---------|---------------|
| <b>Three-Classroom Addition (Weller ES/Dominion Trail ES)</b> |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                    | -       | 6,490   | -       | -       | -       | -       | 6,490     | -       | 6,490         |
| Local Tax Funding   | -       | 6,490   | -       | -       | -       | -       | 6,490     | -       | 6,490         |
| <b>Adopted FY 2018 CIP</b>                                    | -       | 2,971   | -       | -       | -       | -       | 2,971     | -       | 2,971         |
| Local Tax Funding   | -       | 2,971   | -       | -       | -       | -       | 2,971     | -       | 2,971         |
| <b>Three-Classroom Additions (Countywide)</b>                 |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                    | -       | -       | 12,415  | -       | -       | -       | 12,415    | -       | 28,735        |
| General Obligation Bonds                                      | -       | -       | 12,415  | -       | -       | -       | 12,415    | -       | 28,735        |
| <b>Adopted FY 2018 CIP</b>                                    | -       | -       | 15,520  | -       | -       | -       | 15,520    | -       | 31,840        |
| General Obligation Bonds                                      | -       | -       | 15,520  | -       | -       | -       | 15,520    | -       | 31,840        |
| <b>MIDDLE SCHOOLS</b>   |         |         |         |         |         |         |           |         |               |
| <b>Farmwell Station MS (formerly MS - Renovation 1)</b>       |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                    | -       | -       | -       | -       | -       | -       | -         | 67,760  | 67,760        |
| General Obligation Bonds                                      | -       | -       | -       | -       | -       | -       | -         | 67,760  | 67,760        |
| <b>Adopted FY 2018 CIP</b>                                    | -       | -       | -       | -       | -       | -       | -         | 98,064  | 98,064        |
| General Obligation Bonds                                      | -       | -       | -       | -       | -       | -       | -         | 98,064  | 98,064        |
| <b>Harper Park MS Renovation</b>                              |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                    | -       | -       | -       | -       | -       | -       | -         | 69,305  | 69,305        |
| General Obligation Bonds                                      | -       | -       | -       | -       | -       | -       | -         | 69,305  | 69,305        |
| <b>MS-14, Dulles North</b>                                    |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                    | -       | -       | -       | 11,585  | 88,775  | -       | 100,360   | -       | 100,360       |
| General Obligation Bonds                                      | -       | -       | -       | 11,585  | 88,775  | -       | 100,360   | -       | 100,360       |
| <b>MS-19</b>  |         |         |         |         |         |         |           |         |               |
| <b>Adopted FY 2019 CIP</b>                                    | -       | -       | -       | -       | -       | -       | -         | 113,195 | 113,195       |
| General Obligation Bonds                                      | -       | -       | -       | -       | -       | -       | -         | 113,195 | 113,195       |



| HIGH SCHOOLS  | FY 2019      | FY 2020       | FY 2021 | FY 2022 | FY 2023      | FY 2024 | CIP TOTAL     | Future         | PROJECT TOTAL  |
|---|--------------|---------------|---------|---------|--------------|---------|---------------|----------------|----------------|
| <b>CS Monroe Technology Center - Douglas School Renovations</b> |              |               |         |         |              |         |               |                |                |
| <b>Adopted FY 2019 CIP</b>                                      | <b>1,829</b> | <b>61,364</b> | -       | -       | -            | -       | <b>63,193</b> | -              | <b>64,943</b>  |
| Cash Proffers   | -            | -             | -       | -       | -            | -       | -             | -              | <b>1,750</b>   |
| General Obligation Bonds  | 1,829        | 61,364        | -       | -       | -            | -       | 63,193        | -              | 63,193         |
| <b>Adopted FY 2018 CIP</b>                                      | <b>1,829</b> | <b>61,364</b> | -       | -       | -            | -       | <b>63,193</b> | -              | <b>64,943</b>  |
| Cash Proffers   | -            | -             | -       | -       | -            | -       | -             | -              | 1,750          |
| General Obligation Bonds  | 1,829        | 61,364        | -       | -       | -            | -       | 63,193        | -              | 63,193         |
| <b>HS-9 Lightridge High School</b>                              |              |               |         |         |              |         |               |                |                |
| <b>Adopted FY 2019 CIP</b>                                      | <b>8,788</b> | -             | -       | -       | -            | -       | <b>8,788</b>  | -              | <b>125,540</b> |
| Local Tax Funding   | 8,788        | -             | -       | -       | -            | -       | 8,788         | -              | 12,288         |
| General Obligation Bonds  | -            | -             | -       | -       | -            | -       | -             | -              | 113,252        |
| <b>Adopted FY 2018 CIP</b>                                      | <b>8,788</b> | -             | -       | -       | -            | -       | <b>8,788</b>  | -              | <b>125,540</b> |
| Local Tax Funding   | 8,788        | -             | -       | -       | -            | -       | 8,788         | -              | 12,288         |
| General Obligation Bonds  | -            | -             | -       | -       | -            | -       | -             | -              | 113,252        |
| <b>HS-14, Dulles North</b>                                      |              |               |         |         |              |         |               |                |                |
| <b>Adopted FY 2019 CIP</b>                                      | -            | -             | -       | -       | -            | -       | -             | <b>182,605</b> | <b>182,605</b> |
| General Obligation Bonds  | -            | -             | -       | -       | -            | -       | -             | 182,605        | 182,605        |
| <b>High School Baseball/Softball Press Boxes (5)</b>            |              |               |         |         |              |         |               |                |                |
| <b>Adopted FY 2019 CIP</b>                                      | -            | -             | -       | -       | <b>3,205</b> | -       | <b>3,205</b>  | -              | <b>3,205</b>   |
| Local Tax Funding   | -            | -             | -       | -       | 3,205        | -       | 3,205         | -              | 3,205          |
| <b>Adopted FY 2018 CIP</b>                                      | -            | -             | -       | -       | <b>3,203</b> | -       | <b>3,203</b>  | -              | <b>3,203</b>   |
| Local Tax Funding   | -            | -             | -       | -       | 3,203        | -       | 3,203         | -              | 3,203          |
| <b>High School Stadium Turf &amp; Track Resurfacing</b>         |              |               |         |         |              |         |               |                |                |
| <b>Adopted FY 2019 CIP</b>                                      | <b>4,148</b> | -             | -       | -       | -            | -       | <b>4,148</b>  | -              | <b>7,948</b>   |
| Fund Balance  | -            | -             | -       | -       | -            | -       | -             | -              | 3,800          |
| Local Tax Funding   | 1,212        | -             | -       | -       | -            | -       | 1,212         | -              | 1,212          |
| General Obligation Bonds  | 2,936        | -             | -       | -       | -            | -       | 2,936         | -              | 2,936          |
| <b>Adopted FY 2018 CIP</b>                                      | <b>4,148</b> | -             | -       | -       | -            | -       | <b>4,148</b>  | -              | <b>7,948</b>   |
| Fund Balance  | -            | -             | -       | -       | -            | -       | -             | -              | 3,800          |
| Local Tax Funding   | 1,212        | -             | -       | -       | -            | -       | 1,212         | -              | 1,212          |
| General Obligation Bonds  | 2,936        | -             | -       | -       | -            | -       | 2,936         | -              | 2,936          |



| HIGH SCHOOLS   | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | CIP TOTAL        | Future        | PROJECT TOTAL        |
|--|----------------|----------------|----------------|----------------|----------------|----------------|------------------|---------------|----------------------|
| <b>High School Tennis Courts Lighting</b>                              |                |                |                |                |                |                |                  |               |                      |
| <b>Adopted FY 2019 CIP</b>   | -              | -              | -              | -              | 3,610          | 3,770          | 7,380            | 3,865         | 11,245               |
| General Obligation Bonds   | -              | -              | -              | -              | 3,610          | 3,770          | 7,380            | 3,865         | 11,245               |
| <b>Adopted FY 2018 CIP</b>   | -              | -              | -              | -              | 3,583          | 3,744          | 7,327            | 3,913         | 11,240               |
| General Obligation Bonds   | -              | -              | -              | -              | 3,583          | 3,744          | 7,327            | 3,913         | 11,240               |
| <b>High School Weight Room Expansion</b>                               |                |                |                |                |                |                |                  |               |                      |
| <b>Adopted FY 2019 CIP</b>   | -              | -              | -              | -              | 6,840          | -              | 6,840            | -             | 6,840                |
| General Obligation Bonds   | -              | -              | -              | -              | 6,840          | -              | 6,840            | -             | 6,840                |
| <b>Adopted FY 2018 CIP</b>   | -              | -              | -              | -              | 6,543          | -              | 6,543            | -             | 6,543                |
| General Obligation Bonds   | -              | -              | -              | -              | 6,543          | -              | 6,543            | -             | 6,543                |
| <b>Modular Classroom Removal (10) Briar Woods HS</b>                   |                |                |                |                |                |                |                  |               |                      |
| <b>Adopted FY 2019 CIP</b>   | -              | -              | -              | 335            | -              | -              | 335              | -             | 335                  |
| Local Tax Funding  | -              | -              | -              | 335            | -              | -              | 335              | -             | 335                  |
| <b>Adopted FY 2018 CIP</b>   | -              | -              | -              | 320            | -              | -              | 320              | -             | 320                  |
| Local Tax Funding  | -              | -              | -              | 320            | -              | -              | 320              | -             | 320                  |
| <b>Potomac Falls HS Renovation (formerly High School Renovation 1)</b> |                |                |                |                |                |                |                  |               |                      |
| <b>Adopted FY 2019 CIP</b>   | -              | -              | -              | -              | -              | -              | -                | 94,195        | 94,195               |
| General Obligation Bonds   | -              | -              | -              | -              | -              | -              | -                | 94,195        | 94,195               |
| <b>Adopted FY 2018 CIP</b>   | -              | -              | -              | -              | -              | -              | -                | 11,341        | 11,341               |
| General Obligation Bonds   | -              | -              | -              | -              | -              | -              | -                | 11,341        | 11,341               |
| <b>DIVISION/ OTHER SCHOOL PROJECTS</b>                                 | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>CIP TOTAL</b> | <b>Future</b> | <b>PROJECT TOTAL</b> |
| <b>Arcola ES/Northstar Connection</b>                                  |                |                |                |                |                |                |                  |               |                      |
| <b>Adopted FY 2019 CIP</b>   | -              | -              | -              | -              | -              | 2,280          | 2,280            | -             | 2,280                |
| General Obligation Bonds   | -              | -              | -              | -              | -              | 2,280          | 2,280            | -             | 2,280                |
| <b>Broadband Infrastructure</b>  |                |                |                |                |                |                |                  |               |                      |
| <b>Adopted FY 2019 CIP</b>   | 1,500          | 1,750          | 1,750          | -              | -              | -              | 5,000            | -             | 5,000                |
| Local Tax Funding  | 750            | 875            | 875            | -              | -              | -              | 2,500            | -             | 2,500                |
| Lease Revenue Financing  | 750            | 875            | 875            | -              | -              | -              | 2,500            | -             | 2,500                |
| <b>Division Security Improvements</b>                                  |                |                |                |                |                |                |                  |               |                      |
| <b>Adopted FY 2019 CIP</b>   | 5,500          | 5,984          | -              | -              | -              | -              | 11,484           | -             | 11,484               |
| General Obligation Bonds   | 5,500          | 5,984          | -              | -              | -              | -              | 11,484           | -             | 11,484               |
| <b>Adopted FY 2018 CIP</b>   | 11,484         | -              | -              | -              | -              | -              | 11,484           | -             | 11,484               |
| General Obligation Bonds   | 11,484         | -              | -              | -              | -              | -              | 11,484           | -             | 11,484               |
| <b>Heritage HS Entrance to Battlefield Parkway</b>                     |                |                |                |                |                |                |                  |               |                      |
| <b>Adopted FY 2019 CIP</b>   | -              | -              | -              | -              | -              | 780            | 780              | -             | 780                  |
| General Obligation Bonds   | -              | -              | -              | -              | -              | 780            | 780              | -             | 780                  |



| DIVISION/ OTHER SCHOOL PROJECTS               | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | CIP TOTAL | Future | PROJECT TOTAL |
|---|---------|---------|---------|---------|---------|---------|-----------|--------|---------------|
| <b>Joint Use Dry Bulk Storage Facility</b>    |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                    | -       | -       | 4,280   | -       | -       | -       | 4,280     | -      | 4,280         |
| Lease Revenue Financing                       | -       | -       | 4,280   | -       | -       | -       | 4,280     | -      | 4,280         |
| <b>Adopted FY 2018 CIP</b>                    | -       | -       | 4,280   | -       | -       | -       | 4,280     | -      | 4,280         |
| Lease Revenue Financing                       | -       | -       | 4,280   | -       | -       | -       | 4,280     | -      | 4,280         |
| <b>Lovettsville Bus/ Visitor Parking</b>      |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                    | -       | -       | 690     | -       | -       | -       | 690       | -      | 690           |
| Local Tax Funding                             | -       | -       | 690     | -       | -       | -       | 690       | -      | 690           |
| <b>Adopted FY 2018 CIP</b>                    | -       | -       | 660     | -       | -       | -       | 660       | -      | 660           |
| Local Tax Funding                             | -       | -       | 660     | -       | -       | -       | 660       | -      | 660           |
| <b>School Bus Radio Replacements</b>          |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                    | -       | -       | -       | -       | 3,845   | -       | 3,845     | -      | 3,845         |
| Lease Revenue Financing                       | -       | -       | -       | -       | 3,845   | -       | 3,845     | -      | 3,845         |
| <b>School Bus Replacement and Acquisition</b> |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                    | 7,200   | 7,525   | 7,865   | 8,215   | 8,585   | 8,975   | 48,365    | 38,185 | 91,815        |
| Lease Revenue Financing                       | 3,052   | 7,525   | 7,865   | 8,215   | 8,585   | 8,975   | 44,217    | 38,185 | 82,402        |
| General Obligation Bonds                      | 4,148   | -       | -       | -       | -       | -       | 4,148     | -      | 9,413         |
| Local Tax Funding                             | -       | -       | -       | -       | -       | -       | -         | -      | 5,265         |
| <b>Adopted FY 2018 CIP</b>                    | 4,148   | -       | -       | -       | -       | -       | 4,148     | -      | 9,413         |
| Local Tax Funding                             | -       | -       | -       | -       | -       | -       | -         | -      | 5,265         |
| General Obligation Bonds                      | 4,148   | -       | -       | -       | -       | -       | 4,148     | -      | 4,148         |
| <b>School Security Vestibules</b>             |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                    | 8,500   | 5,850   | -       | -       | -       | -       | 14,350    | -      | 14,350        |
| Local Tax Funding                             | -       | 4,000   | -       | -       | -       | -       | 4,000     | -      | 4,000         |
| General Obligation Bonds                      | 8,500   | 1,850   | -       | -       | -       | -       | 10,350    | -      | 10,350        |
| <b>Adopted FY 2018 CIP</b>                    | -       | -       | -       | -       | 997     | 15,375  | 16,372    | -      | 16,372        |
| General Obligation Bonds                      | -       | -       | -       | -       | 997     | 15,375  | 16,372    | -      | 16,372        |
| <b>School Walking Tracks</b>                  |         |         |         |         |         |         |           |        |               |
| <b>Adopted FY 2019 CIP</b>                    | -       | -       | -       | -       | -       | 890     | 890       | 910    | 1,800         |
| General Obligation Bonds                      | -       | -       | -       | -       | -       | 890     | 890       | 910    | 1,800         |
| <b>Adopted FY 2018 CIP</b>                    | -       | -       | -       | -       | -       | 880     | 880       | 919    | 1,799         |
| General Obligation Bonds                      | -       | -       | -       | -       | -       | 880     | 880       | 919    | 1,799         |



| DIVISION/ OTHER SCHOOL PROJECTS                                       | FY 2019 | FY 2020 | FY 2021      | FY 2022       | FY 2023      | FY 2024       | CIP TOTAL     | Future        | PROJECT TOTAL |
|---|---------|---------|--------------|---------------|--------------|---------------|---------------|---------------|---------------|
| <b>Staff Training Center / Round Hill Support Facility Renovation</b> |         |         |              |               |              |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>  | -       | -       | <b>2,225</b> | <b>23,505</b> | -            | -             | <b>25,730</b> | -             | <b>25,730</b> |
| General Obligation Bonds  | -       | -       | 2,225        | 23,505        | -            | -             | 25,730        | -             | 25,730        |
| <b>Adopted FY 2018 CIP</b>  | -       | -       | <b>2,226</b> | <b>23,504</b> | -            | -             | <b>25,730</b> | -             | <b>25,730</b> |
| General Obligation Bonds  | -       | -       | 2,226        | 23,504        | -            | -             | 25,730        | -             | 25,730        |
| <b>Student Welcome and Adult Education Center</b>                     |         |         |              |               |              |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>  | -       | -       | <b>1,130</b> | -             | -            | -             | <b>1,130</b>  | -             | <b>1,130</b>  |
| Local Tax Funding   | -       | -       | 1,130        | -             | -            | -             | 1,130         | -             | 1,130         |
| <b>Adopted FY 2018 CIP</b>  | -       | -       | -            | -             | <b>1,182</b> | -             | <b>1,182</b>  | -             | <b>1,182</b>  |
| Local Tax Funding   | -       | -       | -            | -             | 1,182        | -             | 1,182         | -             | 1,182         |
| <b>Tolbert ES Road Connection</b>                                     |         |         |              |               |              |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>  | -       | -       | -            | -             | -            | <b>845</b>    | <b>845</b>    | -             | <b>845</b>    |
| General Obligation Bonds  | -       | -       | -            | -             | -            | 845           | 845           | -             | 845           |
| <b>Transportation Facility - East</b>                                 |         |         |              |               |              |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>  | -       | -       | -            | -             | -            | -             | -             | <b>31,790</b> | <b>31,790</b> |
| General Obligation Bonds  | -       | -       | -            | -             | -            | -             | -             | 31,790        | 31,790        |
| <b>Valley Service Center Replacement &amp; Culbert ES Bus Parking</b> |         |         |              |               |              |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>  | -       | -       | -            | -             | <b>1,655</b> | <b>27,070</b> | <b>28,725</b> | -             | <b>28,725</b> |
| General Obligation Bonds  | -       | -       | -            | -             | 1,655        | 27,070        | 28,725        | -             | 28,725        |
| <b>Adopted FY 2018 CIP</b>  | -       | -       | -            | -             | <b>1,654</b> | <b>27,073</b> | <b>28,727</b> | -             | <b>28,727</b> |
| General Obligation Bonds  | -       | -       | -            | -             | 1,654        | 27,073        | 28,727        | -             | 28,727        |
| <b>Valley Service Center Traffic Signal</b>                           |         |         |              |               |              |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>  | -       | -       | -            | -             | -            | <b>585</b>    | <b>585</b>    | -             | <b>585</b>    |
| General Obligation Bonds  | -       | -       | -            | -             | -            | 585           | 585           | -             | 585           |
| <b>Union Street Facility</b>  |         |         |              |               |              |               |               |               |               |
| <b>Adopted FY 2019 CIP</b>  | -       | -       | -            | -             | -            | -             | -             | <b>1,670</b>  | <b>1,670</b>  |
| General Obligation Bonds  | -       | -       | -            | -             | -            | -             | -             | 1,670         | 1,670         |







## Schedule of Financing and Referenda

### General Obligation Bond Financing

The following projects are scheduled for general obligation bond financing requiring referendum in the FY 2019 – FY 2024 capital planning period. The referendum requires voter approval for the use of general obligation bond financing of public facilities.

| REFERENDUM DATE | PROJECT   | AMOUNT                |
|-----------------|---|-----------------------|
| November 2018   | <b><u>General Government</u></b>                              |                       |
|                 | Braddock Road - Route 659 to Royal Hunter                     | 5,660,000             |
|                 | Crosstrail Boulevard  | 36,560,000            |
|                 | Evergreen Mills Road (Northstar to Stone Springs)             | 13,090,000            |
|                 | Farmwell Road (Smith Switch to Ashburn Road)                  | 19,235,000            |
|                 | Intersection Improvements                                     | 49,660,000            |
|                 | Prentice Drive  | 12,000,000            |
|                 | Route 9/287 Roundabout  | 13,255,000            |
|                 | Route 50 Corridor Improvements                                | 3,125,000             |
|                 | <i>Subtotal, General Government</i>                           | <i>\$ 152,585,000</i> |
|                 | <b><u>Schools</u></b>   |                       |
|                 | ES-23 Dulles North  | 44,235,000            |
|                 | ES-29, Dulles South   | 44,235,000            |
|                 | School Security Vestibules                                    | 10,350,000            |
|                 | <i>Subtotal, Schools</i>                                      | <i>\$ 98,820,000</i>  |
|                 | <b>Total November 2018 Referendum</b>                         | <b>\$ 251,405,000</b> |
| November 2019   | <b><u>General Government</u></b>                              |                       |
|                 | Croson Lane Widening - Claiborne to Old Ryan                  | 6,450,000             |
|                 | Dulles West Boulevard - Arcola to Northstar                   | 9,000,000             |
|                 | Fields Farm Park  | 29,185,000            |
|                 | Fire and Rescue Training Academy Expansion                    | 6,500,000             |
|                 | Leesburg South Fire Station Renovation                        | 17,600,000            |
|                 | Lovettsville District Park Phase II                           | 4,680,000             |
|                 | Philip A. Bolen Park Phase II                                 | 6,175,000             |
|                 | Route 7 / Route 690 Interchange                               | 15,100,000            |
|                 | Scott Jenkins Park Phase III                                  | 1,755,000             |
|                 | STEM Library  | 47,000,000            |
|                 | Westwind Drive - State Street to Ladbroke Drive               | 17,650,000            |
|                 | Sterling Boulevard / WO&D - Overpass                          | 7,745,000             |
|                 | <i>Subtotal, General Government</i>                           | <i>\$ 168,840,000</i> |
|                 | <b><u>Schools</u></b>   |                       |
|                 | Elementary School Classroom Additions – Countywide            | 12,415,000            |
|                 | Staff Training Center/ Round Hill Support Facility Renovation | 25,730,000            |
|                 | <i>Subtotal, Schools</i>                                      | <i>\$ 38,145,000</i>  |
|                 | <b>Total November 2019 Referendum</b>                         | <b>\$ 206,985,000</b> |



### General Obligation Bond Financing

| REFERENDUM DATE                       | PROJECT  | AMOUNT                |
|---------------------------------------|--|-----------------------|
| November 2020                         | <b><u>General Government</u></b>                                       |                       |
|                                       | Belmont Ridge Road - Shreveport to Evergreen Mills Rd                  | 4,175,000             |
|                                       | Elk Lick Road Intersections - Rt 50 & Tall Cedars Pkwy                 | 1,565,000             |
|                                       | Evergreen Mills Road (Stone Springs to Loudoun County Parkway)         | 7,908,000             |
|                                       | Franklin Park to Purcellville Trail                                    | 5,000,000             |
|                                       | Harmony Middle School - Sidewalk                                       | 3,160,000             |
|                                       | Northstar - Tall Cedars Pkwy to Braddock Rd                            | 2,500,000             |
|                                       | Poland Road - Shared Use Path  | 2,285,000             |
|                                       | River Creek Parkway- Sidewalk  | 1,315,000             |
|                                       | Route 50 North Collector Road (Air & Space Museum Parkway to Route 50) | 87,015,000            |
|                                       | Route 50 & Trailhead - Roundabout                                      | 10,000,000            |
|                                       | Route 15 Bypass to Montresor Road                                      | 15,768,000            |
|                                       | Sidewalk & Trail Program   | 13,055,000            |
|                                       | <i>Subtotal, General Government</i>                                    | <i>\$ 153,746,000</i> |
|                                       | <b><u>Schools</u></b>  |                       |
|                                       | MS-14, Dulles North  | 100,360,000           |
|                                       | <i>Subtotal, Schools</i>   | <i>\$ 100,360,000</i> |
| <b>Total November 2020 Referendum</b> |  | <b>\$ 254,106,000</b> |
| November 2021                         | <b><u>General Government</u></b>                                       |                       |
|                                       | Fire and Rescue Vehicle Annex  | 5,700,000             |
|                                       | Old Ox Road (Route 606) Fire Station                                   | 19,010,000            |
|                                       | Philomont Fire Station Replacement                                     | 13,725,000            |
|                                       | Shellhorn Road   | 86,787,000            |
|                                       | <i>Subtotal, General Government</i>                                    | <i>\$ 125,222,000</i> |
|                                       | <b><u>Schools</u></b>  |                       |
|                                       | Algonkian ES Renovations (formerly ES - Renovation 1)                  | 24,390,000            |
|                                       | High School Tennis Courts Lighting                                     | 11,245,000            |
|                                       | High School Weight Room Expansion                                      | 6,840,000             |
|                                       | Valley Service Center Replacement/Culbert ES Bus Parking               | 28,725,000            |
|                                       | <i>Subtotal, Schools</i>   | <i>\$ 71,200,000</i>  |
| <b>Total November 2021 Referendum</b> |  | <b>\$ 196,422,000</b> |



### **General Obligation Bond Financing**

| REFERENDUM DATE      | PROJECT  | AMOUNT                                       |
|----------------------|--|--|
| <b>November 2022</b> | <b><u>General Government</u></b>                                 |  |
|                      | Loudoun County Parkway Widening (Ryan Road to Shellhorn Road)    | 22,190,000                                   |
|                      | Route 50 & Everfield - Roundabout                                | 11,495,000                                   |
|                      | Route 15 & Braddock Road - Roundabout                            | 11,495,000                                   |
|                      | Ryan Road Widening (Evergreen Mills Road to Northstar Boulevard) | 20,980,000                                   |
|                      | Trailhead Drive & Braddock Road - Roundabout                     | 11,495,000                                   |
|                      | <i>Subtotal, General Government \$</i>                           | <i>77,655,000</i>                            |
|                      | <b><u>Schools</u></b>  |  |
|                      | Arcola ES/Northstar Connection                                   | 2,280,000                                    |
|                      | Cool Spring ES Renovations (formerly ES - Renovation 2)          | 25,055,000                                   |
|                      | ES-24, Central Loudoun   | 54,195,000                                   |
|                      | Heritage HS Entrance to Battlefield Parkway                      | 780,000                                      |
|                      | School Walking Tracks  | 1,800,000                                    |
|                      | Tolbert ES Road Connection                                       | 845,000                                      |
|                      | Valley Service Center Traffic Signal                             | 585,000                                      |
|                      | <i>Subtotal, Schools \$</i>                                      | <i>85,540,000</i>                            |
|                      | <b>Total November 2022 Referendum \$</b>                         | <b>163,195,000</b>                           |
|                      |  | <b>Total Bond Referenda \$ 1,072,113,000</b> |

### **Previously Approved General Obligation Bond Financing**

The following bond referenda were previously approved, FY 2014 – FY 2018, by Loudoun County voters for General Obligation Bond financing.

| REFERENDUM DATE      | PROJECT  | AMOUNT            |
|----------------------|--|-------------------|
| <b>November 2017</b> | <b><u>General Government</u></b>                         |                   |
|                      | Round Hill Fire Station Replacement                      | 15,660,000        |
|                      | <i>Subtotal, General Government \$</i>                   | <i>15,660,000</i> |
|                      | <b><u>Schools</u></b>                                    |                   |
|                      | CS Monroe Conversion                                     | 63,193,000        |
|                      | Division Security Improvements                           | 11,484,000        |
|                      | High School Stadium Synthetic Turf and Track Resurfacing | 2,936,000         |
|                      | School Bus Acquisition and Replacement                   | 4,148,000         |
|                      | <i>Subtotal, Schools \$</i>                              | <i>81,761,000</i> |
|                      | <b>Total November 2017 Referendum \$</b>                 | <b>97,421,000</b> |



### **Previously Approved General Obligation Bond Financing**

| <b>REFERENDUM DATE</b> | <b>PROJECT</b>                                       | <b>AMOUNT</b>         |
|------------------------|--|-----------------------|
| <b>November 2016</b>   | <b><u>General Government</u></b>                     |                       |
|                        | Ashburn Recreation and Community Center              | 44,270,000            |
|                        | Hal and Berni Hanson Regional Park                   | 31,845,000            |
|                        | 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, General Government</i>                  | <i>\$ 111,615,000</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            |
|                        | Dulles South High School (HS-9)                      | 117,160,000           |
|                        | <i>Subtotal, Schools</i>                             | <i>\$ 233,070,000</i> |
|                        | <b>Total November 2016 Referendum</b>                | <b>\$ 344,685,000</b> |
| <b>November 2015</b>   | <b><u>General Government</u></b>                     |                       |
|                        | Fire Apparatus                                       | 2,940,000             |
|                        | <i>Subtotal, General Government</i>                  | <i>\$ 2,940,000</i>   |
|                        | <b><u>Schools</u></b>                                |                       |
|                        | Dulles North Elementary School (ES-31)               | 38,270,000            |
|                        | Dulles North High School (HS-11)                     | 112,725,000           |
|                        | <i>Subtotal, Schools</i>                             | <i>\$ 150,995,000</i> |
|                        | <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>                                |                       |
|                        | 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>\$ 162,900,000</i> |
|                        | <b>Total November 2014 Referendum</b>                | <b>\$ 208,525,000</b> |



### **Lease Revenue Financing**

The following projects are planned to be financed through Lease Revenue Financing during the FY 2019 – FY 2024 planning period and do not require a referendum.

| <b>APPROPRIATION YEAR</b> | <b>PROJECT</b>                                 | <b>AMOUNT</b>     |
|---------------------------|--|-------------------|
| <b>FY 2019</b>            | Aldie Fire and Rescue Station Replacement      | 4,000,000         |
|                           | Broadband Infrastructure                       | 750,000           |
|                           | County Landfill Sequence V Closure             | 1,350,000         |
|                           | Courts Complex Phase III (Expansion)           | 10,000,000        |
|                           | Hal and Berni Hanson Regional Park             | 5,222,845         |
|                           | Intelligent Transportation System              | 1,050,000         |
|                           | Major Computer Systems (LMIS Replacement)      | 5,000,000         |
|                           | Public Safety Redundant Prime Site             | 1,450,000         |
|                           | Public Safety - Tower Coverage Expansion       | 1,400,000         |
|                           | Route 7 Pedestrian Crossings                   | 855,000           |
|                           | School Bus Replacement and Acquisition         | 3,052,000         |
| <b>Total FY 2019 \$</b>   |  | <b>34,129,845</b> |
| <b>FY 2020</b>            | Brambleton Library                             | 5,780,000         |
|                           | Broadband Infrastructure                       | 875,000           |
|                           | Consolidated Shops and Warehouse               | 4,000,000         |
|                           | County Landfill Sequence 1A Cap                | 1,500,000         |
|                           | County Landfill Sequence V Closure             | 5,060,000         |
|                           | Major Computer System Replacement (Microsoft)  | 1,300,000         |
|                           | School Bus Replacement and Acquisition         | 7,525,000         |
| <b>Total FY 2020 \$</b>   |  | <b>26,040,000</b> |
| <b>FY 2021</b>            | Ashburn Recreation and Community Center        | 15,000,000        |
|                           | Broadband Infrastructure                       | 875,000           |
|                           | Consolidated Shops and Warehouse               | 3,500,000         |
|                           | Courts Complex Phase III (Renovation)          | 17,600,000        |
|                           | DS Group Residence – Eastern Loudoun           | 2,375,000         |
|                           | Joint Use Dry Bulk Storage Facility            | 4,280,000         |
|                           | School Bus Replacement and Acquisition         | 7,865,000         |
|                           | Waterford Animal Shelter Renovation            | 2,000,000         |
| <b>Total FY 2021 \$</b>   |  | <b>53,495,000</b> |
| <b>FY 2022</b>            | Public Safety - E-911 Phone Switch Replacement | 2,300,000         |
|                           | Public Safety - Handheld Radio Replacements    | 9,500,000         |
|                           | School Bus Replacement and Acquisition         | 8,215,000         |
| <b>Total FY 2022 \$</b>   |  | <b>20,015,000</b> |



### **Lease Revenue Financing**

| <b>APPROPRIATION YEAR</b>                     | <b>PROJECT</b>   | <b>AMOUNT</b>      |
|---|--|--------------------|
| <b>FY 2023</b>                                | Bus Radio Replacements                                 | 3,845,000          |
|   | General Government Office Space - Sycolin Road Phase I | 15,565,000         |
|   | School Bus Replacement and Acquisition                 | 8,585,000          |
|   | <b>Total FY 2023 \$</b>                                | <b>27,995,000</b>  |
| <b>FY 2024</b>                                | Eastern Services Center                                | 17,250,000         |
|   | General Government Office Space - Sycolin Road Phase I | 97,380,000         |
|   | Intelligent Transportation System                      | 1,277,000          |
|   | School Bus Replacement and Acquisition                 | 8,975,000          |
|   | <b>Total FY 2024 \$</b>                                | <b>124,882,000</b> |
| <b>Total Six-Year Lease Revenue Financing</b> |  | <b>375,396,845</b> |

### **Previously Approved Lease Revenue Financing**

The following projects were approved in previous years, FY 2015 – FY 2018, for lease revenue financing and did not require a referendum.

| <b>APPROPRIATION YEAR</b> | <b>PROJECT</b>                            | <b>AMOUNT</b>     |
|---------------------------|---|-------------------|
| <b>FY 2018</b>            | County Landfill Reclamation Project       | \$ 5,980,000      |
|                           | DS Group Residence - Purcellville         | 2,125,000         |
|                           | Major Computer Systems (LMIS Replacement) | 6,000,000         |
|                           | Juvenile Detention Center Phase I         | 5,000,000         |
|                           | <b>Total FY 2018 \$</b>                   | <b>19,105,000</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 FY 2017 \$</b>                   | <b>69,735,000</b> |
| <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 FY 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 FY 2015 \$</b>                   | <b>66,815,000</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 2019 - 2024 in the maximum amount of \$1,503,188,200. 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 3: IMPACT ON FUTURE DEBT RATIOS   |                  |                 |                 |                 |                 |                 |
|---|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| Adopted FY 2019 - FY 2024   |                  |                 |                 |                 |                 |                 |
|   | FY 2019          | FY 2020         | FY 2021         | FY 2022         | FY 2023         | FY 2024         |
| Beginning Net Tax Supported Debt  | \$ 1,549,642,361 | \$1,699,833,215 | \$1,841,325,676 | \$1,924,862,141 | \$2,004,377,966 | \$2,074,203,976 |
| Plus:   |                  |                 |                 |                 |                 |                 |
| New Debt Issued   | 281,246,526      | 285,609,488     | 234,043,696     | 234,100,665     | 233,916,325     | 234,271,500     |
| Less:   |                  |                 |                 |                 |                 |                 |
| Retired Debt (Old)  | 131,055,672      | 126,102,027     | 113,952,231     | 102,519,840     | 94,420,315      | 95,931,497      |
| Retired Debt (New)  | 0                | 18,015,000      | 36,555,000      | 52,065,000      | 69,670,000      | 82,600,000      |
| Ending Net Tax Supported Debt   | \$1,699,833,215  | \$1,841,325,676 | \$1,924,862,141 | \$2,004,377,966 | \$2,074,203,976 | \$2,129,943,978 |
| Debt Service (1)  | \$191,418,646    | \$216,604,560   | \$229,460,875   | \$238,903,372   | \$252,391,215   | \$270,173,390   |
| Population  | 413,612          | 422,946         | 432,113         | 439,961         | 447,170         | 453,652         |
| Public School Enrollment  | 83,105           | 85,084          | 86,790          | 88,002          | 89,261          | 90,768          |
| Estimated Property Value (in Millions)  | \$94,279         | \$98,836        | \$103,078       | \$107,138       | \$111,109       | \$115,005       |
| Per Capita Income   | \$78,200         | \$80,000        | \$82,100        | \$84,600        | \$87,200        | \$89,700        |
| Expenditures (in Thousands)   | \$2,340,844,646  | \$2,457,886,878 | \$2,580,781,222 | \$2,709,820,283 | \$2,845,311,297 | \$2,987,576,862 |
| <b>Ratios:</b>  |                  |                 |                 |                 |                 |                 |
| Debt to Estimated Property Value<br>(Fiscal Policy Target = <3%)  | 1.80%            | 1.86%           | 1.87%           | 1.87%           | 1.87%           | 1.85%           |
| Debt to Per Capita Income<br>(Fiscal Policy Target = <8%)   | 5.26%            | 5.44%           | 5.43%           | 5.39%           | 5.32%           | 5.23%           |
| Debt Service to Expenditures<br>(Fiscal Policy Target =<10%)  | 8.18%            | 8.81%           | 8.89%           | 8.82%           | 8.87%           | 9.04%           |
| Ten-Year Debt Payout Ratio<br>(Fiscal Policy Target=>60%)   | 62.7%            | 62.6%           | 63.2%           | 64.6%           | 65.4%           | 66.7%           |
| <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   |
| Less:   |                  |                 |                 |                 |                 |                 |
| Debt Issuance Projected   | \$224,416,526    | \$224,549,488   | \$224,043,696   | \$224,100,665   | \$223,916,325   | \$224,271,500   |
| Remaining Debt Capacity   | \$583,474        | \$450,512       | \$956,304       | \$899,335       | \$1,083,675     | \$728,500       |
| <b>Affordability Index: (2)</b>   |                  |                 |                 |                 |                 |                 |
| Outstanding Debt Guideline  | \$2,385,217,335  | \$2,493,158,040 | \$2,600,950,864 | \$2,708,523,117 | \$2,815,366,772 | \$2,918,785,863 |
| Outstanding Debt Projected  | \$1,699,833,215  | \$1,841,325,676 | \$1,924,862,141 | \$2,004,377,966 | \$2,074,203,976 | \$2,129,943,978 |
| <b>Overlapping Debt: (3)</b>  |                  |                 |                 |                 |                 |                 |
| Overlapping Debt Guideline  | \$707,092,500    | \$741,270,000   | \$773,085,000   | \$803,535,000   | \$833,317,500   | \$862,537,500   |
| Overlapping Debt Projected  | \$123,169,314    | \$116,917,722   | \$110,602,793   | \$104,179,529   | \$97,609,482    | \$90,864,592    |
| 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 includes projects in the CIP with the exception of the Dulles Corridor Metrorail Project, the three Loudoun County-based Metrorail garages, and the County Landfill. |                  |                 |                 |                 |                 |                 |



# Capital Improvement Program

FY 2019 Adopted Budget

## Completed Projects







## Completed Projects

| GENERAL GOVERNMENT   | Completion Date | Planning Subarea | Election District  | Budget       |
|--|-----------------|------------------|--------------------|--------------|
| <b>Willisville Community Wastewater System</b>   | Fall 2016       | Southwest        | Blue Ridge         | \$275,000    |
| Description: This project provided for the extension of wastewater treatment service to three properties in the Willisville community with failing septic systems.   |                 |                  |                    |              |
| HEALTH & WELFARE   | Completion Date | Planning Subarea | Election District  | Budget       |
| <b>Mirror Ridge Group Residence Basement</b>   | Winter 2016     | Potomac          | Algonkian          | \$233,900    |
| Description: This project provided for the build-out of the basement of the Mirror Ridge Group Residence to provide additional residential living and program space.   |                 |                  |                    |              |
| <b>Youth Shelter Renovation</b>  | Summer 2017     | 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  | Completion Date | Planning Subarea | Election District  | Budget       |
| <b>Athletic Field Turf &amp; Irrigation</b>  | Fall 2017       | 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>   | Fall 2017       | Ashburn          | Algonkian          | \$281,435    |
| Description: This project provides funding to install a public restroom building in Bles Park.   |                 |                  |                    |              |
| <b>Brambleton District Park East Restrooms</b>   | Winter 2016     | Dulles           | Dulles             | \$3,125,000  |
| Description: This project installed public restrooms, completed three rectangular athletic fields with lighting and associated parking areas.  |                 |                  |                    |              |
| <b>Brambleton District Park West</b>   | Summer 2016     | Asburn, 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, fencing, paved parking lots, trails, public restrooms and athletic field lighting to the park.                                |                 |                  |                    |              |
| <b>Claude Moore Park Restrooms &amp; Lights</b>  | Fall 2017       | 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 Phase II</b>   | Spring 2018     | Dulles           | Dulles             | \$42,420,000 |
| Description: This project provides funding for the Phase II construction of an approximately 81,300 square foot 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>   | Summer 2017     | Ashburn          | Blue Ridge         | \$2,379,405  |
| Description: This project provides for improvements to the 52-acre park site off of Belmont Ridge Road near the Broadlands development. The park contains two lighted baseball and two lighted softball fields with associated parking.  |                 |                  |                    |              |
| <b>E. E. Lake Store</b>  | Summer 2017     | Route 7 West     | Blue Ridge         | \$920,300    |
| 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 and renovations for ADA accessibility to include public restrooms. |                 |                  |                    |              |
| <b>Franklin Park Rectangular Field Lights</b>  | Winter 2016     | Route 7 West     | Blue Ridge         | \$2,070,000  |
| Description: This project funds the design and construction to light the rectangular sports fields at Franklin Park.   |                 |                  |                    |              |



## Completed Projects

| <b>PARKS, RECREATION &amp; CULTURE</b>  | <b>Completion Date</b> | <b>Planning Subarea</b> | <b>Election District</b> | <b>Budget</b> |
|---|------------------------|-------------------------|--------------------------|---------------|
| <b>Lyndora Park Restrooms</b>   | Winter 2017            | Ashburn                 | Dulles                   | \$535,000     |
| Description: This project funds the installation of a public restroom building in Lyndora Park.   |                        |                         |                          |               |
| <b>Sterling Library</b>   | Winter 2017            | 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>PUBLIC SAFETY</b>  | <b>Completion Date</b> | <b>Planning Subarea</b> | <b>Election District</b> | <b>Budget</b> |
| <b>Ashburn Fire &amp; Rescue Station</b>  | Fall 2016              | Ashburn                 | Broad Run                | \$6,250,000   |
| Description: This project provided 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>Fire Station Alerting System</b>   | Spring 2018            | Countywide              | Countywide               | \$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>Fire &amp; Rescue Training Prop Lots</b>   | Summer 2017            | Leesburg                | Catoctin                 | \$2,103,545   |
| 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>Kirkpatrick Fire &amp; Rescue Station</b>  | Winter 2017            | Dulles                  | Blue Ridge               | \$12,930,000  |
| Description: This project is a new 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>Western Loudoun Sheriff Station</b>  | Winter 2017            | Route 7 West            | Blue Ridge               | \$6,935,000   |
| 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.  |                        |                         |                          |               |
| <b>TRANSPORTATION</b>   | <b>Completion Date</b> | <b>Planning Subarea</b> | <b>Election District</b> | <b>Budget</b> |
| <b>Belmont Ridge Road - Truro Parish Signal</b>   | Fall 2016              | Ashburn                 | Broad Run, Blue R        | \$29,950      |
| Description: This project designs a traffic signal to be installed at Belmont Ridge and Truro Parish Drive.   |                        |                         |                          |               |
| <b>Croson Lane</b>  | Fall 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.   |                        |                         |                          |               |
| <b>Gloucester Parkway</b>   | 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 is a design-build project being administered by VDOT.  |                        |                         |                          |               |
| <b>Gloucester/Smith Switch/Ashby Ponds Intersection</b>   | Fall 2017              | Ashburn                 | Broad Run                | \$681,350     |
| 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.   |                        |                         |                          |               |



## Completed Projects

| TRANSPORTATION   | Completion Date | Planning Subarea | Election District | Budget       |
|--|-----------------|------------------|-------------------|--------------|
| <b>Mooreview Parkway</b>   | Spring 2018     | Ashburn          | Dulles            | \$9,678,600  |
| Description: This project provides funding to construct the segment of Mooreview Parkway between Croson Lane and Old Ryan Road. This segment of Mooreview Parkway is critical to have in place in time for the opening of the Route 772 Metro Station in order to get commuters to the Metro Station and Commuter Parking areas within the Moorefield Station development, as well as to provide access to ES-16 and the future Moorefield Station Community Park. |                 |                  |                   |              |
| <b>Loudoun County Parkway &amp; Center Street Intersection</b>   | Spring 2017     | Dulles           | Dulles            | \$648,330    |
| 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.   |                 |                  |                   |              |
| <b>Northstar Boulevard and Ryan Road Intersection</b>  | Winter 2017     | 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>   | Summer 2016     | N/A              | N/A               | \$1,400,000  |
| Description: This project designs and constructs a roundabout at the intersection of Pleasant Valley Drive and Braddock Road in Fairfax County. This is a design-build project being administered by VDOT.   |                 |                  |                   |              |
| <b>Russell Branch Parkway</b>  | 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>   | Spring 2017     | Sterling         | Sterling          | \$668,950    |
| Description: This project provides for the design and construction of sidewalk improvements in the Sterling Area.  |                 |                  |                   |              |
| <b>Sterling Boulevard Sidewalk</b>   | Spring 2017     | 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>Stone Ridge Park and Ride Lot</b>   | Summer 2017     | Dulles           | Dulles            | \$6,120,400  |
| 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>Sterling Boulevard Beautification</b>   | 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>Tall Cedars Parkway</b>   | Spring 2017     | Dulles           | Dulles            | \$13,188,300 |
| 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.                          |                 |                  |                   |              |



## Completed Projects

| TRANSPORTATION  | Completion Date | Planning Subarea | Election District | Budget      |
|---|-----------------|------------------|-------------------|-------------|
| <b>Tall Cedars Parkway and Poland Road Intersection</b>   | Winter 2017     | Dulles           | Dulles            | \$690,000   |
| 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>Town of Middleburg Crosswalks</b>  | Fall 2016       | Southwest        | Blue Ridge        | \$1,790,000 |
| Description: This project provides for crosswalk improvements to three intersections along Route 50 in the Town to improve pedestrian safety for shoppers and visitors in the Town's business corridor. |                 |                  |                   |             |
| <b>Woods Road</b>   | Fall 2016       | Route 15 South   | Catoctin          | \$2,050,000 |
| Description: This project constructed a two-lane roadway from Evergreen Mills Road to just north of the Loudoun County Landfill.  |                 |                  |                   |             |
| SCHOOLS   | Completion Date | Planning Subarea | Election District | Budget      |
| <b>Loudoun County HS Naval JROTC Facility</b>   | Winter 2015     | Leesburg         | Leesburg          | \$2,897,291 |
| Description: This project provides for the installation of a new traffic signal at Sycolin Road and Loudoun Center Place.   |                 |                  |                   |             |

*The Expected Completion Dates are subject to change, and are based upon information provided in the FY2018, Third Quarter CIP Project Status Report provided to the Board's Finance/Government Operations and Economic Development Committee Meeting on April 10, 2018.*



# Capital Improvement Program

FY 2019 Adopted Budget

## Previously Authorized Projects









## Previously Authorized Projects

| GENERAL GOVERNMENT   |              |                          |                  |                   |              |
|--|--------------|--------------------------|------------------|-------------------|--------------|
|  | Phase        | Expected Completion Date | Planning Subarea | Election District | Budget       |
| <b>Landfill Reclamation Project</b>  | Construction | TBD                      | Leesburg         | Catoctin          | \$21,480     |
| Description: This project is a reclamation project to remediate the oldest landfill cell which will eliminate environmental liabilities and increase capacity at the landfill.   |              |                          |                  |                   |              |
| HEALTH & WELFARE   |              |                          |                  |                   |              |
|  | Phase        | Expected Completion Date | Planning Subarea | Election District | Budget       |
| <b>Round Hill Group Residence</b>  | Construction | Summer 2019              | Route 7 West     | Blue Ridge        | \$2,435,000  |
| Description: This project designs and constructs a group residence on a proffered site located at 17394 Arrowwood Place in the Villages at Round Hill.   |              |                          |                  |                   |              |
| PARKS, RECREATION & CULTURE  |              |                          |                  |                   |              |
|  | Phase        | Expected Completion Date | Planning Subarea | Election District | Budget       |
| <b>Bolen Park Site and Parking Improvements</b>  | Design       | Fall 2018                | Leesburg         | Catoctin          | \$7,000,000  |
| Description: This project provides funding to design and construct approximately 1,000 parking spaces at Bolen Park to support events at the DC United Sports Complex.   |              |                          |                  |                   |              |
| <b>Claude Moore Recreation Center</b><br><i>Pool Seating Expansion &amp; HVAC replacement</i>  | Construction | Fall 2018                | Ashburn          | Ashburn           | \$7,560,100  |
| Description: This project provides funding to expand the facility to accommodate spectator seating in the competition swimming pool area, and replace the HVAC and air evacuation system.  |              |                          |                  |                   |              |
| <b>Lovettsville Community Center Replacement</b>   | Design       | TBD                      | Northwest        | Catoctin          | \$9,380,000  |
| Description: This project provides for the design and construction of a new community center building in the Town of Lovettsville to replace the existing building.  |              |                          |                  |                   |              |
| <b>Lovettsville District Park</b><br><i>Phase I</i>  | Design       | Summer 2018              | Northwest        | Catoctin          | \$14,408,515 |
| 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 equestrian area. |              |                          |                  |                   |              |
| <b>Moorefield Station Community Park</b>   | Construction | Winter 2018              | Ashburn          | Dulles            | \$7,490,000  |
| Description: This community park, on the same site as the Moorefield Elementary School site, 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>  | Construction | TBD                      | 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><br><i>Phase II</i>  | Construction | Summer 2018              | 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       | Winter 2019              | 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>Trailside Park Restrooms</b>  | Construction | TBD                      | Ashburn          | Ashburn           | \$275,030    |
| Description: This project funds the installation of a public restroom building in Trailside Park.  |              |                          |                  |                   |              |
| <b>Waterford Mill</b>  | Design       | TBD                      | Northwest        | Catoctin          | \$952,950    |
| 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        | \$384,520    |
| Description: This project funds the installation of a public restroom building in Woodgrove Park.  |              |                          |                  |                   |              |



## Previously Authorized Projects

| PUBLIC SAFETY  |              |                          |                  |                    |              |
|--|--------------|--------------------------|------------------|--------------------|--------------|
|  | Phase        | Expected Completion Date | Planning Subarea | Election District  | Budget       |
| <b>Ashburn Sheriff Station</b>   | Construction | Spring 2018              | Ashburn          | Broad Run          | \$14,839,890 |
| Description: This project constructs an 18,000-square-foot Sheriff Station on a County-owned site of approximately five-acres in the One Loudoun community. The station will include offices, work rooms, interview rooms, processing areas, evidence storage and equipment storage.   |              |                          |                  |                    |              |
| <b>Juvenile Detention Center (Phase I)</b>   | Design       | Winter 2018              | Leesburg         | Catoctin           | \$15,411,930 |
| Description: This project designs and constructs a new 40-bed Juvenile Detention Center on the   |              |                          |                  |                    |              |
| <b>Leesburg Fire &amp; Rescue Station 20 Expansion</b>   | Design       | Winter 2018              | Leesburg         | Catoctin           | \$4,600,000  |
| Description: This project provides funding to construct an approximately 8,100 square foot expansion to the Leesburg Fire and Rescue Station #20.  |              |                          |                  |                    |              |
| <b>Lovettsville Fire &amp; Rescue Station Replacement</b>  | Design       | TBD                      | Northwest        | Catoctin           | \$14,500,000 |
| Description: This project provides the funding for the first phase to replace the Lovettsville Fire and Rescue Station.  |              |                          |                  |                    |              |
| <b>Public Safety Firing Range</b>  | Design       | Winter 2018              | 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       | TBD                      | 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.  |              |                          |                  |                    |              |
| TRANSPORTATION   |              |                          |                  |                    |              |
|  | Phase        | Expected Completion Date | Planning Subarea | Election District  | Budget       |
| <b>Traffic Signal Preemption Devices</b>   | Construction | Summer 2018              | Countywide       | Countywide         | \$1,570,000  |
| Description: This project provides funding to equip 76 key intersections in the County with traffic signal preemption devices.   |              |                          |                  |                    |              |
| <b>Allder School Road Paving</b>   | Construction | Spring 2019              | Route 7 West     | Blue Ridge         | \$8,395,550  |
| Description: This project provides for the paving of Allder School Road (Route 711) from Woodgrove Road (Route 719) to Hillsboro Road (Route 690).   |              |                          |                  |                    |              |
| <b>Ashburn Road Sidewalks</b>  | Land         | Spring 2017              | 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.  |              |                          |                  |                    |              |
| <b>Belmont Ridge Road (Gloucester to Hay)</b>  | Construction | Fall 2018                | Ashburn          | Ashburn            | \$61,030,800 |
| Description: This project provides funding to expand the road from two lanes to a four-lane median-divided roadway. The project also includes two bridge spans over the W&OD Trail.  |              |                          |                  |                    |              |
| <b>Braddock/Summerall/Supreme Intersection Improvements</b>  | Design       | Fall 2018                | Dulles           | Dulles, Blue Ridge | \$2,000,000  |
| 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. |              |                          |                  |                    |              |
| <b>Claiborne Parkway</b>   | Construction | Summer 2018              | 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 (Route 901) necessary to complete the road, allowing for a continuous facility from Route 7 to Loudoun County Parkway (Route 607).       |              |                          |                  |                    |              |



## Previously Authorized Projects

| TRANSPORTATION   |              | Expected Completion Date | Planning Subarea                            | Election District             | Budget       |
|--|--------------|--------------------------|---|-------------------------------|--------------|
| <b>Edgewater Street &amp; Poland Road Intersection</b>   | Design       | Fall 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.  |              |                          |   |                               |              |
| <b>Metro Parking Garages</b>   | Construction | Summer 2019              | Ashburn                                     | Broad Run                     | \$84,500,000 |
| Description: This project designs three Metro parking structures to serve the two Metro Silver Line stations in Loudoun County.  |              |                          |   |                               |              |
| <b>Riverside Parkway</b><br><i>Loudoun County Parkway to Lexington</i>   | Construction | Fall 2017                | Ashburn                                     | Algonkian                     | \$15,196,400 |
| Description: This project funds the design and construction of a four-lane divided road segment between Loudoun County Parkway and Lexington Drive, as well as 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><br><i>Lexington Drive to Janelia Farm</i>   | Design       | Summer 2018              | Ashburn                                     | Ashburn, Algonkian            | \$3,750,000  |
| Description: This project constructs the missing link segment of the 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>   | Construction | Fall 2019                | Route 7 West                                | Blue Ridge                    | \$2,739,949  |
| 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 Interchange</b>   | 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 / Battlefield Parkway Interchange</b>   | Design       | TBD                      | Leesburg                                    | Leesburg                      | \$50,760,700 |
| Description: 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.  |              |                          |   |                               |              |
| <b>Route 7 / Route 659 Interchange &amp; Widening</b>  | Construction | Spring 2019              | 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 Improvements</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 606 Widening</b>  | Construction | Summer 2018              | Dulles                                      | Dulles, Blue Ridge            | \$40,285,570 |
| Description: This project provides funding for preliminary engineering, design, and construction of two additional lanes to widen Route 606 to four lanes from Evergreen Mills Road to the Dulles Greenway.  |              |                          |   |                               |              |
| <b>Route 772 Connector Bridge</b>  | Design/Build | Winter 2018              | Ashburn                                     | Broad Run                     | \$26,528,350 |
| 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.         |              |                          |   |                               |              |
| <b>Shaw Road</b>   | Land         | Fall 2018                | Sterling                                    | Sterling                      | \$1,016,550  |
| 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.   |              |                          |   |                               |              |



## Previously Authorized Projects

| TRANSPORTATION   |              | Expected<br>Completion Date | Planning Subarea | Election District  | Budget       |
|--|--------------|-----------------------------|------------------|--------------------|--------------|
| <b>Sterling Boulevard Extension</b>  | Design       | Spring 2018                 | Sterling         | Sterling           | \$24,128,650 |
| Description: This project provides funding to design and construct an extension of Sterling Boulevard between Pacific Boulevard and Moran Road.  |              |                             |                  |                    |              |
| <b>Traffic Signal Emergency Backup System</b>  | FFE          | TBD                         | Countywide       | Countywide         | \$1,005,000  |
| Description: This project provides funding to equip specific, high-priority traffic volume intersections in the County with emergency backup power to keep key traffic signals in operation in the event of a prolonged widespread power outage.                 |              |                             |                  |                    |              |
| <b>Waxpool Road</b>  | Construction | Fall 2017                   | 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. The project also includes the installation of a traffic signal at the intersection of Waxpool Road and Ashburn Village Parkway. |              |                             |                  |                    |              |
| <b>Waxpool Road<br/>Intersection Improvements</b>  | Land         | Spring 2018                 | Ashburn          | Broad Run          | \$7,400,000  |
| Description: This project designs and constructs intersection improvements and turn lanes at Waxpool Road and Pacific Boulevard and at Waxpool Road and Broderick Drive.   |              |                             |                  |                    |              |
| <b>Woodgrove High School/Fields Farm<br/>Park Road</b>   | Design       | Spring 2018                 | Route 7 West     | Blue Ridge         | \$3,815,000  |
| Description: This project provides funding to design and construct a two-lane road connecting Woodgrove High School to Route 690 through the County-owned Fields Farm park property.   |              |                             |                  |                    |              |

*The Expected Completion Dates are subject to change, and are based upon information provided in the FY 2018, Third Quarter CIP Project Status Report provided to the Board's Finance/Government Operations and Economic Development Committee Meeting on April 10, 2018.*



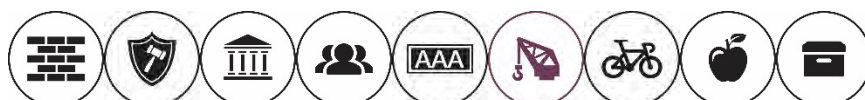
# Capital Improvement Program

FY 2019 Adopted Budget

## County Capital Projects

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# COUNTY CAPITAL PROJECTS

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| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |               |               |                |                |               |                |                 |                |                  |
|--|-----------------|---------------|---------------|----------------|----------------|---------------|----------------|-----------------|----------------|------------------|
| Capital (\$ in 1000s)  | Prior<br>Alloc. | FY 2019       | FY 2020       | FY 2021        | FY 2022        | FY 2023       | FY 2024        | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
| <b>County Capital Projects</b>   |                 |               |               |                |                |               |                |                 |                |                  |
| <b>Projects</b>  |                 |               |               |                |                |               |                |                 |                |                  |
| Administration   | 313,317         | 6,480         | 2,800         | 7,990          | -              | 23,680        | 9,115          | 50,065          | 5,475          | 368,857          |
| General Government   | 160,013         | 26,833        | 32,643        | 25,186         | 20,308         | 36,521        | 136,258        | 277,749         | 103,899        | 541,661          |
| Health and Welfare   | -               | -             | -             | 2,375          | -              | -             | -              | 2,375           | 6,646          | 9,021            |
| Parks, Recreation, and Culture   | 158,699         | 16,915        | 9,839         | 41,910         | 71,935         | -             | -              | 140,599         | 103,575        | 402,872          |
| Public Safety  | 145,838         | 23,950        | 17,350        | 29,483         | 33,318         | 30,397        | 20,088         | 154,586         | 14,987         | 315,411          |
| <b>Budgetary Cost</b>  | <b>777,867</b>  | <b>74,177</b> | <b>62,632</b> | <b>106,944</b> | <b>125,561</b> | <b>90,598</b> | <b>165,461</b> | <b>625,373</b>  | <b>234,582</b> | <b>1,637,823</b> |
| <b>Funding Source</b>  |                 |               |               |                |                |               |                |                 |                |                  |
| Local Tax Funding  | 241,688         | 27,236        | 27,173        | 35,909         | 26,426         | 43,028        | 34,221         | 193,993         | 114,233        | 549,914          |
| Fund Balance   | 82,494          | -             | -             | -              | -              | -             | -              | -               | -              | 82,494           |
| General Obligation Bonds   | 167,430         | 4,300         | 13,760        | 30,560         | 87,335         | 21,825        | 16,610         | 174,390         | 103,575        | 445,395          |
| Lease Revenue Financing  | 140,988         | 32,777        | 17,640        | 40,475         | 11,800         | 20,760        | 114,630        | 238,082         | 16,774         | 395,844          |
| Proffers (Cash)  | 79,799          | 7,531         | 4,059         | -              | -              | -             | -              | 11,590          | -              | 91,389           |
| Proffers (In-Kind)   | 51,409          | -             | -             | -              | -              | -             | -              | -               | -              | 51,409           |
| State Capital Assistance   | 4,598           | -             | -             | -              | -              | -             | -              | -               | -              | 4,598            |
| Fees   | 4,462           | 2,334         | -             | -              | -              | -             | -              | 2,334           | -              | 6,795            |
| Proceeds from Land Sale  | 5,000           | -             | -             | -              | -              | -             | -              | -               | -              | 5,000            |
| VPSA Bonds   | -               | -             | -             | -              | -              | 4,985         | -              | 4,985           | -              | 4,985            |
| <b>Total Funding Source</b>  | <b>777,867</b>  | <b>74,177</b> | <b>62,632</b> | <b>106,944</b> | <b>125,561</b> | <b>90,598</b> | <b>165,461</b> | <b>625,373</b>  | <b>234,582</b> | <b>1,637,823</b> |



# Capital Improvement Program

FY 2019 Adopted Budget

## Administration



| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |              |              |              |          |               |              |                 |                |                  |
|--|-----------------|--------------|--------------|--------------|----------|---------------|--------------|-----------------|----------------|------------------|
| Capital (\$ in 1000s)  | Prior<br>Alloc. | FY 2019      | FY 2020      | FY 2021      | FY 2022  | FY 2023       | FY 2024      | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
| <b>Administration</b>  |                 |              |              |              |          |               |              |                 |                |                  |
| <b>Projects</b>  |                 |              |              |              |          |               |              |                 |                |                  |
| Land Acquisition Fund  | 248,317         | 1,480        | 1,500        | 7,990        | -        | 23,680        | 9,115        | 43,765          | 5,475          | 297,557          |
| Major Computer Systems   | 65,000          | 5,000        | 1,300        | -            | -        | -             | -            | 6,300           | -              | 71,300           |
| <b>Budgetary Cost</b>  | <b>313,317</b>  | <b>6,480</b> | <b>2,800</b> | <b>7,990</b> | <b>-</b> | <b>23,680</b> | <b>9,115</b> | <b>50,065</b>   | <b>5,475</b>   | <b>368,857</b>   |
| <b>Funding Source</b>  |                 |              |              |              |          |               |              |                 |                |                  |
| Local Tax Funding  | 96,316          | 1,480        | 1,500        | 7,990        | -        | 18,695        | 9,115        | 38,780          | 5,475          | 140,571          |
| Fund Balance   | 76,934          | -            | -            | -            | -        | -             | -            | -               | -              | 76,934           |
| General Obligation Bonds   | 52,475          | -            | -            | -            | -        | -             | -            | -               | -              | 52,475           |
| Lease Revenue Financing  | 29,730          | 5,000        | 1,300        | -            | -        | -             | -            | 6,300           | -              | 36,030           |
| Proffers (Cash)  | 1,855           | -            | -            | -            | -        | -             | -            | -               | -              | 1,855            |
| Proffers (In-Kind)   | 51,409          | -            | -            | -            | -        | -             | -            | -               | -              | 51,409           |
| State Capital Assistance   | 4,598           | -            | -            | -            | -        | -             | -            | -               | -              | 4,598            |
| VPSA Bonds   | -               | -            | -            | -            | -        | 4,985         | -            | 4,985           | -              | 4,985            |
| <b>Total Funding Source</b>  | <b>313,317</b>  | <b>6,480</b> | <b>2,800</b> | <b>7,990</b> | <b>-</b> | <b>23,680</b> | <b>9,115</b> | <b>50,065</b>   | <b>5,475</b>   | <b>368,857</b>   |



## 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 to be dedicated to the County, and sites that need to be acquired. This project page outlines the projects where land sites need to be acquired to develop facilities in the six-year CIP timeframe.

During the FY 2019 - FY 2024 capital planning period, site acquisitions are planned for the following facilities:

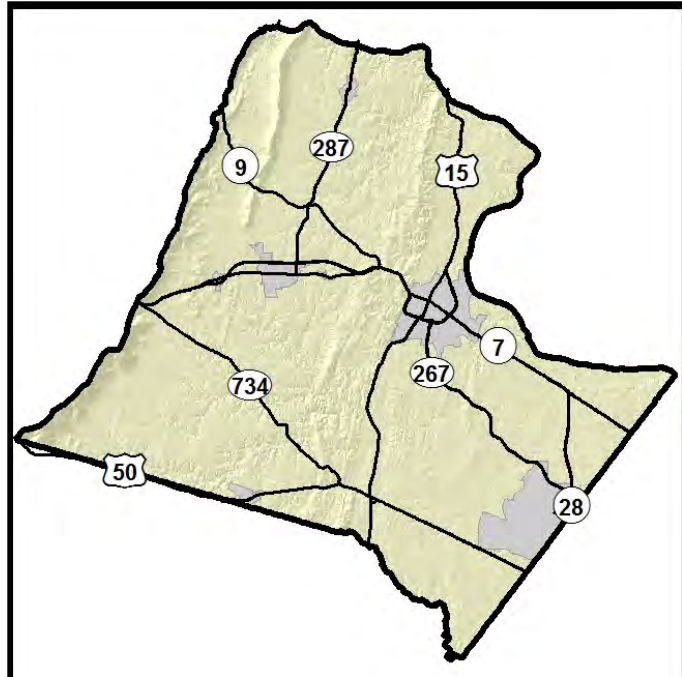
FY 2019 Courts Complex, Eastern DS Group Residence  
FY 2020 Courts Complex

Land acquisition for Loudoun County Public School projects is planned in FY 2021, FY 2023, and FY 2024.

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

### Election District

Countywide



|                                       | Prior          |                |                |                |                |                |                | 6 Year        | Future       | Project        |
|---------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|--------------|----------------|
| Capital (\$ in 1000s)                 | Alloc.         | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | Total         | FY's         | Total          |
| Land Acquisition - County Projects    | 118,435        | 1,480          | 1,500          | -              | -              | -              | -              | 2,980         | -            | 121,415        |
| Land Acquisition - School Projects    | 129,882        | -              | -              | 7,990          | -              | 23,680         | 9,115          | 40,785        | 5,475        | 176,142        |
| <b>Total Cost</b>                     | <b>248,317</b> | <b>1,480</b>   | <b>1,500</b>   | <b>7,990</b>   | <b>-</b>       | <b>23,680</b>  | <b>9,115</b>   | <b>43,765</b> | <b>5,475</b> | <b>297,557</b> |
| Local Tax Funding                     | 95,216         | 1,480          | 1,500          | 7,990          | -              | 18,695         | 9,115          | 38,780        | 5,475        | 139,471        |
| Fund Balance                          | 36,934         | -              | -              | -              | -              | -              | -              | -             | -            | 36,934         |
| General Obligation Bonds              | 52,475         | -              | -              | -              | -              | -              | -              | -             | -            | 52,475         |
| Lease Revenue Financing               | 5,830          | -              | -              | -              | -              | -              | -              | -             | -            | 5,830          |
| 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               | -              | -              | -              | -              | -              | -              | -              | -             | -            | -              |
| VPSA Bonds                            | -              | -              | -              | -              | -              | 4,985          | -              | 4,985         | -            | 4,985          |
| <b>Total Financing</b>                | <b>248,317</b> | <b>1,480</b>   | <b>1,500</b>   | <b>7,990</b>   | <b>-</b>       | <b>23,680</b>  | <b>9,115</b>   | <b>43,765</b> | <b>5,475</b> | <b>297,557</b> |
| <b>Operating Impact (\$ in 1000s)</b> |                | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b>  |              |                |
| Debt Service                          |                | -              | -              | -              | -              | -              | 499            | 499           |              |                |
| <b>Total Impact</b>                   |                | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>499</b>     | <b>499</b>    |              |                |



## Major Computer Systems

### Project Description

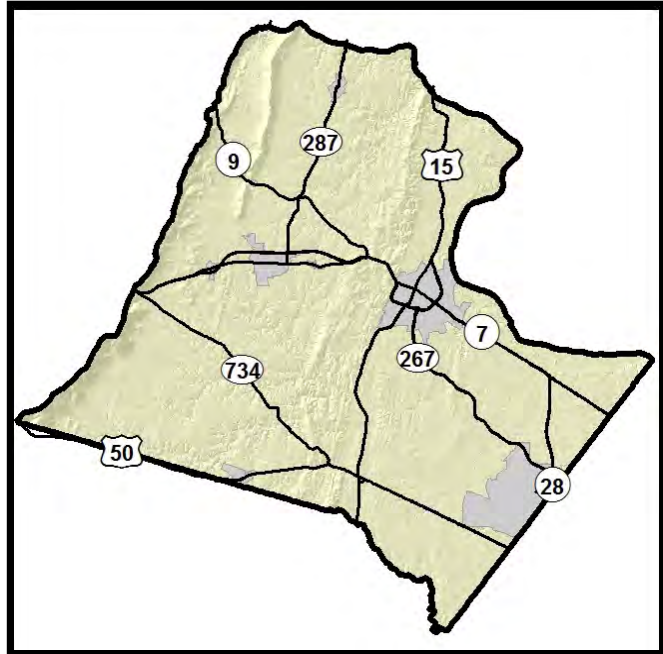
This project plans for the acquisition or replacement of major computer systems that cost more than \$500,000 per system. Prior to FY 2012, both major and minor computer system replacements were treated as a component part of the Capital Asset Preservation Program (CAPP). In November of 2010, to accurately capitalize costs, the major computer systems 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:

FY 2019 Land Management Information System Replacement and Renovations for the Department of Building and Development and the Department of Planning and Zoning

FY 2020 Microsoft system upgrades to Windows 10 and desktop productivity software

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.



### Election District

Countywide

| Capital (\$ in 1000s)       | Prior Alloc.  | FY 2019      | FY 2020      | FY 2021  | FY 2022  | FY 2023  | FY 2024  | 6 Year Total | Future FY's | Project Total |
|-----------------------------|---------------|--------------|--------------|----------|----------|----------|----------|--------------|-------------|---------------|
| Land                        | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| Professional Services       | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| Construction                | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| Furniture, Fixtures & Equip | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| Other                       | 65,000        | 5,000        | 1,300        | -        | -        | -        | -        | 6,300        | -           | 71,300        |
| <b>Total Cost</b>           | <b>65,000</b> | <b>5,000</b> | <b>1,300</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>6,300</b> | <b>-</b>    | <b>71,300</b> |
| Local Tax Funding           | 1,100         | -            | -            | -        | -        | -        | -        | -            | -           | 1,100         |
| Fund Balance                | 40,000        | -            | -            | -        | -        | -        | -        | -            | -           | 40,000        |
| General Obligation Bonds    | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| Lease Revenue Financing     | 23,900        | 5,000        | 1,300        | -        | -        | -        | -        | 6,300        | -           | 30,200        |
| Proffers (Cash)             | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| Proffers (In-Kind)          | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| State Capital Assistance    | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| Fees                        | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| Local Gasoline Tax          | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| Proceeds from Land Sale     | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| Federal Funding             | -             | -            | -            | -        | -        | -        | -        | -            | -           | -             |
| <b>Total Financing</b>      | <b>65,000</b> | <b>5,000</b> | <b>1,300</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>6,300</b> | <b>-</b>    | <b>71,300</b> |

| Operating Impact (\$ in 1000s) | FY 2019    | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024      | Total         |
|--------------------------------|------------|--------------|--------------|--------------|--------------|--------------|---------------|
| FTE                            | -          | 2.00         | -            | -            | -            | -            | 2.00          |
| Personnel                      | -          | 172          | 178          | 183          | 188          | 194          | 915           |
| O&M                            | -          | 10           | -            | -            | -            | -            | 10            |
| Debt Service                   | 140        | 1,205        | 2,119        | 2,060        | 2,128        | 2,040        | 9,693         |
| <b>Total Impact</b>            | <b>140</b> | <b>1,388</b> | <b>2,297</b> | <b>2,243</b> | <b>2,316</b> | <b>2,234</b> | <b>10,618</b> |



# Capital Improvement Program

FY 2019 Adopted Budget

## General Government



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

| Capital (\$ in 1000s)                                  | Prior<br>Alloc. | FY 2019       | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024        | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
|--|-----------------|---------------|---------------|---------------|---------------|---------------|----------------|-----------------|----------------|------------------|
| <b>General Government</b>                              |                 |               |               |               |               |               |                |                 |                |                  |
| <b>Projects</b>  |                 |               |               |               |               |               |                |                 |                |                  |
| Capital Project Management                             | 73,072          | 10,896        | 11,133        | 8,376         | 8,628         | 8,887         | 9,153          | 57,073          | 39,442         | 169,586          |
| CIP Contingency  | 11,900          | 2,450         | 2,500         | 2,500         | 2,500         | 2,500         | 2,500          | 14,950          | 10,000         | 36,850           |
| Consolidated Shops and Warehouse                       | 31,200          | -             | 4,000         | 3,500         | -             | -             | -              | 7,500           | -              | 38,700           |
| Eastern Services Center                                | -               | -             | -             | -             | -             | -             | 17,250         | 17,250          | -              | 17,250           |
| General Government Office Space - Sycolin Road Phase I | -               | -             | -             | -             | -             | 15,565        | 97,380         | 112,945         | 10,128         | 123,073          |
| Landfill Debt Service                                  | 4,462           | 2,334         | -             | -             | -             | -             | -              | 2,334           | -              | 6,795            |
| Landfill Sequence 1A Cap                               | -               | -             | 1,500         | -             | -             | -             | -              | 1,500           | -              | 1,500            |
| Landfill Sequence V Closure                            | -               | 1,350         | 5,060         | -             | -             | -             | -              | 6,410           | -              | 6,410            |
| Public Safety Radio System Redundant Master/Prime Site | 1,625           | 1,450         | -             | -             | -             | -             | -              | 1,450           | -              | 3,075            |
| Storm Water Management                                 | 33,025          | 5,860         | 6,150         | 6,460         | 6,780         | 7,119         | 7,475          | 39,844          | 33,829         | 106,698          |
| Town of Hillsboro Old Stone School/Town Hall           | 80              | 243           | -             | -             | -             | -             | -              | 243             | -              | 323              |
| Waterford Space Renovation                             | -               | -             | -             | 2,000         | -             | -             | -              | 2,000           | -              | 2,000            |
| Water/Wastewater Fund                                  | 4,650           | 2,250         | 2,300         | 2,350         | 2,400         | 2,450         | 2,500          | 14,250          | 10,500         | 29,400           |
| <b>Budgetary Cost</b>                                  | <b>160,013</b>  | <b>26,833</b> | <b>32,643</b> | <b>25,186</b> | <b>20,308</b> | <b>36,521</b> | <b>136,258</b> | <b>277,749</b>  | <b>103,899</b> | <b>541,661</b>   |
| <b>Funding Source</b>                                  |                 |               |               |               |               |               |                |                 |                |                  |
| Local Tax Funding                                      | 130,772         | 21,456        | 22,083        | 19,686        | 20,308        | 20,956        | 21,628         | 126,117         | 93,771         | 350,660          |
| Fund Balance   | 3,700           | -             | -             | -             | -             | -             | -              | -               | -              | 3,700            |
| Lease Revenue Financing                                | 21,000          | 2,800         | 10,560        | 5,500         | -             | 15,565        | 114,630        | 149,055         | 10,128         | 180,183          |
| Proffers (Cash)  | 80              | 243           | -             | -             | -             | -             | -              | 243             | -              | 323              |
| Fees   | 4,462           | 2,334         | -             | -             | -             | -             | -              | 2,334           | -              | 6,795            |
| <b>Total Funding Source</b>                            | <b>160,013</b>  | <b>26,833</b> | <b>32,643</b> | <b>25,186</b> | <b>20,308</b> | <b>36,521</b> | <b>136,258</b> | <b>277,749</b>  | <b>103,899</b> | <b>541,661</b>   |



## Capital Project Management

### Project Description – 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 land acquisition, planning, budgeting, design, engineering, construction management and project support.

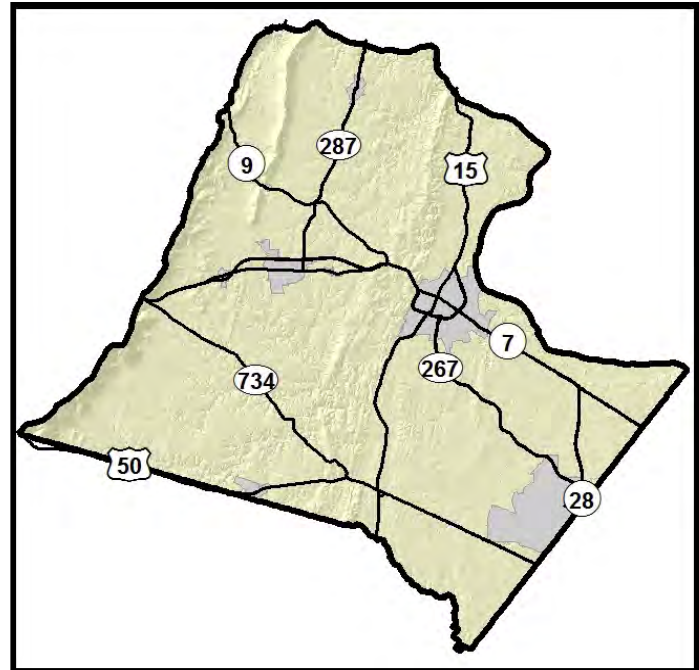
Resources in the Office of the County Attorney and the Department of Finance and Procurement also provide support to the County's capital projects. These resources are included as part of the Capital Project Management budget.

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 CIP includes annual allocations of local tax funding to hire consulting services from private firms to help deliver construction projects on time.

### Election District

Countywide



| Capital (\$ in 1000s)       | Prior         |               |               |              |              |              |              | 6 Year        | Future        | Project        |
|-----------------------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|---------------|---------------|----------------|
|                             | Alloc.        | FY 2019       | FY 2020       | FY 2021      | FY 2022      | FY 2023      | FY 2024      | Total         | FY's          | Total          |
| Land                        | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| Professional Services       | 9,013         | 4,250         | 4,288         | 1,326        | 1,366        | 1,407        | 1,449        | 14,086        | 6,244         | 29,343         |
| Construction                | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| Furniture, Fixtures & Equip | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| Other                       | 64,059        | 6,646         | 6,845         | 7,050        | 7,262        | 7,480        | 7,704        | 42,987        | 33,198        | 140,243        |
| <b>Total Cost</b>           | <b>73,072</b> | <b>10,896</b> | <b>11,133</b> | <b>8,376</b> | <b>8,628</b> | <b>8,887</b> | <b>9,153</b> | <b>57,073</b> | <b>39,442</b> | <b>169,586</b> |
| Local Tax Funding           | 73,072        | 10,896        | 11,133        | 8,376        | 8,628        | 8,887        | 9,153        | 57,073        | 39,442        | 169,586        |
| Fund Balance                | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| General Obligation Bonds    | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| Lease Revenue Financing     | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| Proffers (Cash)             | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| Proffers (In-Kind)          | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| State Capital Assistance    | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| Fees                        | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| Local Gasoline Tax          | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| Proceeds from Land Sale     | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| Federal Funding             | -             | -             | -             | -            | -            | -            | -            | -             | -             | -              |
| <b>Total Financing</b>      | <b>73,072</b> | <b>10,896</b> | <b>11,133</b> | <b>8,376</b> | <b>8,628</b> | <b>8,887</b> | <b>9,153</b> | <b>57,073</b> | <b>39,442</b> | <b>169,586</b> |



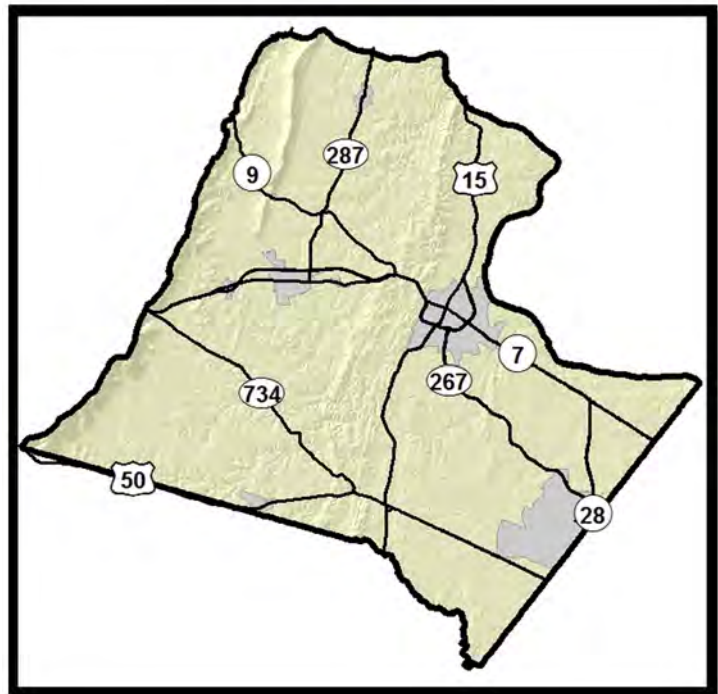
## CIP Contingency

## Project Description – C00030

The CIP includes annual allocations of local tax funding to maintain a sustainable capital project contingency commensurate with a \$2 billion capital financing plan.

## Election District

Countywide



|                             |               | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|---------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital                     | (\$ in 1000s) | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Furniture, Fixtures & Equip |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       |               | 11,900 | 2,450   | 2,500   | 2,500   | 2,500   | 2,500   | 2,500   | 14,950 | 10,000 | 36,850  |
| Total Cost                  |               | 11,900 | 2,450   | 2,500   | 2,500   | 2,500   | 2,500   | 2,500   | 14,950 | 10,000 | 36,850  |
| Local Tax Funding           |               | 8,700  | 2,450   | 2,500   | 2,500   | 2,500   | 2,500   | 2,500   | 14,950 | 10,000 | 33,650  |
| Fund Balance                |               | 3,200  | -       | -       | -       | -       | -       | -       | -      | -      | 3,200   |
| General Obligation Bonds    |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing     |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing             |               | 11,900 | 2,450   | 2,500   | 2,500   | 2,500   | 2,500   | 2,500   | 14,950 | 10,000 | 36,850  |

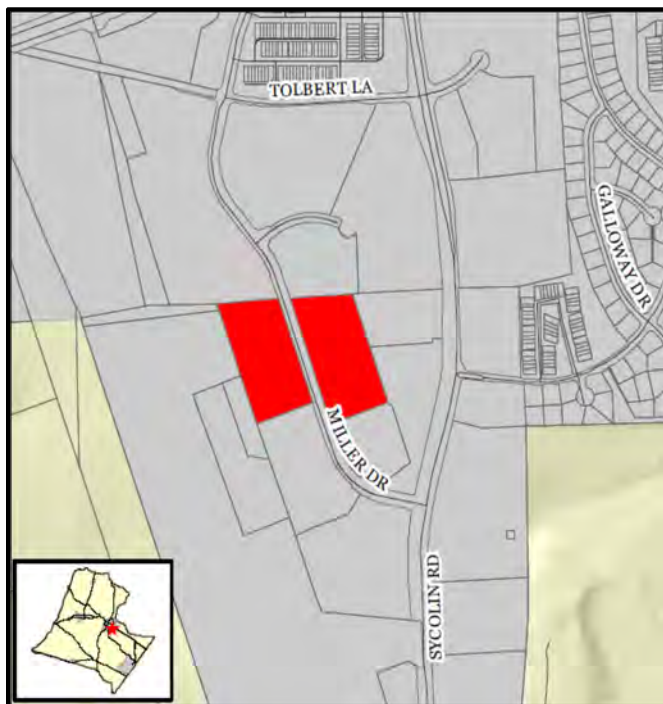


## Consolidated Shops and Warehouse Facility

### Project Description – C02071

The Consolidated Shops and Warehouse Facility will provide storage and warehouse space for all County Government departments into a centralized facility, eliminating the use of leased warehouse, shop and storage space spread throughout the County. 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 build 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.



### Election District

Catoctin

|                                 |               | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|---------------------------------|---------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital                         | (\$ in 1000s) | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                            |               | 24,700 | -       | -       | -       | -       | -       | -       | -      | -      | 24,700  |
| Professional Services           |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                    |               | 6,500  | -       | 4,000   | 3,500   | -       | -       | -       | 7,500  | -      | 14,000  |
| Furniture, Fixtures & Equip     |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                           |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Cost                      |               | 31,200 | -       | 4,000   | 3,500   | -       | -       | -       | 7,500  | -      | 38,700  |
| Local Tax Funding               |               | 10,200 | -       | -       | -       | -       | -       | -       | -      | -      | 10,200  |
| Fund Balance                    |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds        |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing         |               | 21,000 | -       | 4,000   | 3,500   | -       | -       | -       | 7,500  | -      | 28,500  |
| Proffers (Cash)                 |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)              |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance        |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                            |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax              |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale         |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding                 |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing                 |               | 31,200 | -       | 4,000   | 3,500   | -       | -       | -       | 7,500  | -      | 38,700  |
| Operating Impact ( \$ in 1000s) |               |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |        |         |
| O&M                             |               |        | 1,291   | 1,303   | 1,316   | 1,330   | 1,343   | 1,356   | 7,939  |        |         |
| Debt Service                    |               |        | -       | 100     | 395     | 473     | 721     | 702     | 2,390  |        |         |
| Total Impact                    |               |        | 1,291   | 1,403   | 1,711   | 1,802   | 2,064   | 2,058   | 10,329 |        |         |



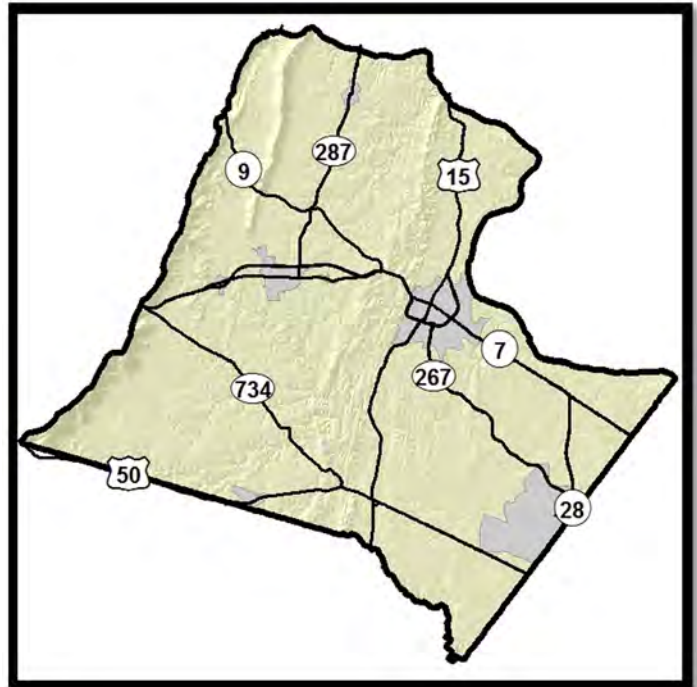
## Eastern Services Center

### Project Description

This project proposes to provide funding to acquire and renovate 60,000 square feet of office space in the eastern portion of the County to serve as an Eastern Community Services Center.

The Board directed staff to develop a Government Office Space Transition Strategy, which includes the construction of new County Government facilities and/or the acquisition of existing office or commercial buildings in specific areas of the County that provide synergy between the County seat in Leesburg and population densities in eastern Loudoun. The Board direction also provided for the 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 and acquisition 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.



### Election District

TBD

|                                |                 | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|--------------------------------|-----------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital                        | (\$ in 1000s)   | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                           |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services          |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                   |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Furniture, Fixtures & Equip    |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                          |                 | -      | -       | -       | -       | -       | -       | 17,250  | 17,250 | -      | 17,250  |
|                                | Total Cost      | -      | -       | -       | -       | -       | -       | 17,250  | 17,250 | -      | 17,250  |
| Local Tax Funding              |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                   |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds       |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing        |                 | -      | -       | -       | -       | -       | -       | 17,250  | 17,250 | -      | 17,250  |
| Proffers (Cash)                |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)             |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance       |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                           |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax             |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale        |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding                |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
|                                | Total Financing | -      | -       | -       | -       | -       | -       | 17,250  | 17,250 | -      | 17,250  |
|                                |                 |        |         |         |         |         |         |         |        |        |         |
| Operating Impact (\$ in 1000s) |                 |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |        |         |
| Debt Service                   |                 |        | -       | -       | -       | -       | -       | 144     | 144    |        |         |
| Total Impact                   |                 |        | -       | -       | -       | -       | -       | 144     | 144    |        |         |



## General Government Office Space – Sycolin Road Phase I

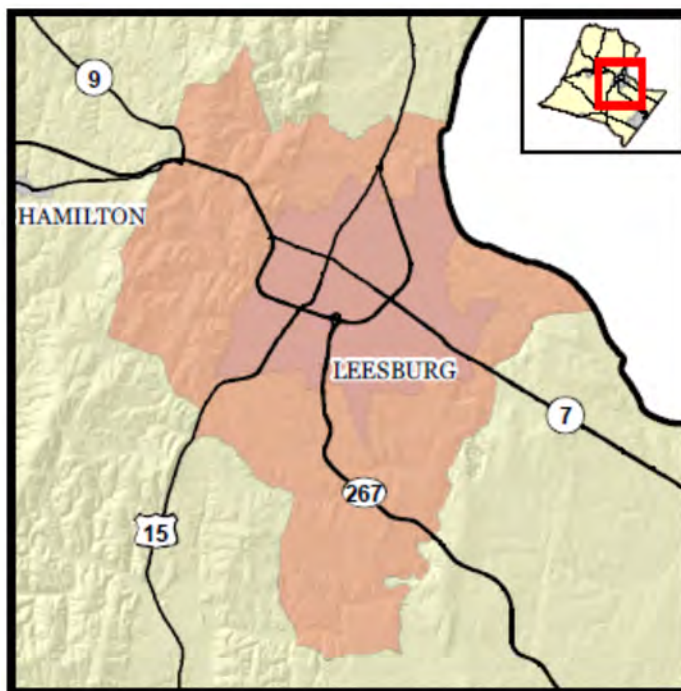
### Project Description

Phase I of the project proposes to provide funding to design and construct up to 150,000 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.

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 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.

### Election District

Catoctin



| Capital (\$ in 1000s)                 | Prior Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year Total | Future FY's | Project Total |
|---------------------------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|-------------|---------------|
| Land                                  | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Professional Services                 | -            | -              | -              | -              | -              | 15,565         | -              | 15,565       | -           | 15,565        |
| Construction                          | -            | -              | -              | -              | -              | -              | 97,380         | 97,380       | -           | 97,380        |
| Furniture, Fixtures & Equip           | -            | -              | -              | -              | -              | -              | -              | -            | 10,128      | 10,128        |
| Other                                 | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| <b>Total Cost</b>                     | -            | -              | -              | -              | -              | 15,565         | 97,380         | 112,945      | 10,128      | 123,073       |
| Local Tax Funding                     | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Fund Balance                          | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| General Obligation Bonds              | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Lease Revenue Financing               | -            | -              | -              | -              | -              | 15,565         | 97,380         | 112,945      | 10,128      | 123,073       |
| Proffers (Cash)                       | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Proffers (In-Kind)                    | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| State Capital Assistance              | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Fees                                  | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Local Gasoline Tax                    | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Proceeds from Land Sale               | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Federal Funding                       | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| <b>Total Financing</b>                | -            | -              | -              | -              | -              | 15,565         | 97,380         | 112,945      | 10,128      | 123,073       |
| <b>Operating Impact (\$ in 1000s)</b> |              | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b> |             |               |
| Debt Service                          |              | -              | -              | -              | -              | 125            | 644            | 769          |             |               |
| <b>Total Impact</b>                   |              | -              | -              | -              | -              | 125            | 644            | 769          |             |               |

## Landfill Sequence 1A Cap

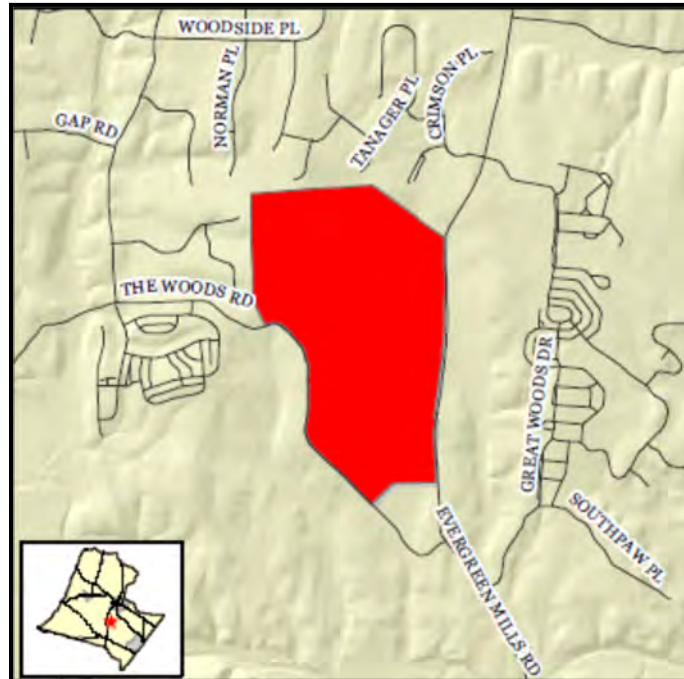
### Project Description -

This project consists of design and construction of erosion and sediment controls, fine grading, and installation of a temporary synthetic cap over Cell 1A of the landfill once it is filled to capacity, per approved permit conditions.

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

## Election District

## Catoctin



|                                | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|--------------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)          | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services          | -      | -       |         | -       | -       | -       | -       | -      | -      | -       |
| Construction                   | -      | -       | 1,500   | -       | -       | -       | -       | 1,500  | -      | 1,500   |
| Furniture, Fixtures & Equip    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Cost                     | -      | -       | 1,500   | -       | -       | -       | -       | 1,500  | -      | 1,500   |
| Local Tax Funding              | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                   | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing        | -      | -       | 1,500   | -       | -       | -       | -       | 1,500  | -      | 1,500   |
| Proffers (Cash)                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing                | -      | -       | 1,500   | -       | -       | -       | -       | 1,500  | -      | 1,500   |
|                                |        |         |         |         |         |         |         |        |        |         |
| Operating Impact (\$ in 1000s) |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |        |         |
| Debt Service                   |        | -       | 38      | 148     | 144     | 141     | 137     | 608    |        |         |
| Total Impact                   |        | -       | 38      | 148     | 144     | 141     | 137     | 608    |        |         |





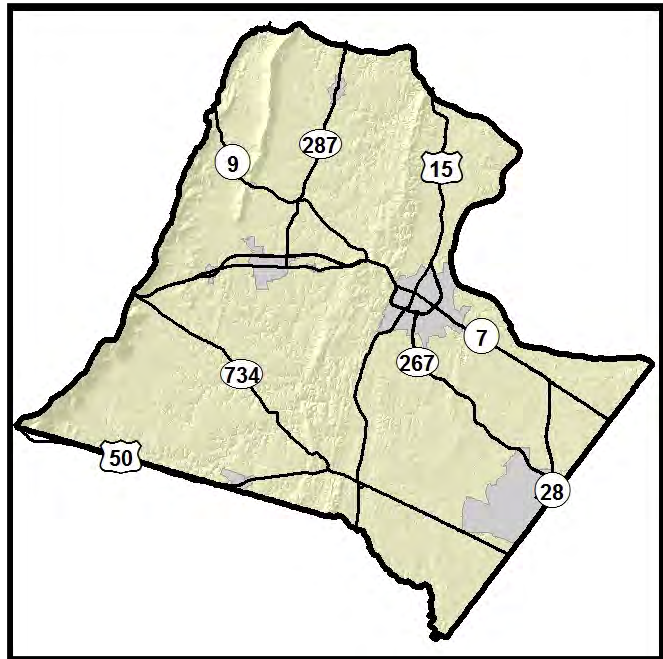


## Public Safety Radio System Redundant Master/Prime Site

### Project Description – C02174

On July 29, 2016, the County's public safety radio system experienced a catastrophic system failure caused by an external electrical malfunction that destroyed critical infrastructure. All eleven trunked channels reverted to conventional operation. Field personnel and ECC dispatchers were having problems communicating with one another. Personnel had to utilize channels from neighboring jurisdictions, as well as from the Bull Run Mountain site. Due to the magnitude of the damage, the County did not have sufficient spare parts for all of the failed components, even after borrowing available parts from Prince William County.

In an effort to ensure similar failures are minimized and mitigated in the future, this project provides \$1.625 million in local tax funding from the Major Equipment Replacement Fund in FY 2018, and \$1.450 million in lease revenue financing in the Capital Projects Fund in FY 2019 to build a geographically redundant master/prime site, allowing the radio system to operate normally in the event of a future catastrophic failure at a single master/prime site. A new location for a redundant site is recommended in leased commercial Data Center space, preferably in the Ashburn area, which is an operating expense in DIT's budget.



### Election District

Countywide

| Capital (\$ in 1000s)          | Prior        |              |            |            |            |            |            | 6 Year       | Future   | Project      |
|--------------------------------|--------------|--------------|------------|------------|------------|------------|------------|--------------|----------|--------------|
|                                | Alloc.       | FY 2019      | FY 2020    | FY 2021    | FY 2022    | FY 2023    | FY 2024    | Total        | FY's     | Total        |
| Land                           | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| Professional Services          | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| Construction                   | 1,625        | 1,450        | -          | -          | -          | -          | -          | 1,450        | -        | 3,075        |
| Furniture, Fixtures & Equip    | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| Other                          | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| <b>Total Cost</b>              | <b>1,625</b> | <b>1,450</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>1,450</b> | <b>-</b> | <b>3,075</b> |
| Local Tax Funding              | 1,625        | -            | -          | -          | -          | -          | -          | -            | -        | 1,625        |
| Fund Balance                   | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| General Obligation Bonds       | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| Lease Revenue Financing        | -            | 1,450        | -          | -          | -          | -          | -          | 1,450        | -        | 1,450        |
| Proffers (Cash)                | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| Proffers (In-Kind)             | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| State Capital Assistance       | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| Fees                           | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| Local Gasoline Tax             | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| Proceeds from Land Sale        | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| Federal Funding                | -            | -            | -          | -          | -          | -          | -          | -            | -        | -            |
| <b>Total Financing</b>         | <b>1,625</b> | <b>1,450</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>1,450</b> | <b>-</b> | <b>3,075</b> |
|                                |              |              |            |            |            |            |            |              |          |              |
| Operating Impact (\$ in 1000s) |              | FY 2019      | FY 2020    | FY 2021    | FY 2022    | FY 2023    | FY 2024    | Total        |          |              |
| Debt Service                   |              | 36           | 272        | 267        | 252        | 246        | 231        | 1,304        |          |              |
| <b>Total Impact</b>            |              | <b>36</b>    | <b>272</b> | <b>267</b> | <b>252</b> | <b>246</b> | <b>231</b> | <b>1,304</b> |          |              |







## Town of Hillsboro – Old Stone School/Town Hall

### Project Description – C02175

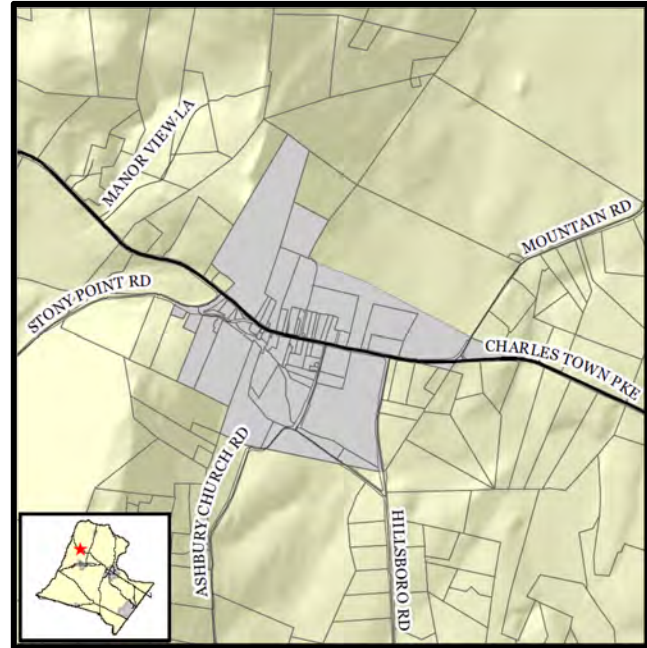
Each year, the County solicits capital project funding requests from Towns within the County for facilities. As a capital expense, the funding for the projects is shown in the County's CIP. This project provides funding in FY 2019 for the following project in the Town of Hillsboro:

### Old Stone School/Town Hall

The 140-year-old Old Stone School serves as the Town Hall as well as community center/cultural center and event venue. The Town has made extensive investments in the building (first floor heating/cooling, electrical and plumbing upgrades, roof repairs) to preserve the building and generate revenue from daily rentals and special events, however critical upgrades remain to be completed. The requested funding is to install a heating and cooling system to the second floor, make additional roof repairs and make restrooms handicap accessible.

### Election District

Blue Ridge



| Capital (\$ in 1000s)       | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
|                             | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | 80     | 243     | -       | -       | -       | -       | -       | 243    | -      | 323     |
| Total Cost                  | 80     | 243     | -       | -       | -       | -       | -       | 243    | -      | 323     |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | 80     | 243     | -       | -       | -       | -       | -       | 243    | -      | 323     |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing             | 80     | 243     | -       | -       | -       | -       | -       | 243    | -      | 323     |

## Waterford Space Renovation

### Project Description

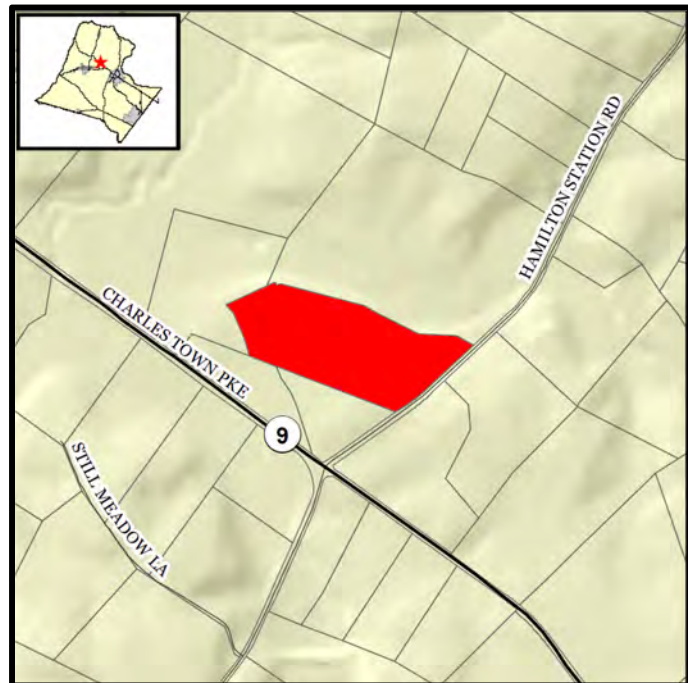
This project proposes to provide funding to renovate up to 11,000 square-feet at the former Animal Shelter in Waterford as office space for Extension Services and Economic Development's Agricultural Business program.

The County is constructing a new Animal Services facility at the Government Support Center site off of Sycolin Road in the Leesburg area. Once this facility is open, the old Animal Shelter building is available for re-use. This project provides funding to renovate the former Animal Shelter building for County government use that will eliminate the need for leased office space for Extension Services, and provide needed program space for the Agricultural Business program for Economic Development.

The land surrounding the former Animal Shelter will still be used for large animal housing and seizures, and other animal housing where zoning regulations do not permit the animals to be housed at the new Animal Services facility.

### Election District

Catoctin



|                                       | Prior  |                |                |                |                |                |                | 6 Year       | Future | Project |
|---------------------------------------|--------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------|---------|
| Capital (\$ in 1000s)                 | Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | Total        | FY's   | Total   |
| Land                                  | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Professional Services                 | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Construction                          | -      | -              | -              | 2,000          | -              | -              | -              | 2,000        | -      | 2,000   |
| 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               | -      | -              | -              | 2,000          | -              | -              | -              | 2,000        | -      | 2,000   |
| Proffers (Cash)                       | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Proffers (In-Kind)                    | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| State Capital Assistance              | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Fees                                  | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Local Gasoline Tax                    | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Proceeds from Land Sale               | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Federal Funding                       | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| <b>Total Financing</b>                | -      | -              | -              | 2,000          | -              | -              | -              | 2,000        | -      | 2,000   |
| <b>Operating Impact (\$ in 1000s)</b> |        | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b> |        |         |
| Debt Service                          |        | -              | -              | 50             | 198            | 193            | 188            | 628          |        |         |
| <b>Total Impact</b>                   |        | -              | -              | 50             | 198            | 193            | 188            | 628          |        |         |



## Water/Wastewater Fund

### Project Description – C02091

In 2015, the Board of Supervisors approved the Water and Wastewater Projects Funding Policy which established the Water/Wastewater Fund (Fund). The Fund supports communities experiencing issues with inadequate water and/or wastewater systems by funding 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.

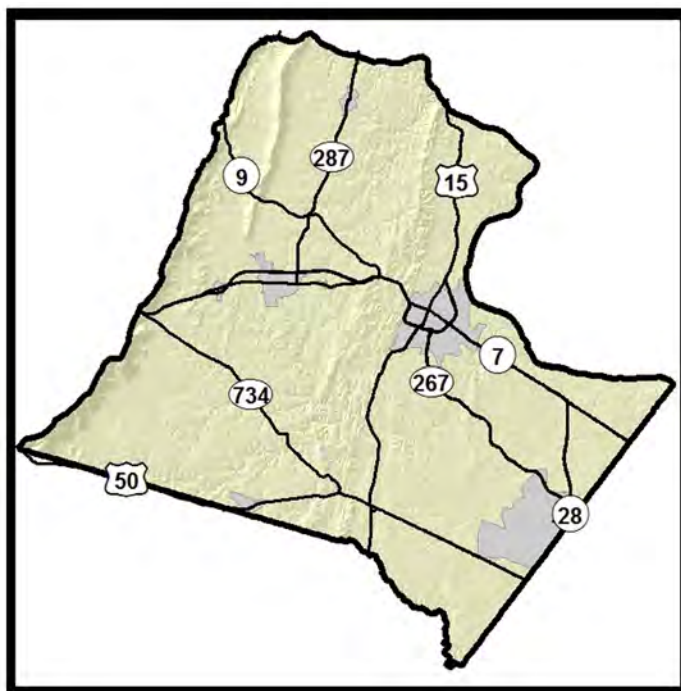
In FY 2017, the Fund supported the Town of Hillsboro with a wastewater feasibility study. In FY 2018, the Fund supported the Howardsville community wastewater project. Three other communities requested assistance in FY 2018 (The Marches, Aldie, and Paeonian Springs) and support from the Fund for these communities will be determined through the established eligibility process. No operating expenses will be incurred during the six-year CIP planning period.

### Election District

Countywide

### Recent Projects

|         |                                |             |
|---------|--------------------------------|-------------|
| FY 2017 | Hillsboro Feasibility Study    | \$135,000   |
| FY 2018 | Howardsville Wastewater System | \$1,200,000 |



| Capital (\$ in 1000s)       | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
|                             | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | 935    | 340     | 350     | 365     | 380     | 395     | 410     | 2,240  | 1,790  | 4,965   |
| Construction                | 3,715  | 1,910   | 1,950   | 1,985   | 2,020   | 2,055   | 2,090   | 12,010 | 8,710  | 24,435  |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Cost                  | 4,650  | 2,250   | 2,300   | 2,350   | 2,400   | 2,450   | 2,500   | 14,250 | 10,500 | 29,400  |
| Local Tax Funding           | 4,650  | 2,250   | 2,300   | 2,350   | 2,400   | 2,450   | 2,500   | 14,250 | 10,500 | 29,400  |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing             | 4,650  | 2,250   | 2,300   | 2,350   | 2,400   | 2,450   | 2,500   | 14,250 | 10,500 | 29,400  |



# Capital Improvement Program

FY 2019 Adopted Budget

## Health and Welfare



| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |         |         |              |         |         |         |                 |                |                  |
|--|-----------------|---------|---------|--------------|---------|---------|---------|-----------------|----------------|------------------|
| Capital Capital (\$ in 1000s)  | Prior<br>Alloc. | FY 2019 | FY 2020 | FY 2021      | FY 2022 | FY 2023 | FY 2024 | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
| <b>Health and Welfare</b>  |                 |         |         |              |         |         |         |                 |                |                  |
| <b>Projects</b>  |                 |         |         |              |         |         |         |                 |                |                  |
| Adolescent Independent Living Residence                                      | -               | -       | -       | -            | -       | -       | -       | -               | 6,646          | 6,646            |
| DS Group Residence - Eastern Loudoun   | -               | -       | -       | 2,375        | -       | -       | -       | 2,375           | -              | 2,375            |
| <b>Budgetary Cost</b>  | -               | -       | -       | <b>2,375</b> | -       | -       | -       | <b>2,375</b>    | <b>6,646</b>   | <b>9,021</b>     |
| <b>Funding Source</b>  |                 |         |         |              |         |         |         |                 |                |                  |
| Lease Revenue Financing  | -               | -       | -       | 2,375        | -       | -       | -       | 2,375           | 6,646          | 9,021            |
| <b>Total Funding Source</b>  | -               | -       | -       | <b>2,375</b> | -       | -       | -       | <b>2,375</b>    | <b>6,646</b>   | <b>9,021</b>     |







## Developmental Services Group Residence – Eastern Loudoun

### Project Description

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 for land acquisition for a site in eastern Loudoun is provided in FY 2019 of the Land Acquisition Fund.

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.

### Election District

To Be Determined



| Capital (\$ in 1000s)                 | Prior Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year Total | Future FY's | Project Total |
|---------------------------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|-------------|---------------|
| Land                                  | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Professional Services                 | -            | -              | -              | 240            | -              | -              | -              | 240          | -           | 240           |
| Construction                          | -            | -              | -              | 1,670          | -              | -              | -              | 1,670        | -           | 1,670         |
| Furniture, Fixtures & Equip           | -            | -              | -              | 465            | -              | -              | -              | 465          | -           | 465           |
| Other                                 | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| <b>Total Cost</b>                     | -            | -              | -              | <b>2,375</b>   | -              | -              | -              | <b>2,375</b> | -           | <b>2,375</b>  |
| Local Tax Funding                     | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Fund Balance                          | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| General Obligation Bonds              | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Lease Revenue Financing               | -            | -              | -              | 2,375          | -              | -              | -              | 2,375        | -           | 2,375         |
| Proffers (Cash)                       | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Proffers (In-Kind)                    | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| State Capital Assistance              | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Fees                                  | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Local Gasoline Tax                    | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Proceeds from Land Sale               | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Federal Funding                       | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| <b>Total Financing</b>                | -            | -              | -              | <b>2,375</b>   | -              | -              | -              | <b>2,375</b> | -           | <b>2,375</b>  |
| <b>Operating Impact (\$ in 1000s)</b> |              | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b> |             |               |
| FTE                                   |              | -              | -              | -              | 1.17           | -              | -              | 1.17         |             |               |
| Personnel                             |              | -              | -              | -              | 79             | 81             | 84             | 244          |             |               |
| O&M                                   |              | -              | -              | -              | 35             | 35             | 36             | 106          |             |               |
| Debt Service                          |              | -              | -              | 59             | 265            | 258            | 250            | 832          |             |               |
| <b>Total Impact</b>                   |              | -              | -              | <b>59</b>      | <b>379</b>     | <b>374</b>     | <b>370</b>     | <b>1,182</b> |             |               |



# Capital Improvement Program

FY 2019 Adopted Budget

## **Parks, Recreation and Culture**





| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |               |              |               |               |          |          |                 |                |                  |
|--|-----------------|---------------|--------------|---------------|---------------|----------|----------|-----------------|----------------|------------------|
| Capital (\$ in 1000s)  | Prior<br>Alloc. | FY 2019       | FY 2020      | FY 2021       | FY 2022       | FY 2023  | FY 2024  | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
| <b>Parks, Recreation, and Culture</b>  |                 |               |              |               |               |          |          |                 |                |                  |
| <b>Projects</b>  |                 |               |              |               |               |          |          |                 |                |                  |
| Ashburn Recreation and Community Center                                      | 70,930          | -             | -            | 15,000        | -             | -        | -        | 15,000          | -              | 85,930           |
| Ashburn Senior Center  | 8,285           | 1,200         | -            | -             | -             | -        | -        | 1,200           | -              | 9,485            |
| Bolen Park Phase II  | 500             | -             | -            | 6,725         | -             | -        | -        | 6,725           | -              | 7,225            |
| Brambleton Library   | -               | 680           | 9,839        | -             | -             | -        | -        | 10,519          | -              | 10,519           |
| Fields Farm Park   | 1,860           | -             | -            | 3,350         | 25,835        | -        | -        | 29,185          | -              | 31,045           |
| Franklin Park to Purcellville Trail  | 520             | -             | -            | -             | 5,000         | -        | -        | 5,000           | -              | 5,520            |
| Hal & Berni Hanson Regional Park   | 76,365          | 14,800        | -            | -             | -             | -        | -        | 14,800          | -              | 91,165           |
| Hamilton Community Park  | -               | 50            | -            | -             | -             | -        | -        | 50              | -              | 50               |
| Loudoun State Park   | -               | -             | -            | -             | -             | -        | -        | -               | -              | -                |
| Lovettsville District Park - Phase II  | -               | -             | -            | 4,680         | -             | -        | -        | 4,680           | -              | 4,680            |
| Scott Jenkins - Phase III  | -               | -             | -            | 2,255         | -             | -        | -        | 2,255           | -              | 2,255            |
| 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                                       | 238             | 185           | -            | -             | -             | -        | -        | 185             | -              | 423              |
| Western Loudoun Recreation Center  | -               | -             | -            | -             | -             | -        | -        | -               | 103,575        | 103,575          |
| <b>Budgetary Cost</b>  | <b>158,699</b>  | <b>16,915</b> | <b>9,839</b> | <b>41,910</b> | <b>71,935</b> | <b>-</b> | <b>-</b> | <b>140,599</b>  | <b>103,575</b> | <b>402,872</b>   |
| <b>Funding Source</b>  |                 |               |              |               |               |          |          |                 |                |                  |
| Local Tax Funding  | 1,110           | 50            | -            | 5,050         | -             | -        | -        | 5,100           | -              | 6,210            |
| Fund Balance   | 1,860           | -             | -            | -             | -             | -        | -        | -               | -              | 1,860            |
| General Obligation Bonds   | 72,865          | -             | -            | 21,860        | 71,935        | -        | -        | 93,795          | 103,575        | 270,235          |
| Lease Revenue Financing  | -               | 9,577         | 5,780        | 15,000        | -             | -        | -        | 30,357          | -              | 30,357           |
| Proffers (Cash)  | 77,864          | 7,288         | 4,059        | -             | -             | -        | -        | 11,347          | -              | 89,210           |
| Proceeds from Land Sale  | 5,000           | -             | -            | -             | -             | -        | -        | -               | -              | 5,000            |
| <b>Total Funding Source</b>  | <b>158,699</b>  | <b>16,915</b> | <b>9,839</b> | <b>41,910</b> | <b>71,935</b> | <b>-</b> | <b>-</b> | <b>140,599</b>  | <b>103,575</b> | <b>402,872</b>   |



## Ashburn Recreation and Community Center

### Project Description – C02142

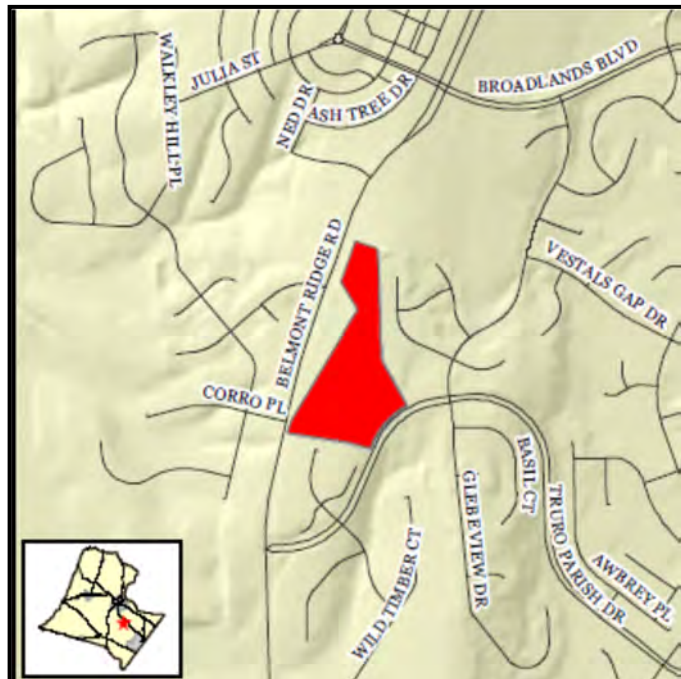
This project provides funding to develop a recreation center on an approximately 18-acre proffered site off of Belmont Ridge Road in the Ashburn Planning Subarea.

The facility 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.

The FY 2019 Adopted CIP includes \$15,000,000 in FY 2021 for additional site development costs.

### Election District

Broad Run



|                                | Prior         |          |          |               |           |              |              | 6 Year        | Future   | Project       |
|--------------------------------|---------------|----------|----------|---------------|-----------|--------------|--------------|---------------|----------|---------------|
| Capital (\$ in 1000s)          | Alloc.        | FY 2019  | FY 2020  | FY 2021       | FY 2022   | FY 2023      | FY 2024      | Total         | FY's     | Total         |
| Land                           | -             | -        | -        | -             | -         | -            | -            | -             | -        | -             |
| Professional Services          | 9,680         | -        | -        | -             | -         | -            | -            | -             | -        | 9,680         |
| Construction                   | 61,250        | -        | -        | 15,000        | -         | -            | -            | 15,000        | -        | 76,250        |
| Furniture, Fixtures & Equip    | -             | -        | -        | -             | -         | -            | -            | -             | -        | -             |
| Other                          | -             | -        | -        | -             | -         | -            | -            | -             | -        | -             |
| <b>Total Cost</b>              | <b>70,930</b> | <b>-</b> | <b>-</b> | <b>15,000</b> | <b>-</b>  | <b>-</b>     | <b>-</b>     | <b>15,000</b> | <b>-</b> | <b>85,930</b> |
| Local Tax Funding              | -             | -        | -        | -             | -         | -            | -            | -             | -        | -             |
| Fund Balance                   | -             | -        | -        | -             | -         | -            | -            | -             | -        | -             |
| General Obligation Bonds       | 44,270        | -        | -        | -             | -         | -            | -            | -             | -        | 44,270        |
| Lease Revenue Financing        | -             | -        | -        | 15,000        | -         | -            | -            | 15,000        | -        | 15,000        |
| Proffers (Cash)                | 26,660        | -        | -        | -             | -         | -            | -            | -             | -        | 26,660        |
| Proffers (In-Kind)             | -             | -        | -        | -             | -         | -            | -            | -             | -        | -             |
| Fees                           | -             | -        | -        | -             | -         | -            | -            | -             | -        | -             |
| Local Gasoline Tax             | -             | -        | -        | -             | -         | -            | -            | -             | -        | -             |
| Proceeds from Land Sale        | -             | -        | -        | -             | -         | -            | -            | -             | -        | -             |
| Federal Funding                | -             | -        | -        | -             | -         | -            | -            | -             | -        | -             |
| <b>Total Financing</b>         | <b>70,930</b> | <b>-</b> | <b>-</b> | <b>15,000</b> | <b>-</b>  | <b>-</b>     | <b>-</b>     | <b>15,000</b> | <b>-</b> | <b>85,930</b> |
|                                |               |          |          |               |           |              |              |               |          |               |
| Operating Impact (\$ in 1000s) |               | FY 2019  | FY 2020  | FY 2021       | FY 2022   | FY 2023      | FY 2024      | Total         |          |               |
| FTE                            |               | -        | -        | -             | 2.50      | 74.17        | -            | 76.67         |          |               |
| Personnel                      |               | -        | -        | -             | 93        | 4,285        | 4,414        | 8,792         |          |               |
| O&M                            |               | -        | -        | -             | -         | 1,872        | 1,891        | 3,762         |          |               |
| Debt Service                   |               | -        | -        | -             | -         | 1,250        | 2,629        | 3,879         |          |               |
| <b>Total Impact</b>            |               | <b>-</b> | <b>-</b> | <b>-</b>      | <b>93</b> | <b>7,407</b> | <b>8,933</b> | <b>16,433</b> |          |               |



## Ashburn Senior Center

### Project Description – C02105

This project provides funding to construct a 16,000-square-foot Senior Center on a five-acre proffered site in the Ashburn Planning Subarea. The 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, older adults age 55 and above 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.

The additional funding in FY 2019 is needed for additional site costs associated with this proffered site.

This program is planned to be funded with cash proffers.

### Election District

Broad Run



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019      | FY 2020  | FY 2021  | FY 2022  | FY 2023  | FY 2024  | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|--------------|----------|----------|----------|----------|----------|--------------|-------------|---------------|
| Land                        | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Professional Services       | 1,100        | -            | -        | -        | -        | -        | -        | -            | -           | 1,100         |
| Construction                | 6,475        | 1,200        | -        | -        | -        | -        | -        | 1,200        | -           | 7,675         |
| Furniture, Fixtures & Equip | 710          | -            | -        | -        | -        | -        | -        | -            | -           | 710           |
| Other                       | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| <b>Total Cost</b>           | <b>8,285</b> | <b>1,200</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>1,200</b> | <b>-</b>    | <b>9,485</b>  |
| Local Tax Funding           | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Fund Balance                | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| General Obligation Bonds    | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Lease Revenue Financing     | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Proffers (Cash)             | 8,285        | 1,200        | -        | -        | -        | -        | -        | 1,200        | -           | 9,485         |
| Proffers (In-Kind)          | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| State Capital Assistance    | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Fees                        | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Local Gasoline Tax          | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Proceeds from Land Sale     | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Federal Funding             | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| <b>Total Financing</b>      | <b>8,285</b> | <b>1,200</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>1,200</b> | <b>-</b>    | <b>9,485</b>  |

| Operating Impact (\$ in 1000s) | FY 2019  | FY 2020   | FY 2021      | FY 2022      | FY 2023      | FY 2024      | Total        |
|--------------------------------|----------|-----------|--------------|--------------|--------------|--------------|--------------|
| FTE                            | -        | 1.00      | 18.33        | -            | -            | -            | 19.33        |
| Personnel                      | -        | 80        | 739          | 761          | 784          | 807          | 3,170        |
| O&M                            | -        | -         | 263          | 265          | 268          | 271          | 1,066        |
| <b>Total Impact</b>            | <b>-</b> | <b>80</b> | <b>1,001</b> | <b>1,026</b> | <b>1,052</b> | <b>1,078</b> | <b>7,549</b> |



# Philip A. Bolen Memorial Park

## Phase II

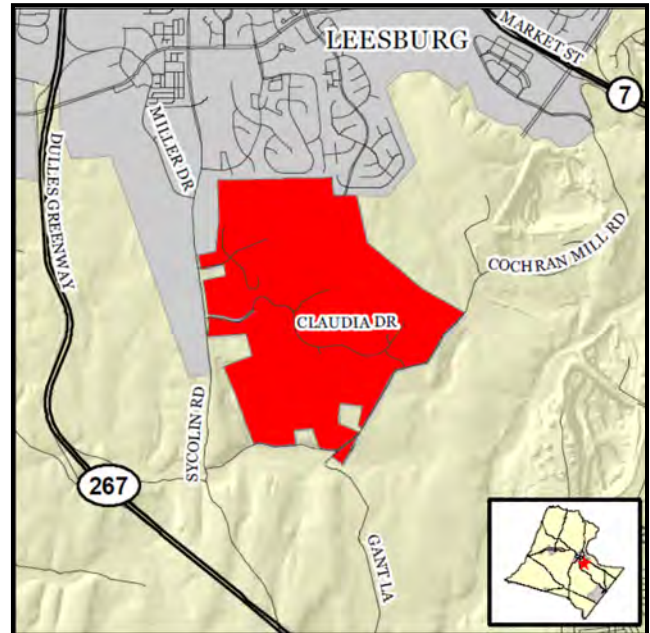
### Project Description – C02152

This project provides for funding to construct four permanent, restroom and concessionaire facilities. Bolen Park was originally developed using E-LOO restrooms facilities, which are designed to be composting toilets, due to the lack of public water and sewer connections in the vicinity of the Park. Given the large volume of athletic use and tournaments held at the Park, the E-Loos have been on pump and haul, requiring permanent restroom and concession facilities. The Town of Leesburg developed a pump station in the vicinity of the Park that allows the Park to have access to public water and sewer.

Authorization to sell additional general obligation bonds will be scheduled for placement on the November 2019 referendum.

### Election District

Catoctin



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019  | FY 2020  | FY 2021      | FY 2022  | FY 2023  | FY 2024  | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|----------|----------|--------------|----------|----------|----------|--------------|-------------|---------------|
| Land                        | -            | -        | -        | -            | -        | -        | -        | -            | -           | -             |
| Professional Services       | 500          | -        | -        | 480          | -        | -        | -        | 480          | -           | 980           |
| Construction                | -            | -        | -        | 5,935        | -        | -        | -        | 5,935        | -           | 5,935         |
| Furniture, Fixtures & Equip | -            | -        | -        | 310          | -        | -        | -        | 310          | -           | 310           |
| Other                       | -            | -        | -        | -            | -        | -        | -        | -            | -           | -             |
| <b>Total Cost</b>           | <b>500</b>   | <b>-</b> | <b>-</b> | <b>6,725</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>6,725</b> | <b>-</b>    | <b>7,225</b>  |
| Local Tax Funding           | 500          | -        | -        | 550          | -        | -        | -        | 550          | -           | 1,050         |
| Fund Balance                | -            | -        | -        | -            | -        | -        | -        | -            | -           | -             |
| General Obligation Bonds    | -            | -        | -        | 6,175        | -        | -        | -        | 6,175        | -           | 6,175         |
| Lease Revenue Financing     | -            | -        | -        | -            | -        | -        | -        | -            | -           | -             |
| Proffers (Cash)             | -            | -        | -        | -            | -        | -        | -        | -            | -           | -             |
| Proffers (In-Kind)          | -            | -        | -        | -            | -        | -        | -        | -            | -           | -             |
| State Capital Assistance    | -            | -        | -        | -            | -        | -        | -        | -            | -           | -             |
| Fees                        | -            | -        | -        | -            | -        | -        | -        | -            | -           | -             |
| Local Gasoline Tax          | -            | -        | -        | -            | -        | -        | -        | -            | -           | -             |
| Proceeds from Land Sale     | -            | -        | -        | -            | -        | -        | -        | -            | -           | -             |
| Federal Funding             | -            | -        | -        | -            | -        | -        | -        | -            | -           | -             |
| <b>Total Financing</b>      | <b>500</b>   | <b>-</b> | <b>-</b> | <b>6,725</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>6,725</b> | <b>-</b>    | <b>7,225</b>  |

| Operating Impact (\$ in 1000s) | FY 2019  | FY 2020  | FY 2021  | FY 2022    | FY 2023    | FY 2024    | Total        |
|--------------------------------|----------|----------|----------|------------|------------|------------|--------------|
| O&M                            | -        | -        | -        | -          | -          | 59         | 59           |
| Debt Service                   | -        | -        | -        | 302        | 505        | 594        | 1,401        |
| <b>Total Impact</b>            | <b>-</b> | <b>-</b> | <b>-</b> | <b>302</b> | <b>505</b> | <b>653</b> | <b>1,460</b> |



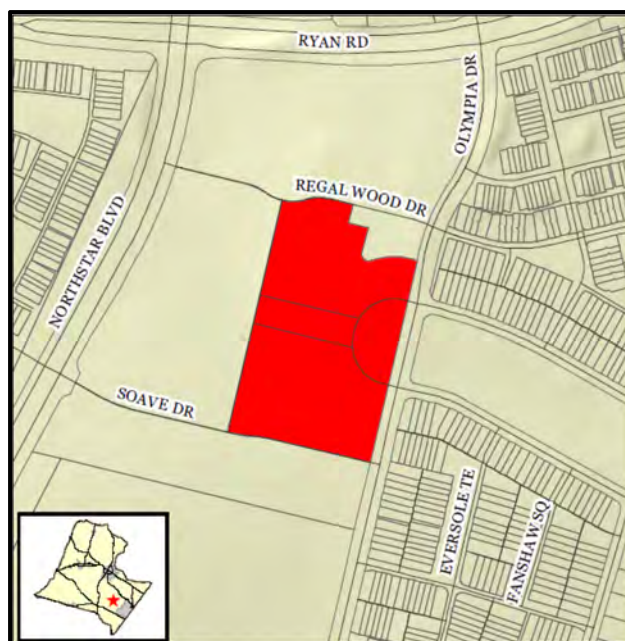
## Brambleton Library

### 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 public library in office condominium space in the Brambleton community.

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 October 2018. The County will provide Brambleton with an annual lease payment in FY 2019 and the County will make a final development fee payment to have the library conveyed to the County in FY 2020.

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.



### Election District

Blue Ridge

|                                | Prior        |              |              |              |              |              |               | 6 Year        | Future | Project       |
|--------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|--------|---------------|
| Capital (\$ in 1000s)          | Alloc.       | FY 2019      | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024       | Total         | FY's   | Total         |
| Land                           | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| Professional Services          | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| Construction                   | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| Furniture, Fixtures & Equip    | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| Other                          | -            | 680          | 9,839        | -            | -            | -            | -             | 10,519        | -      | 10,519        |
| <b>Total Cost</b>              | -            | <b>680</b>   | <b>9,839</b> | -            | -            | -            | -             | <b>10,519</b> | -      | <b>10,519</b> |
| Local Tax Funding              | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| Fund Balance                   | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| General Obligation Bonds       | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| Lease Revenue Financing        | -            | -            | 5,780        | -            | -            | -            | -             | 5,780         | -      | 5,780         |
| Proffers (Cash)                | -            | 680          | 4,059        | -            | -            | -            | -             | 4,739         | -      | 4,739         |
| Proffers (In-Kind)             | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| State Capital Assistance       | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| Fees                           | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| Local Gasoline Tax             | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| Proceeds from Land Sale        | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| Federal Funding                | -            | -            | -            | -            | -            | -            | -             | -             | -      | -             |
| <b>Total Financing</b>         | -            | <b>680</b>   | <b>9,839</b> | -            | -            | -            | -             | <b>10,519</b> | -      | <b>10,519</b> |
|                                |              |              |              |              |              |              |               |               |        |               |
| Operating Impact (\$ in 1000s) | FY 2019      | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024      | Total         |               |        |               |
| Personnel                      | 2,392        | 2,464        | 2,538        | 2,614        | 2,692        | 2,773        | 15,473        |               |        |               |
| O&M                            | 819          | 827          | 836          | 844          | 853          | 861          | 5,040         |               |        |               |
| Debt Service                   | -            | 145          | 572          | 557          | 543          | 528          | 2,345         |               |        |               |
| <b>Total Impact</b>            | <b>3,211</b> | <b>3,436</b> | <b>3,945</b> | <b>4,015</b> | <b>4,088</b> | <b>4,162</b> | <b>22,858</b> |               |        |               |





## 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 (Route 690).

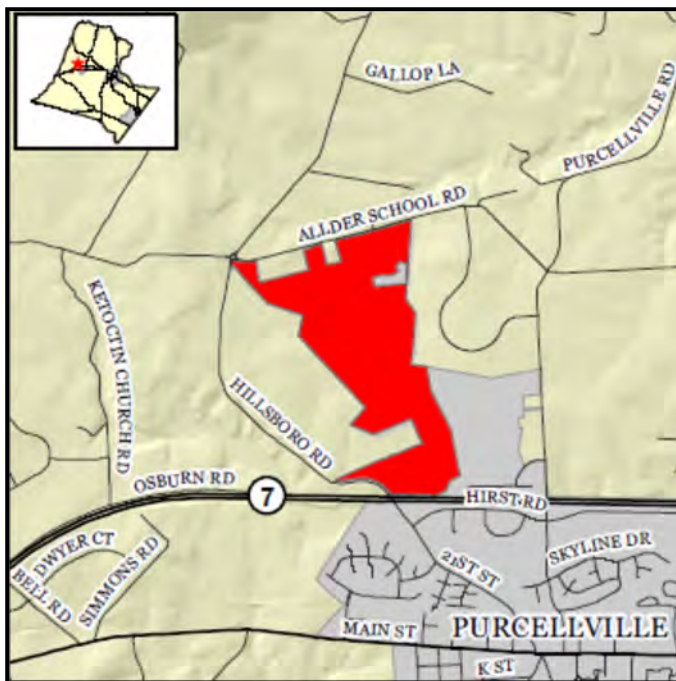
The Park will include up to ten athletic fields – four diamond fields and six rectangular fields. Supporting amenities will include athletic field lighting, fencing, public utilities, parking, access from a public road, landscaping, public restrooms, concessions, groundwater wells, irrigation, staff offices, meeting rooms, storage, scorekeeper and umpire areas, a 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 Park property. These funds will be used by the Loudoun County Public Schools to develop a new practice field adjacent to Woodgrove High School due to two of the high school's athletic fields being absorbed into the footprint of the Park.

Authorization to sell general obligation bonds will be scheduled for placement on the November 2019 referendum.

### Election District

Blue Ridge



| Capital (\$ in 1000s)          | Prior Alloc. | FY 2019  | FY 2020  | FY 2021      | FY 2022       | FY 2023    | FY 2024    | 6 Year Total  | Future FY's | Project Total |
|--------------------------------|--------------|----------|----------|--------------|---------------|------------|------------|---------------|-------------|---------------|
| Land                           | -            | -        | -        | -            | -             | -          | -          | -             | -           | -             |
| Professional Services          | 1,860        | -        | -        | 3,350        | -             | -          | -          | 3,350         | -           | 5,210         |
| Construction                   | -            | -        | -        | -            | 23,100        | -          | -          | 23,100        | -           | 23,100        |
| Furniture, Fixtures & Equip    | -            | -        | -        | -            | 2,735         | -          | -          | 2,735         | -           | 2,735         |
| Other                          | -            | -        | -        | -            | -             | -          | -          | -             | -           | -             |
| <b>Total Cost</b>              | <b>1,860</b> | <b>-</b> | <b>-</b> | <b>3,350</b> | <b>25,835</b> | <b>-</b>   | <b>-</b>   | <b>29,185</b> | <b>-</b>    | <b>31,045</b> |
| Local Tax Funding              | -            | -        | -        | -            | -             | -          | -          | -             | -           | -             |
| Fund Balance                   | 1,860        | -        | -        | -            | -             | -          | -          | -             | -           | 1,860         |
| General Obligation Bonds       | -            | -        | -        | 3,350        | 25,835        | -          | -          | 29,185        | -           | 29,185        |
| Lease Revenue Financing        | -            | -        | -        | -            | -             | -          | -          | -             | -           | -             |
| Proffers (Cash)                | -            | -        | -        | -            | -             | -          | -          | -             | -           | -             |
| Proffers (In-Kind)             | -            | -        | -        | -            | -             | -          | -          | -             | -           | -             |
| State Capital Assistance       | -            | -        | -        | -            | -             | -          | -          | -             | -           | -             |
| Fees                           | -            | -        | -        | -            | -             | -          | -          | -             | -           | -             |
| Local Gasoline Tax             | -            | -        | -        | -            | -             | -          | -          | -             | -           | -             |
| Proceeds from Land Sale        | -            | -        | -        | -            | -             | -          | -          | -             | -           | -             |
| Federal Funding                | -            | -        | -        | -            | -             | -          | -          | -             | -           | -             |
| <b>Total Financing</b>         | <b>1,860</b> | <b>-</b> | <b>-</b> | <b>3,350</b> | <b>25,835</b> | <b>-</b>   | <b>-</b>   | <b>29,185</b> | <b>-</b>    | <b>31,045</b> |
|                                |              |          |          |              |               |            |            |               |             |               |
| Operating Impact (\$ in 1000s) |              | FY 2019  | FY 2020  | FY 2021      | FY 2022       | FY 2023    | FY 2024    | Total         |             |               |
| Debt Service                   |              | -        | -        | -            | -             | 179        | 475        | 654           |             |               |
| <b>Total Impact</b>            |              | <b>-</b> | <b>-</b> | <b>-</b>     | <b>-</b>      | <b>179</b> | <b>475</b> | <b>654</b>    |             |               |



## Franklin Park to Purcellville Trail

### Project Description – C02036

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 was provided in FY 2015 for design of the trail.

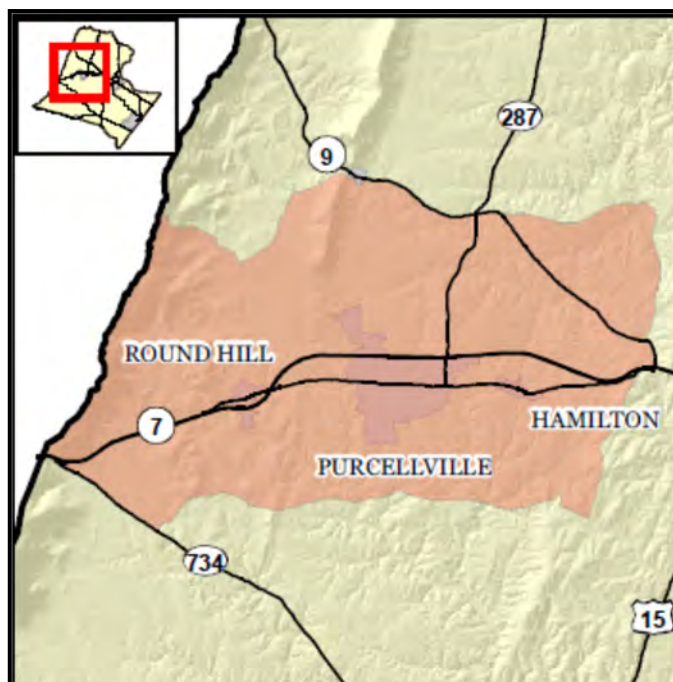
This project is part of a larger Purcellville to Round Hill Trail project. The larger project involves the design and construction of sidewalks and mixed use asphalt trails to provide pedestrian and bicycle connectivity between the Town of Round Hill, Franklin Park, and the Town of Purcellville.

The other portion of the larger project constructs a trail from the intersection of Main and West Loudoun Streets in Round Hill to Franklin Park using Virginia Department of Transportation (VDOT) Transportation Enhancement grant funds (TEA-21), now known as MAP-21. This funding is tracked as a separate project in the Previously Authorized Projects section of the CIP.

Authorization to sell general obligation bonds will be scheduled for placement on the November 2020 referendum.

### Election District

Blue Ridge



|                                |                 | Prior  |         |         |         |         |         | 6 Year  | Future | Project |       |
|--------------------------------|-----------------|--------|---------|---------|---------|---------|---------|---------|--------|---------|-------|
| Capital                        | (\$ in 1000s)   | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 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                          |                 | -      | -       | -       | -       | -       | -       | -       | -      | -       | -     |
|                                | Total Cost      | 520    | -       | -       | -       | 5,000   | -       | -       | 5,000  | -       | 5,520 |
| Local Tax Funding              |                 | 520    | -       | -       | -       | -       | -       | -       | -      | -       | 520   |
| Fund Balance                   |                 | -      | -       | -       | -       | -       | -       | -       | -      | -       | -     |
| General Obligation Bonds       |                 | -      | -       | -       | -       | 5,000   | -       | -       | 5,000  | -       | 5,000 |
| Lease Revenue Financing        |                 | -      | -       | -       | -       | -       | -       | -       | -      | -       | -     |
| Proffers (Cash)                |                 | -      | -       | -       | -       | -       | -       | -       | -      | -       | -     |
| Proffers (In-Kind)             |                 | -      | -       | -       | -       | -       | -       | -       | -      | -       | -     |
| State Capital Assistance       |                 | -      | -       | -       | -       | -       | -       | -       | -      | -       | -     |
| Fees                           |                 | -      | -       | -       | -       | -       | -       | -       | -      | -       | -     |
| Local Gasoline Tax             |                 | -      | -       | -       | -       | -       | -       | -       | -      | -       | -     |
| Proceeds from Land Sale        |                 | -      | -       | -       | -       | -       | -       | -       | -      | -       | -     |
| Federal Funding                |                 | -      | -       | -       | -       | -       | -       | -       | -      | -       | -     |
|                                | Total Financing | 520    | -       | -       | -       | 5,000   | -       | -       | 5,000  | -       | 5,520 |
|                                |                 |        |         |         |         |         |         |         |        |         |       |
| Operating Impact (\$ in 1000s) |                 |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |         |       |
| Debt Service                   |                 |        | -       | -       | -       | -       | 128     | 497     | 624    |         |       |
| Total Impact                   |                 |        | -       | -       | -       | -       | 128     | 497     | 624    |         |       |



## Hal and Berni Hanson Regional Park

### Project Description – C00089

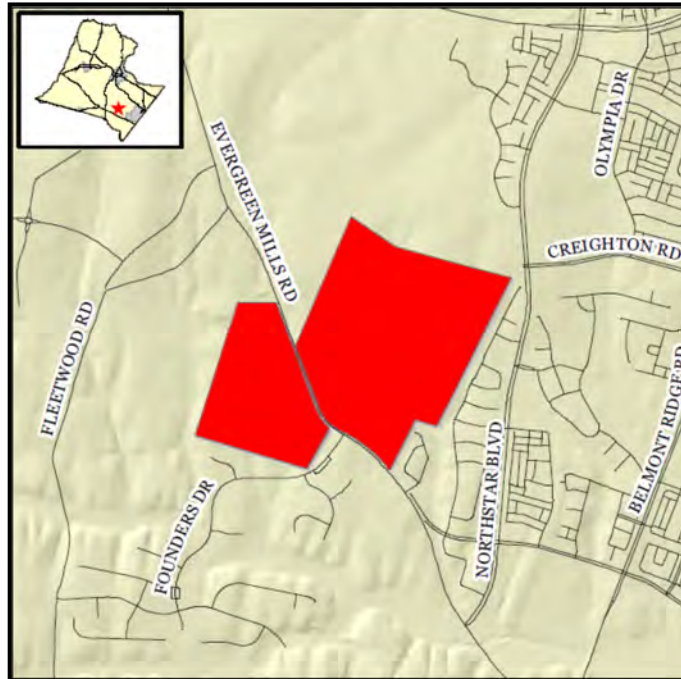
This project funds the development of the Hal and Berni Hanson Regional Park located on Evergreen Mills Road. In addition to the renovation of the Hanson House, funding includes the construction of active and passive recreational amenities, including up to 17 athletic fields, recreational trails, park offices, a nature center, activity lodge, picnic pavilions, maintenance shops, splash park, skate park, playgrounds, restroom concession facilities, parking and associated infrastructure.

The Loudoun County Board of Supervisors approved the acquisition of the 257-acre parcel from the Hanson Family Partnership for a Regional Park in fall 2008. The acquisition was the culmination of negotiations with the Hanson family, Dominion Power and the National Park Service as a part of a United States Department of Interior program. The federal program permitted the County to sell a 5.03-acre park parcel to Dominion Power in exchange for a new park parcel of greater or equal value. The County used the funds from this sale of land to purchase the Hanson Family parcel.

The funding in FY 2019 is needed for additional site costs associated with this proffered site.

### Election District

Blue Ridge



|                             | Prior         |               |          |          |          |          |          | 6 Year        | Future   | Project       |
|-----------------------------|---------------|---------------|----------|----------|----------|----------|----------|---------------|----------|---------------|
| Capital (\$ in 1000s)       | Alloc.        | FY 2019       | FY 2020  | FY 2021  | FY 2022  | FY 2023  | FY 2024  | Total         | FY's     | Total         |
| Land                        | 5,000         | -             | -        | -        | -        | -        | -        | -             | -        | 5,000         |
| Professional Services       | 3,940         | -             | -        | -        | -        | -        | -        | -             | -        | 3,940         |
| Construction                | 64,425        | 14,800        | -        | -        | -        | -        | -        | 14,800        | -        | 79,225        |
| Furniture, Fixtures & Equip | 3,000         | -             | -        | -        | -        | -        | -        | -             | -        | 3,000         |
| Other                       | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| <b>Total Cost</b>           | <b>76,365</b> | <b>14,800</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>14,800</b> | <b>-</b> | <b>91,165</b> |
| Local Tax Funding           | 90            | -             | -        | -        | -        | -        | -        | -             | -        | 90            |
| Fund Balance                | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| General Obligation Bonds    | 28,595        | -             | -        | -        | -        | -        | -        | -             | -        | 28,595        |
| Lease Revenue Financing     | -             | 9,577         | -        | -        | -        | -        | -        | 9,577         | -        | 9,577         |
| Proffers (Cash)             | 42,680        | 5,223         | -        | -        | -        | -        | -        | 5,223         | -        | 47,903        |
| Proffers (In-Kind)          | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| State Capital Assistance    | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| Fees                        | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| Local Gasoline Tax          | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| Proceeds from Land Sale     | 5,000         | -             | -        | -        | -        | -        | -        | -             | -        | 5,000         |
| Federal Funding             | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| <b>Total Financing</b>      | <b>76,365</b> | <b>14,800</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>14,800</b> | <b>-</b> | <b>91,165</b> |

| Operating Impact (\$ in 1000s) | FY 2019  | FY 2020  | FY 2021   | FY 2022      | FY 2023      | FY 2024      | Total         |
|--------------------------------|----------|----------|-----------|--------------|--------------|--------------|---------------|
| FTE                            | -        | -        | 2.00      | 16.09        | -            | -            | 18.09         |
| Personnel                      | -        | -        | 83        | 1,044        | 1,157        | 1,273        | 3,556         |
| O&M                            | -        | -        | -         | 1,129        | 1,140        | 1,152        | 3,421         |
| Debt Service                   | -        | -        | -         | 562          | 1,987        | 4,143        | 6,692         |
| <b>Total Impact</b>            | <b>-</b> | <b>-</b> | <b>83</b> | <b>2,735</b> | <b>4,284</b> | <b>6,567</b> | <b>13,669</b> |



## Town of Hamilton

### Hamilton Community Park

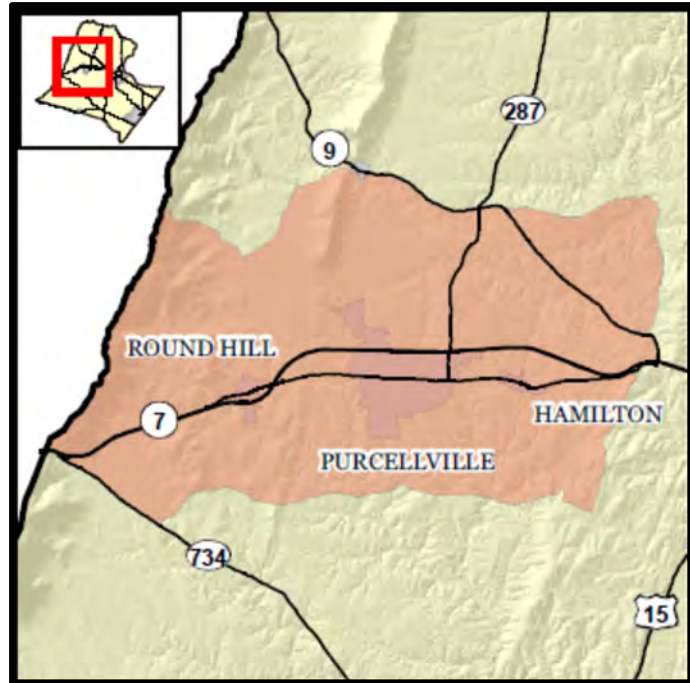
#### Project Description

Each year the County solicits capital project funding requests from towns within the County for facilities owned by, or located within, the town but operated by the County; or 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.

The funding in FY 2019 will assist in the purchase and installation of a new playground structure at the Hamilton Community Park.

#### Election District

Catoctin



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019   | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|-----------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| Furniture, Fixtures & Equip | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | 50        | -       | -       | -       | -       | -       | 50           | -           | 50            |
| <b>Total Cost</b>           | -            | <b>50</b> | -       | -       | -       | -       | -       | <b>50</b>    | -           | <b>50</b>     |
| Local Tax Funding           | -            | 50        | -       | -       | -       | -       | -       | 50           | -           | 50            |
| Fund Balance                | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                        | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax          | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale     | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding             | -            | -         | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | <b>50</b> | -       | -       | -       | -       | -       | <b>50</b>    | -           | <b>50</b>     |



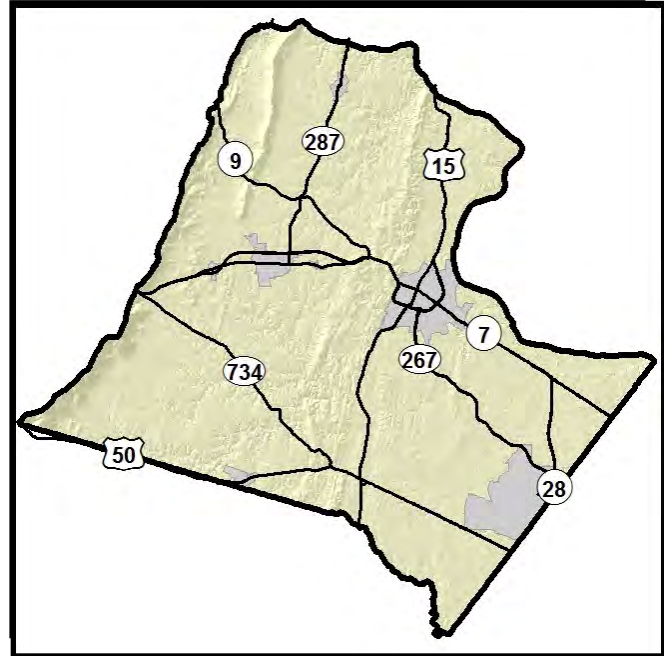
## Loudoun State Park

### Project Description

This project provides a placeholder for future funding for a State Park in Loudoun County.

### Election District

Catoctin



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |



## Lovettsville District Park Phase II

### Project Description

This project provides funding to complete the Lovettsville District Park project. The park is located on a 91-acre property owned by the County but partially located within the Town of Lovettsville.

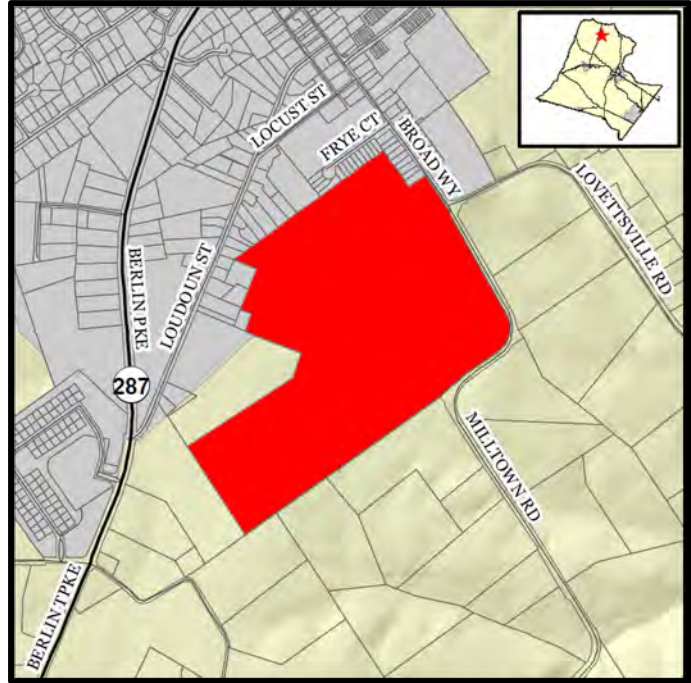
The Park will include up to seven athletic fields – four diamond fields and three rectangular fields. Supporting amenities will include athletic field lighting, fencing, public utilities, parking, access from a public road, landscaping, public restrooms, concessions, an equestrian area, irrigation system, storage, maintenance facility, picnic pavilions, and bleachers.

In FY 2021, funding is proposed to complete the remaining three to four athletic fields, athletic field lighting, parking, equestrian area, maintenance facility and remaining FFE costs for the project.

Prior year appropriations of general obligation bond financing were approved on the November 2004 and 2013 referendums. Authorization to sell general obligation bonds will be scheduled for placement on the November 2019 referendum.

### Election District

Catoctin



|                                |                 | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|--------------------------------|-----------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital                        | (\$ in 1000s)   | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                           |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services          |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                   |                 | -      | -       | -       | 4,180   | -       | -       | -       | 4,180  | -      | 4,180   |
| Furniture, Fixtures & Equip    |                 | -      | -       | -       | 500     | -       | -       | -       | 500    | -      | 500     |
| Other                          |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
|                                | Total Cost      | -      | -       | -       | 4,680   | -       | -       | -       | 4,680  | -      | 4,680   |
| Local Tax Funding              |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                   |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds       |                 | -      | -       | -       | 4,680   | -       | -       | -       | 4,680  | -      | 4,680   |
| Lease Revenue Financing        |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)                |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)             |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance       |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                           |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax             |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale        |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding                |                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
|                                | Total Financing | -      | -       | -       | 4,680   | -       | -       | -       | 4,680  | -      | 4,680   |
|                                |                 |        |         |         |         |         |         |         |        |        |         |
| Operating Impact (\$ in 1000s) |                 |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |        |         |
| FTE                            |                 |        | -       | -       | -       | 9.84    | -       | -       | 9.84   |        |         |
| Personnel                      |                 |        | -       | -       | -       | 587     | 605     | 623     | 1,815  |        |         |
| O&M                            |                 |        | -       | -       | -       | 108     | 109     | 111     | 328    |        |         |
| Debt Service                   |                 |        | -       | -       | -       | 250     | 508     | 494     | 1,252  |        |         |
| Total Impact                   |                 |        | -       | -       | -       | 946     | 1,222   | 1,227   | 3,395  |        |         |



## Scott Jenkins Memorial Park Phase III

### Project Description

This project provides funding to complete the Scott Jenkins Memorial Park project. The Park is located off of Old Colonial Highway near the Town of Hamilton, and is co-located with the Harmony Park and Ride Lot.

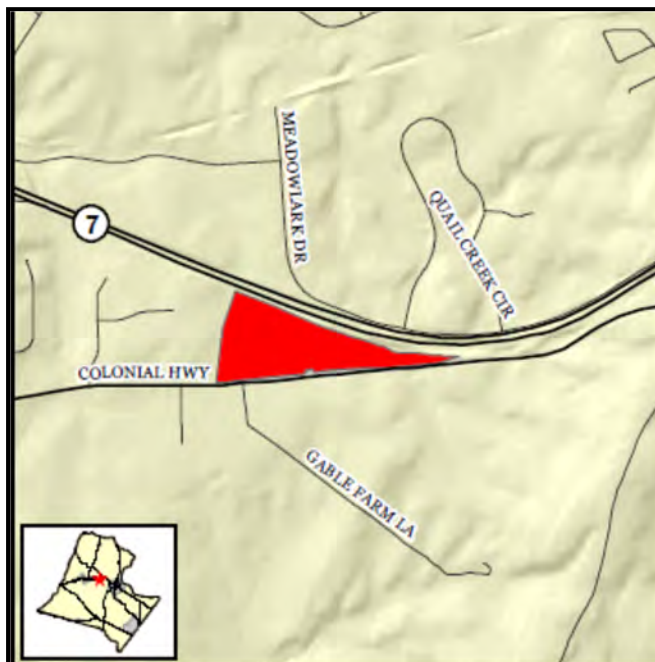
The Park will include up to five athletic fields – four diamond fields and one rectangular field. Supporting amenities will include athletic field lighting, fencing, public utilities, parking, access from a public road, landscaping, public restrooms, concessions, groundwater wells, irrigation, pavilions, and bleachers.

Phase I of the project graded the entire site, constructed the 250-space Harmony Park and Ride Lot, public restrooms and one large baseball field with associated parking. Current project appropriations for Phase II of the project are sufficient to construct a rectangular athletic field, three diamond fields, concessions, and associated parking. Phase III proposes to provide funding in FY 2021 to light all five athletic fields.

Authorization to sell general obligation bond financing for Phase III will be placed on the November 2019 referendum for voter approval.

### Election District

Catoctin



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                | -            | -       | -       | 1,755   | -       | -       | -       | 1,755        | -           | 1,755         |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | 500     | -       | -       | -       | 500          | -           | 500           |
| <b>Total Cost</b>           | -            | -       | -       | 2,255   | -       | -       | -       | 2,255        | -           | 2,255         |
| Local Tax Funding           | -            | -       | -       | 500     | -       | -       | -       | 500          | -           | 500           |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | 1,755   | -       | -       | -       | 1,755        | -           | 1,755         |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | 2,255   | -       | -       | -       | 2,255        | -           | 2,255         |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| FTE                            | -       | 0.50    | 0.84    | -       | -       | -       | 1.34  |
| Personnel                      | -       | 15      | 38      | 40      | 41      | 42      | 176   |
| O&M                            | -       | 25      | 29      | 30      | 30      | 30      | 144   |
| Debt Service                   | -       | -       | -       | 178     | 173     | 169     | 520   |
| <b>Total Impact</b>            | -       | 41      | 68      | 247     | 244     | 241     | 840   |

## STEM Library

### Project Description

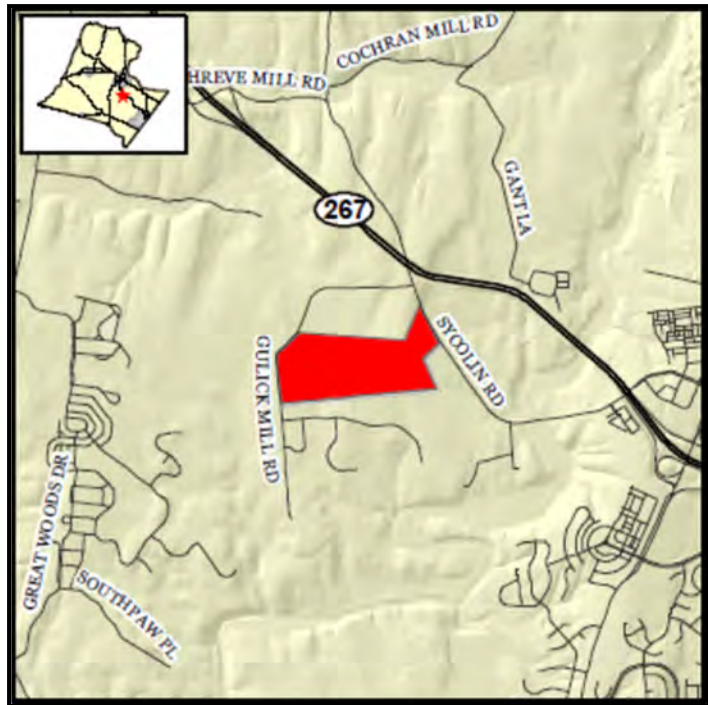
This project provides funding to design and construct a 52,000-square-foot public STEM (Science, Technology, Engineering and Mathematics) library in the Leesburg Planning Subarea. This public library will be co-located with the Academies of Loudoun, providing a STEM-focused library that provides broad access to STEM resources and supports and complements the Academies' curriculum. This co-location will enable synergy among Loudoun County Public Schools and Loudoun County Public Library 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.

Authorization to sell general obligation bonds will be scheduled for placement on the November 2019 referendum.

### Election District

Catoctin



|                                | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|--------------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)          | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | 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)                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>         | -      | -       | -       | 5,900   | 41,100  | -       | -       | 47,000 | -      | 47,000  |
|                                |        |         |         |         |         |         |         |        |        |         |
| Operating Impact (\$ in 1000s) |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |        |         |
| Debt Service                   |        | -       | -       | -       | 150     | 786     | 1,607   | 2,544  |        |         |
| <b>Total Impact</b>            |        | -       | -       | -       | 150     | 786     | 1,607   | 2,544  |        |         |



## Town of Leesburg

### Veteran's Park

#### Project Description

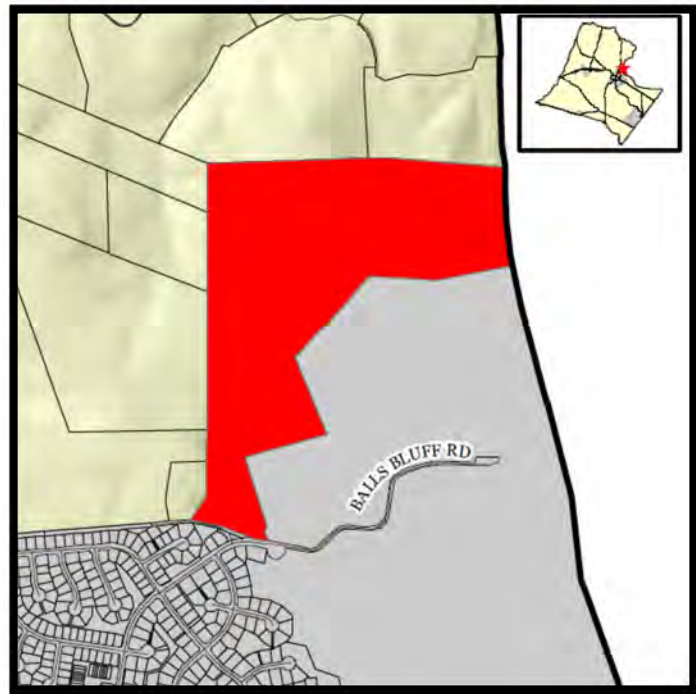
Each year, the County solicits capital project funding requests from towns within the County for facilities owned by, or located within, the town but operated by the County; or for local pedestrian/transportation related improvements that benefit the County. As a capital expense, the funding for the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

This project proposes 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.

#### Election District

Leesburg



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project 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)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | 4,000   | -       | -       | -       | 4,000        | -           | 4,000         |



## Town of Round Hill

### Sleeter Lake Park

#### Project Description – C02123

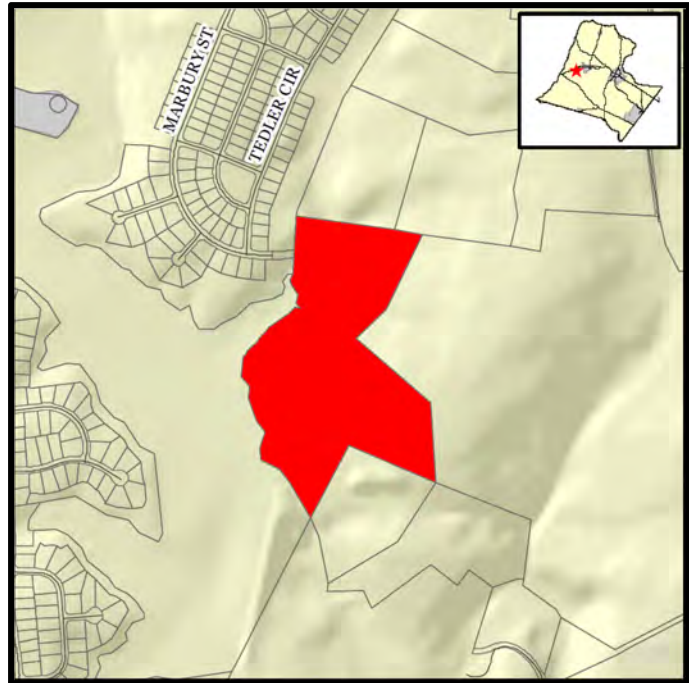
Each year the County solicits capital project funding requests from towns within the County for facilities owned by, or located within, the town but operated by the County; or for local pedestrian/transportation related improvements that benefit the County. As a capital expense, the funding for the projects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

This project received funding in FY 2017 for the development of Sleeter Lake Park in the Town of Round Hill. The funding will provide 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.

Funding in FY 2019 is included to help install permanent restrooms public restrooms, water fountains, and maintenance storage for the Park.

#### Election District

Blue Ridge



|                             |               | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|---------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital                     | (\$ in 1000s) | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Furniture, Fixtures & Equip |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       |               | 238    | 185     | -       | -       | -       | -       | -       | 185    | -      | 423     |
| Total Cost                  |               | 238    | 185     | -       | -       | -       | -       | -       | 185    | -      | 423     |
| Local Tax Funding           |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing     |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             |               | 238    | 185     | -       | -       | -       | -       | -       | 185    | -      | 423     |
| Proffers (In-Kind)          |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing             |               | 238    | 185     | -       | -       | -       | -       | -       | 185    | -      | 423     |

## Western Loudoun Recreation Center

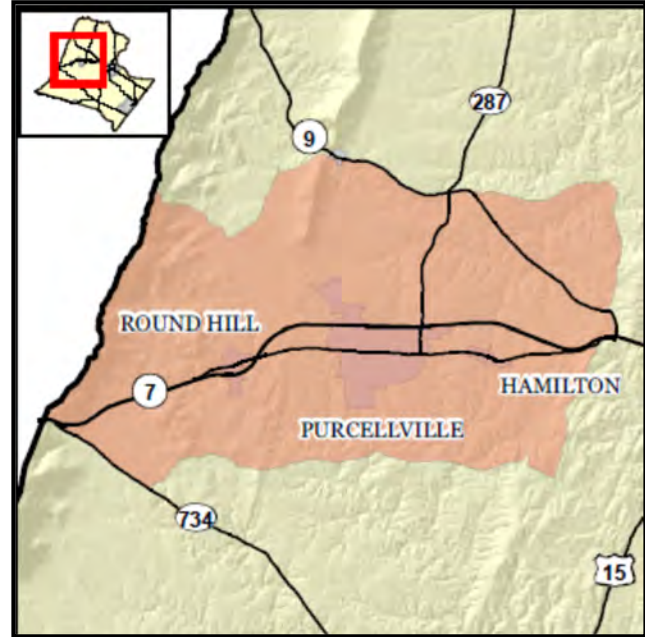
### Project Description

This project provides funding to develop a new Recreation Center in the Route 7 West planning subarea.

The Recreation Center will be an approximately 83,000-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 pool, leisure pool, pool seating areas, two wet classrooms, and associated locker rooms.

### Election District

Blue Ridge



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future  | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|---------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's    | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | 10,770  | 10,770  |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | 9,255   | 9,255   |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -      | 83,550  | 83,550  |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | -       | -      | 103,575 | 103,575 |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | 103,575 | 103,575 |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | -       | -      | 103,575 | 103,575 |







# Capital Improvement Program

FY 2019 Adopted Budget

## Public Safety



| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |               |               |               |               |               |               |                 |                |                  |
|--|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|----------------|------------------|
| Capital (\$ in 1000s)  | Prior<br>Alloc. | FY 2019       | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024       | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
| <b>Public Safety</b>   |                 |               |               |               |               |               |               |                 |                |                  |
| <b>Projects</b>  |                 |               |               |               |               |               |               |                 |                |                  |
| Animal Services Facility   | 15,495          | 2,400         | -             | -             | -             | -             | -             | 2,400           | -              | 17,895           |
| Courts Complex Phase III   | 79,410          | 10,000        | -             | 17,600        | -             | -             | -             | 27,600          | -              | 107,010          |
| Fire and Rescue Capital Apparatus  | 36,073          | 3,000         | 3,090         | 3,183         | 3,278         | 3,377         | 3,478         | 19,406          | 14,987         | 70,466           |
| Fire and Rescue Training Academy Expansion                                   | -               | 750           | -             | 6,500         | -             | -             | -             | 7,250           | -              | 7,250            |
| Fire and Rescue Training Tower   | -               | -             | 500           | -             | -             | -             | -             | 500             | -              | 500              |
| Fire and Rescue Vehicle Annex  | -               | -             | -             | -             | 640           | 5,700         | -             | 6,340           | -              | 6,340            |
| Juvenile Detention Center Phase II   | -               | -             | -             | -             | -             | 5,195         | -             | 5,195           | -              | 5,195            |
| Public Safety - E-911 Phone Switch Replacement                               | -               | -             | -             | -             | 2,300         | -             | -             | 2,300           | -              | 2,300            |
| Public Safety - Handheld Radio Replacements                                  | -               | -             | -             | -             | 9,500         | -             | -             | 9,500           | -              | 9,500            |
| Public Safety - Radio Tower Coverage Sites                                   | -               | 1,400         | -             | -             | -             | -             | -             | 1,400           | -              | 1,400            |
| Public Safety - School Emergency Radio Coverage                              | -               | 500           | -             | -             | -             | -             | -             | 500             | -              | 500              |
| Station #04 - Round Hill Station Replacement                                 | -               | 1,900         | 13,760        | -             | -             | -             | -             | 15,660          | -              | 15,660           |
| Station #07 - Aldie Station Replacement                                      | 14,860          | 4,000         | -             | -             | -             | -             | -             | 4,000           | -              | 18,860           |
| Station #08 - Philomont Station Replacement                                  | -               | -             | -             | -             | 2,200         | 13,725        | -             | 15,925          | -              | 15,925           |
| Station #28 - Leesburg South Station   | -               | -             | -             | 2,200         | 15,400        | -             | -             | 17,600          | -              | 17,600           |
| Station #29 - Old Ox Road (Route 606) Station                                | -               | -             | -             | -             | -             | 2,400         | 16,610        | 19,010          | -              | 19,010           |
| <b>Budgetary Cost</b>  | <b>145,838</b>  | <b>23,950</b> | <b>17,350</b> | <b>29,483</b> | <b>33,318</b> | <b>30,397</b> | <b>20,088</b> | <b>154,586</b>  | <b>14,987</b>  | <b>315,411</b>   |
| <b>Funding Source</b>  |                 |               |               |               |               |               |               |                 |                |                  |
| Local Tax Funding  | 13,490          | 4,250         | 3,590         | 3,183         | 6,118         | 3,377         | 3,478         | 23,996          | 14,987         | 52,473           |
| General Obligation Bonds   | 42,090          | 4,300         | 13,760        | 8,700         | 15,400        | 21,825        | 16,610        | 80,595          | -              | 122,685          |
| Lease Revenue Financing  | 90,258          | 15,400        | -             | 17,600        | 11,800        | 5,195         | -             | 49,995          | -              | 140,253          |
| <b>Total Funding Source</b>  | <b>145,838</b>  | <b>23,950</b> | <b>17,350</b> | <b>29,483</b> | <b>33,318</b> | <b>30,397</b> | <b>20,088</b> | <b>154,586</b>  | <b>14,987</b>  | <b>315,411</b>   |



## Animal Services Facility

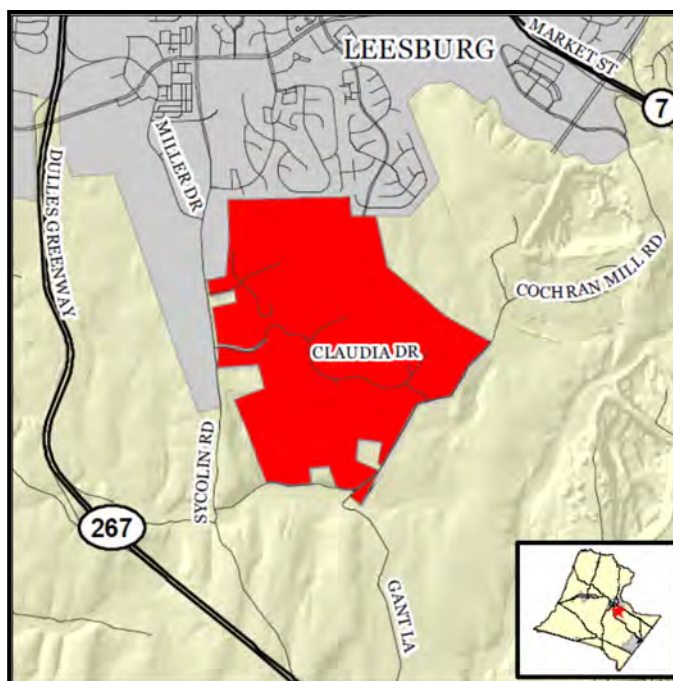
### Project Description - C00240

This project provides funding for the design and construction of a 25,000-square-foot animal shelter to replace the existing County Animal Services facility in Waterford. The location of the new Animal Services facility is in the eastern portion of the Leesburg Planning Subarea along Sycolin Road.

The proposed shelter will require a site of approximately five acres to accommodate the building footprint, associated parking, storage areas, outdoor training and exercise areas for animals, required setbacks, buffers, landscaping, and on-site storm water management facilities.

The new shelter will be better able to provide animal services to the densest concentration of human and pet populations in the County, while remaining readily accessible to western Loudoun residents.

The new Animal Services facility will serve as Animal Services' operational headquarters and will provide many of the same services as the current animal shelter to include the following: pet adoptions, housing of stray, abandoned or relinquished companion animals, dog license sales, volunteer opportunities, dispatch services, educational programs, pet retention counseling, and a licensed veterinary clinic and surgical suite.



### Election District

Catoctin

|                             | Prior         |              |          |          |          |          |          | 6 Year       | Future   | Project       |
|-----------------------------|---------------|--------------|----------|----------|----------|----------|----------|--------------|----------|---------------|
| Capital (\$ in 1000s)       | Alloc.        | FY 2019      | FY 2020  | FY 2021  | FY 2022  | FY 2023  | FY 2024  | Total        | FY's     | Total         |
| Land                        | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| Professional Services       | 2,295         | -            | -        | -        | -        | -        | -        | -            | -        | 2,295         |
| Construction                | 11,920        | 2,400        | -        | -        | -        | -        | -        | 2,400        | -        | 14,320        |
| Furniture, Fixtures & Equip | 1,280         | -            | -        | -        | -        | -        | -        | -            | -        | 1,280         |
| Other                       | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| <b>Total Cost</b>           | <b>15,495</b> | <b>2,400</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>2,400</b> | <b>-</b> | <b>17,895</b> |
| Local Tax Funding           | 125           | -            | -        | -        | -        | -        | -        | -            | -        | 125           |
| Fund Balance                | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| General Obligation Bonds    | 15,370        | 2,400        | -        | -        | -        | -        | -        | 2,400        | -        | 17,770        |
| Lease Revenue Financing     | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| Proffers (Cash)             | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| Proffers (In-Kind)          | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| State Capital Assistance    | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| <b>Total Financing</b>      | <b>15,495</b> | <b>2,400</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>2,400</b> | <b>-</b> | <b>17,895</b> |

| Operating Impact (\$ in 1000s) | FY 2019  | FY 2020    | FY 2021      | FY 2022      | FY 2023      | FY 2024      | Total        |
|--------------------------------|----------|------------|--------------|--------------|--------------|--------------|--------------|
| FTE                            | -        | 0.50       | 7.75         | -            | -            | -            | 8.25         |
| Personnel                      | -        | 72         | 488          | 503          | 518          | 534          | 2,116        |
| O&M                            | -        | 1          | 382          | 386          | 390          | 394          | 1,552        |
| Debt Service                   | -        | 508        | 1,282        | 1,491        | 1,444        | 1,411        | 6,136        |
| <b>Total Impact</b>            | <b>-</b> | <b>581</b> | <b>2,153</b> | <b>2,380</b> | <b>2,352</b> | <b>2,339</b> | <b>9,803</b> |



## Courts Complex Phase III

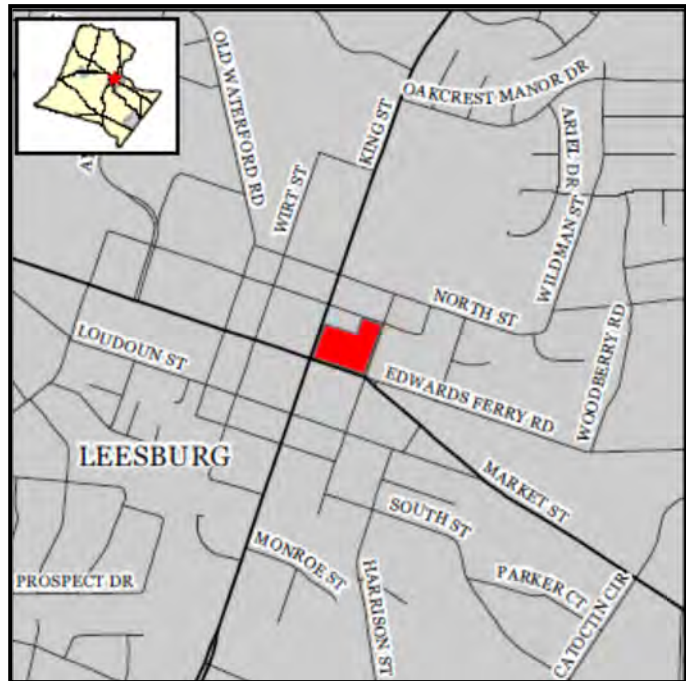
### Project Description – C02140

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 and FY 2019 was appropriated to 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 2021 would renovate approximately 40,000 square feet of the Phase I and II Courts Complex.

The Courts Facility Assessment and Expansion Plan were developed to define the scope of the Phase III Courts Complex expansion.

The FY 2019 – FY 2024 Capital Improvement Plan (CIP) includes new funding of \$18.0 million due to increased construction costs.



### Election District

Leesburg

| Capital (\$ in 1000s)       | Prior Alloc.  | FY 2019       | FY 2020  | FY 2021       | FY 2022  | FY 2023  | FY 2024  | 6 Year Total  | Future FY's | Project Total  |
|-----------------------------|---------------|---------------|----------|---------------|----------|----------|----------|---------------|-------------|----------------|
| Land                        | -             | -             | -        | -             | -        | -        | -        | -             | -           | -              |
| Professional Services       | 9,310         | -             | -        | -             | -        | -        | -        | -             | -           | 9,310          |
| Construction                | 65,100        | 10,000        | -        | 17,600        | -        | -        | -        | 27,600        | -           | 92,700         |
| Furniture, Fixtures & Equip | 5,000         | -             | -        | -             | -        | -        | -        | -             | -           | 5,000          |
| Other                       | -             | -             | -        | -             | -        | -        | -        | -             | -           | -              |
| <b>Total Cost</b>           | <b>79,410</b> | <b>10,000</b> | <b>-</b> | <b>17,600</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>27,600</b> | <b>-</b>    | <b>107,010</b> |
| Local Tax Funding           | 2,010         | -             | -        | -             | -        | -        | -        | -             | -           | 2,010          |
| Fund Balance                | -             | -             | -        | -             | -        | -        | -        | -             | -           | -              |
| General Obligation Bonds    | -             | -             | -        | -             | -        | -        | -        | -             | -           | -              |
| Lease Revenue Financing     | 77,400        | 10,000        | -        | 17,600        | -        | -        | -        | 27,600        | -           | 105,000        |
| Proffers (Cash)             | -             | -             | -        | -             | -        | -        | -        | -             | -           | -              |
| Proffers (In-Kind)          | -             | -             | -        | -             | -        | -        | -        | -             | -           | -              |
| State Capital Assistance    | -             | -             | -        | -             | -        | -        | -        | -             | -           | -              |
| <b>Total Financing</b>      | <b>79,410</b> | <b>10,000</b> | <b>-</b> | <b>17,600</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>27,600</b> | <b>-</b>    | <b>107,010</b> |

| Operating Impact (\$ in 1000s) | FY 2019    | FY 2020      | FY 2021      | FY 2022      | FY 2023       | FY 2024       | Total         |
|--------------------------------|------------|--------------|--------------|--------------|---------------|---------------|---------------|
| FTE                            | -          | -            | 30.00        | 13.17        | 1.33          | -             | 44.50         |
| Personnel                      | -          | -            | 1,314        | 3,504        | 3,699         | 3,810         | 12,327        |
| O&M                            | -          | -            | 489          | 1,271        | 1,292         | 1,305         | 4,356         |
| Debt Service                   | 450        | 2,228        | 3,835        | 5,187        | 7,268         | 8,310         | 27,277        |
| <b>Total Impact</b>            | <b>450</b> | <b>2,228</b> | <b>5,638</b> | <b>9,962</b> | <b>12,259</b> | <b>13,425</b> | <b>43,961</b> |

## Fire and Rescue Capital Apparatus

### Project Description

This project provides for the procurement of new ambulances and heavy fire and rescue apparatus for Loudoun County Combined Fire and Rescue System (LC-CFRS), as well as for County contributions toward volunteer fire department purchases. Depending upon the percentage of the contribution will determine whether or not the County or volunteer department will hold the title. Capital vehicle ownership dictates the party responsible for apparatus repair and maintenance, and is determined by LC-CFRS guidelines.

Fire and Rescue Capital Apparatus FY 2019 Procurement:

#### County System

|                          |            |            |
|--------------------------|------------|------------|
| Engine                   | Countywide | \$ 877,000 |
| Rehab. Unit              | Countywide | \$ 515,000 |
| Technical Rescue Support | Countywide | \$ 276,000 |

#### Volunteer System

|                      |                |            |
|----------------------|----------------|------------|
| EMS Transport        | Arcola (59%)   | \$ 182,310 |
| EMS Transport        | Sterling (59%) | \$ 182,310 |
| EMS Transport        | Sterling (59%) | \$ 182,310 |
| Tractor-drawn Aerial | Leesburg (59%) | \$ 767,000 |

FY 2019 Total \$ 2,981,930

### Election District

Countywide



| Capital (\$ in 1000s)       | Prior Alloc.  | FY 2019      | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024      | 6 Year Total  | Future FY's   | Project Total |
|-----------------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|
| Land                        | -             | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Professional Services       | -             | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Construction                | -             | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Furniture, Fixtures & Equip | -             | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Other                       | 36,073        | 3,000        | 3,090        | 3,183        | 3,278        | 3,377        | 3,478        | 19,406        | 14,987        | 70,466        |
| <b>Total Cost</b>           | <b>36,073</b> | <b>3,000</b> | <b>3,090</b> | <b>3,183</b> | <b>3,278</b> | <b>3,377</b> | <b>3,478</b> | <b>19,406</b> | <b>14,987</b> | <b>70,466</b> |
| Local Tax Funding           | 6,000         | 3,000        | 3,090        | 3,183        | 3,278        | 3,377        | 3,478        | 19,406        | 14,987        | 40,393        |
| Fund Balance                | -             | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| General Obligation Bonds    | 17,215        | -            | -            | -            | -            | -            | -            | -             | -             | 17,215        |
| Lease Revenue Financing     | 12,858        | -            | -            | -            | -            | -            | -            | -             | -             | 12,858        |
| Proffers (Cash)             | -             | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Proffers (In-Kind)          | -             | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| State Capital Assistance    | -             | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| <b>Total Financing</b>      | <b>36,073</b> | <b>3,000</b> | <b>3,090</b> | <b>3,183</b> | <b>3,278</b> | <b>3,377</b> | <b>3,478</b> | <b>19,406</b> | <b>14,987</b> | <b>70,466</b> |





## Fire and Rescue Training Academy Expansion

### Project Description

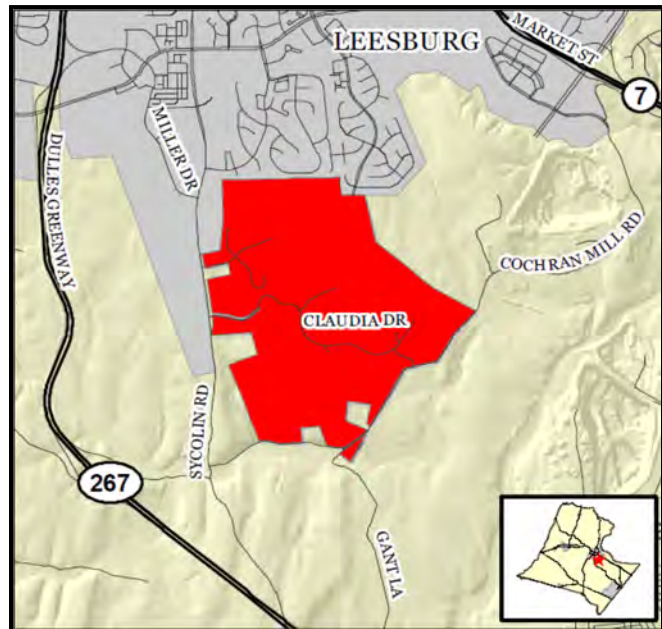
This project provides funding to design and construct an 11,500-square-foot addition to the Fire and Rescue Training Academy, located at the Government Support Center site on Sycolin Road. The facility would be constructed as either an addition to the existing classroom/administration building, or as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

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

Authorization to sell general obligation bonds will be scheduled for placement on the November 2019 referendum.

### Election District

Catoctin



|                                       | Prior  |            |         |              |         |         |         | 6 Year       | Future | Project      |
|---------------------------------------|--------|------------|---------|--------------|---------|---------|---------|--------------|--------|--------------|
| Capital (\$ in 1000s)                 | Alloc. | FY 2019    | FY 2020 | FY 2021      | FY 2022 | FY 2023 | FY 2024 | Total        | FY's   | Total        |
| Land                                  | -      | -          | -       | -            | -       | -       | -       | -            | -      | -            |
| Professional Services                 | -      | 750        | -       | -            | -       | -       | -       | 750          | -      | 750          |
| Construction                          | -      | -          | -       | 5,300        | -       | -       | -       | 5,300        | -      | 5,300        |
| Furniture, Fixtures & Equip           | -      | -          | -       | 1,200        | -       | -       | -       | 1,200        | -      | 1,200        |
| Other                                 | -      | -          | -       | -            | -       | -       | -       | -            | -      | -            |
| <b>Total Cost</b>                     | -      | <b>750</b> | -       | <b>6,500</b> | -       | -       | -       | <b>7,250</b> | -      | <b>7,250</b> |
| Local Tax Funding                     | -      | 750        | -       | -            | -       | -       | -       | 750          | -      | 750          |
| Fund Balance                          | -      | -          | -       | -            | -       | -       | -       | -            | -      | -            |
| General Obligation Bonds              | -      | -          | -       | 6,500        | -       | -       | -       | 6,500        | -      | 6,500        |
| Lease Revenue Financing               | -      | -          | -       | -            | -       | -       | -       | -            | -      | -            |
| Proffers (Cash)                       | -      | -          | -       | -            | -       | -       | -       | -            | -      | -            |
| Proffers (In-Kind)                    | -      | -          | -       | -            | -       | -       | -       | -            | -      | -            |
| State Capital Assistance              | -      | -          | -       | -            | -       | -       | -       | -            | -      | -            |
| Fees                                  | -      | -          | -       | -            | -       | -       | -       | -            | -      | -            |
| Local Gasoline Tax                    | -      | -          | -       | -            | -       | -       | -       | -            | -      | -            |
| Proceeds from Land Sale               | -      | -          | -       | -            | -       | -       | -       | -            | -      | -            |
| Federal Funding                       | -      | -          | -       | -            | -       | -       | -       | -            | -      | -            |
| <b>Total Financing</b>                | -      | <b>750</b> | -       | <b>6,500</b> | -       | -       | -       | <b>7,250</b> | -      | <b>7,250</b> |
| <b>Operating Impact (\$ in 1000s)</b> |        |            |         |              |         |         |         |              |        |              |
| FTE                                   |        | -          | -       | -            | -       | 2.34    | -       | 2.34         |        |              |
| Personnel                             |        | -          | -       | -            | -       | 169     | 174     | 343          |        |              |
| O&M                                   |        | -          | -       | -            | -       | 159     | 119     | 278          |        |              |
| Debt Service                          |        | -          | -       | -            | 230     | 524     | 741     | 1,495        |        |              |
| <b>Total Impact</b>                   |        | -          | -       | -            | 230     | 852     | 1,034   | 2,116        |        |              |

## Fire and Rescue Training Tower

### Project Description

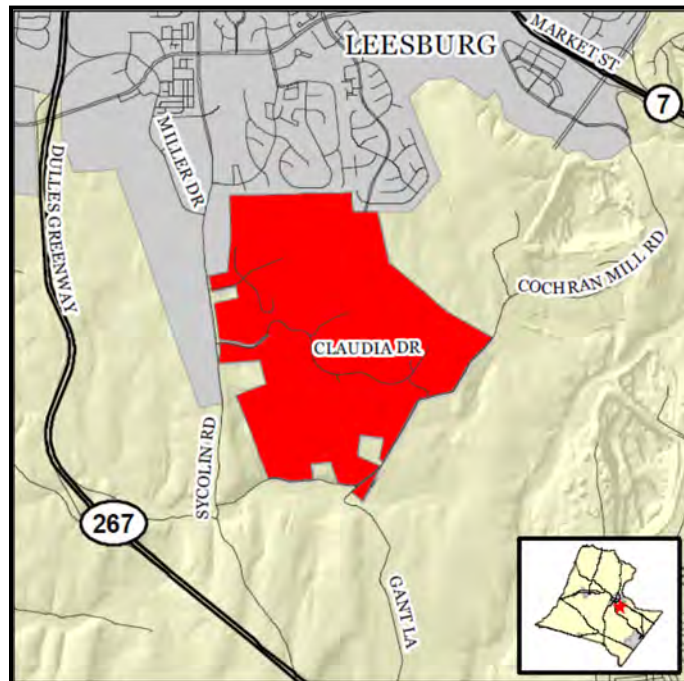
This project provides for the construction of a training tower to simulate a range of potential threats or emergencies in high-rise or multi-story buildings. The training tower prop will provide a safe, realistic and effective environment for public safety personnel to train in the efficient response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

The training prop will be developed at the County owned Government Support Center site on Sycolin Road based on the adopted 2005 Board of Supervisors' 20-Year Fire and Rescue System Service Plan.

The Department of Fire and Rescue developed a Master Plan for the Training Academy. The Master Plan offers details of the unmet needs and 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 on December 2, 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.

### Election District

Catoctin



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                | -            | -       | 500     | -       | -       | -       | -       | 500          | -           | 500           |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | 500     | -       | -       | -       | -       | 500          | -           | 500           |
| Local Tax Funding           | -            | -       | 500     | -       | -       | -       | -       | 500          | -           | 500           |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | 500     | -       | -       | -       | -       | 500          | -           | 500           |





## Fire and Rescue Vehicle Annex

### Project Description

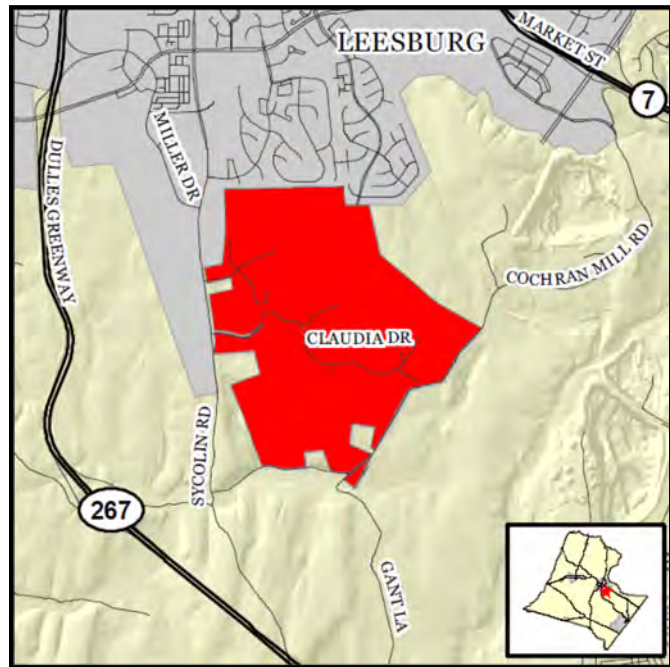
This project provides funding to design and construct a 10,400-square-foot vehicle annex facility at the existing Fire-Rescue Training Center property on Sycolin Road. The facility, to be located in proximity to the current structural burn building, training props, and high bay building, would provide climate-protected garaging for the 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 Services, details unmet needs and establishes the location of the buildings and props at the existing training academy campus. The Special Exception (SPEX) for the uses proposed on the Master Plan was approved by the Board of Supervisors on December 2, 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.

Authorization to sell general obligation bonds will be scheduled for placement on the November 2021 referendum.

### Election District

Catoctin



| Capital (\$ in 1000s)          | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|--------------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services          | -            | -       | -       | -       | 640     | -       | -       | 640          | -           | 640           |
| Construction                   | -            | -       | -       | -       | -       | 4,500   | -       | 4,500        | -           | 4,500         |
| Furniture, Fixtures & Equip    | -            | -       | -       | -       | -       | 1,200   | -       | 1,200        | -           | 1,200         |
| Other                          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>              | -            | -       | -       | -       | 640     | 5,700   | -       | 6,340        | -           | 6,340         |
| Local Tax Funding              | -            | -       | -       | -       | 640     | -       | -       | 640          | -           | 640           |
| Fund Balance                   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds       | -            | -       | -       | -       | -       | 5,700   | -       | 5,700        | -           | 5,700         |
| Lease Revenue Financing        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>         | -            | -       | -       | -       | 640     | 5,700   | -       | 6,340        | -           | 6,340         |
|                                |              |         |         |         |         |         |         |              |             |               |
| Operating Impact (\$ in 1000s) |              | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total        |             |               |
| Debt Service                   |              | -       | -       | -       | -       | -       | 288     | 288          |             |               |
| <b>Total Impact</b>            |              | -       | -       | -       | -       | -       | 288     | 288          |             |               |





## Public Safety - E-911 Phone Switch Replacement

### Project Description

This project will replace the County's current E-911 phone switch in FY 2022. All emergency communications in the County occur through this switch and it is vital to the health and safety of Loudoun's citizens.

The current E-911 phone switch was installed in the Emergency Communications Center and became fully operational in July 2015. The existing switch is Next-Gen 911-compatible. The estimated lifespan for this mission-critical system is seven years.

### Election District

Countywide



| Capital (\$ in 1000s)          | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|--------------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Furniture, Fixtures & Equip    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                          | -            | -       | -       | -       | 2,300   | -       | -       | 2,300        | -           | 2,300         |
| <b>Total Cost</b>              | -            | -       | -       | -       | 2,300   | -       | -       | 2,300        | -           | 2,300         |
| Local Tax Funding              | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing        | -            | -       | -       | -       | 2,300   | -       | -       | 2,300        | -           | 2,300         |
| Proffers (Cash)                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>         | -            | -       | -       | -       | 2,300   | -       | -       | 2,300        | -           | 2,300         |
|                                |              |         |         |         |         |         |         |              |             |               |
| Operating Impact (\$ in 1000s) |              | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total        |             |               |
| Debt Service                   |              | -       | -       | -       | 58      | 227     | 221     | 506          |             |               |
| <b>Total Impact</b>            |              | -       | -       | -       | 58      | 227     | 221     | 506          |             |               |



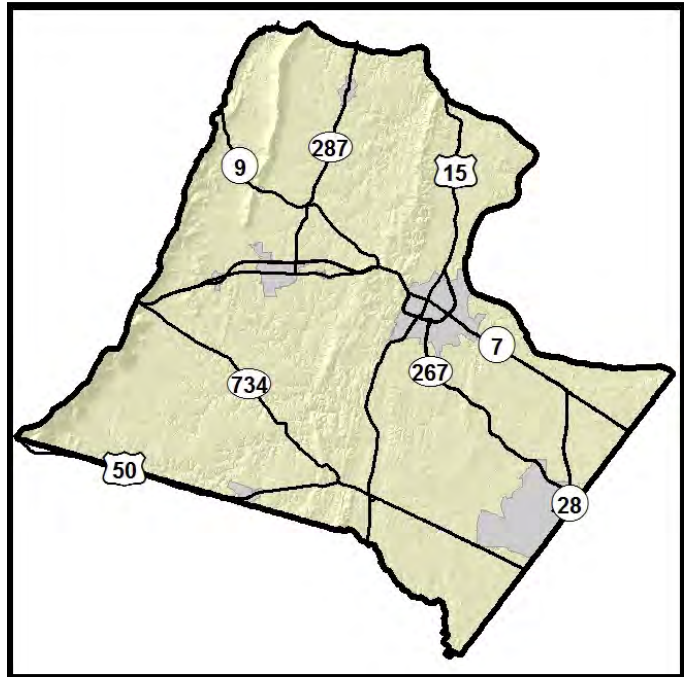
## Public Safety - Handheld Radio Replacements

### Project Description

This project will replace approximately 1,600 handheld radios currently in use by Fire and Rescue and the Sheriff's Office. Handheld radios have an estimated lifespan of seven years and will require replacement in FY 2022.

### Election District

Countywide



| Capital (\$ in 1000s)          | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|--------------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Furniture, Fixtures & Equip    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                          | -            | -       | -       | -       | 9,500   | -       | -       | 9,500        | -           | 9,500         |
| <b>Total Cost</b>              | -            | -       | -       | -       | 9,500   | -       | -       | 9,500        | -           | 9,500         |
| Local Tax Funding              | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing        | -            | -       | -       | -       | 9,500   | -       | -       | 9,500        | -           | 9,500         |
| Proffers (Cash)                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>         | -            | -       | -       | -       | 9,500   | -       | -       | 9,500        | -           | 9,500         |
|                                |              |         |         |         |         |         |         |              |             |               |
| Operating Impact (\$ in 1000s) |              | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total        |             |               |
| Debt Service                   |              | -       | -       | -       | 238     | 1,796   | 1,733   | 3,767        |             |               |
| <b>Total Impact</b>            |              | -       | -       | -       | 238     | 1,796   | 1,733   | 3,767        |             |               |

## Public Safety - Radio Tower Coverage Sites

### Project Description

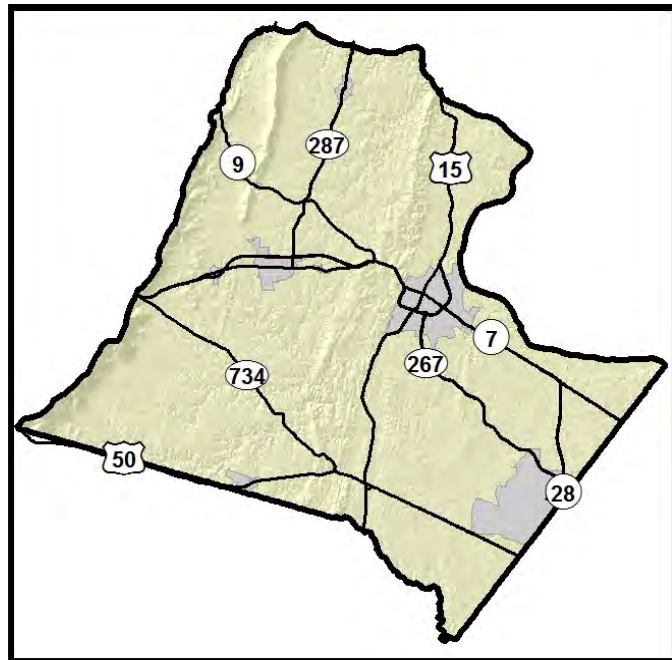
Due to population growth within the County it is expected that additional public safety radio towers are needed to provide the required radio coverage for first responders. This project will begin with a coverage study which will identify how many and where additional towers may be needed, and if existing tower locations should be relocated for optimal coverage.

Phase I: It is anticipated that at least one new tower will be identified in the coverage study for FY 2019.

Phase II: Installation of new towers and/or relocation of existing towers as identified in the coverage study. Additional funding will be required to initiate Phase II.

### Election District

Countywide



|                                       | Prior  |                |                |                |                |                |                | 6 Year       | Future | Project |
|---------------------------------------|--------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------|---------|
| Capital (\$ in 1000s)                 | Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | Total        | FY's   | Total   |
| Land                                  | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Professional Services                 | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Construction                          | -      | 1,400          | -              | -              | -              | -              | -              | 1,400        | -      | 1,400   |
| Furniture, Fixtures & Equip           | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Other                                 | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| <b>Total Cost</b>                     | -      | 1,400          | -              | -              | -              | -              | -              | 1,400        | -      | 1,400   |
| Local Tax Funding                     | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Fund Balance                          | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| General Obligation Bonds              | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Lease Revenue Financing               | -      | 1,400          | -              | -              | -              | -              | -              | 1,400        | -      | 1,400   |
| Proffers (Cash)                       | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Proffers (In-Kind)                    | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| State Capital Assistance              | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| <b>Total Financing</b>                | -      | 1,400          | -              | -              | -              | -              | -              | 1,400        | -      | 1,400   |
|                                       |        |                |                |                |                |                |                |              |        |         |
| <b>Operating Impact (\$ in 1000s)</b> |        | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b> |        |         |
| Debt Service                          |        | 35             | 138            | 135            | 131            | 128            | 125            | 692          |        |         |
| <b>Total Impact</b>                   |        | <b>35</b>      | <b>138</b>     | <b>135</b>     | <b>131</b>     | <b>128</b>     | <b>125</b>     | <b>692</b>   |        |         |



## Public Safety - School Emergency Radio Coverage

### Project Description

This project will perform a study regarding the replacement and maintenance of the Bi-Directional Amplifiers (BDAs) in public school buildings to provide Public Safety radio coverage for the School Resource Officers. A coverage study in FY 2019 will identify the location of schools where boosters need to be located, as well as the age and condition of existing BDA's to determine the proper replacement schedule.

Phase I: \$500,000 for a coverage study in FY 2019 to determine needs and identify schools that need additional equipment to meet coverage requirements.

Phase II: Installation and replacements of BDAs as identified in the Phase I study. Funding for Phase II will be evaluated in a future CIP.

### Election District

Countywide



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019    | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|------------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -          | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | 500        | -       | -       | -       | -       | -       | 500          | -           | 500           |
| Construction                | -            | -          | -       | -       | -       | -       | -       | -            | -           | -             |
| Furniture, Fixtures & Equip | -            | -          | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -          | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | <b>500</b> | -       | -       | -       | -       | -       | <b>500</b>   | -           | <b>500</b>    |
| Local Tax Funding           | -            | 500        | -       | -       | -       | -       | -       | 500          | -           | 500           |
| Fund Balance                | -            | -          | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -          | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -          | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -          | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -          | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -          | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | <b>500</b> | -       | -       | -       | -       | -       | <b>500</b>   | -           | <b>500</b>    |



## Fire and Rescue – Station 04

### Round Hill Station Replacement

#### Project Description

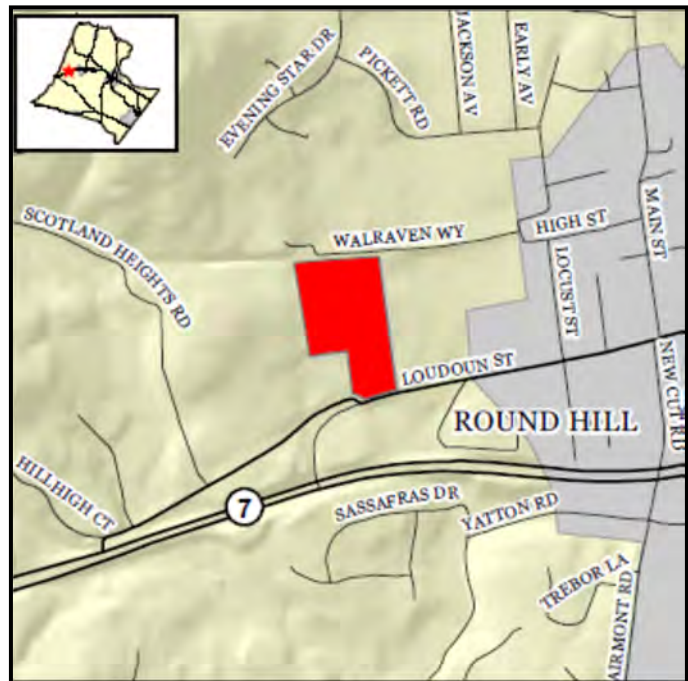
This project provides funding to design and construct a new Round Hill Fire Station on a County-owned site adjacent to the Town of Round Hill, for Round Hill Fire and Rescue Company #4.

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.

Authorization to sell general obligation bond financing passed referendum in November 2017.

#### Election District

Blue Ridge



|                             | Prior  |              |               |         |         |         |         | 6 Year        | Future | Project       |
|-----------------------------|--------|--------------|---------------|---------|---------|---------|---------|---------------|--------|---------------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019      | FY 2020       | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total         | FY's   | 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>           | -      | <b>1,900</b> | <b>13,760</b> | -       | -       | -       | -       | <b>15,660</b> | -      | <b>15,660</b> |
| Local Tax Funding           | -      | -            | -             | -       | -       | -       | -       | -             | -      | -             |
| Fund Balance                | -      | -            | -             | -       | -       | -       | -       | -             | -      | -             |
| General Obligation Bonds    | -      | 1,900        | 13,760        | -       | -       | -       | -       | 15,660        | -      | 15,660        |
| Lease Revenue Financing     | -      | -            | -             | -       | -       | -       | -       | -             | -      | -             |
| Proffers (Cash)             | -      | -            | -             | -       | -       | -       | -       | -             | -      | -             |
| Proffers (In-Kind)          | -      | -            | -             | -       | -       | -       | -       | -             | -      | -             |
| State Capital Assistance    | -      | -            | -             | -       | -       | -       | -       | -             | -      | -             |
| <b>Total Financing</b>      | -      | <b>1,900</b> | <b>13,760</b> | -       | -       | -       | -       | <b>15,660</b> | -      | <b>15,660</b> |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020    | FY 2021    | FY 2022      | FY 2023      | FY 2024      | Total        |
|--------------------------------|---------|------------|------------|--------------|--------------|--------------|--------------|
| FTE                            | -       | -          | -          | 6.17         | -            | -            | 6.17         |
| Personnel                      | -       | -          | -          | 554          | 571          | 588          | 1,713        |
| O&M                            | -       | -          | -          | 463          | 468          | 473          | 1,404        |
| Capital Outlay                 | -       | -          | -          | 14           | 15           | 15           | 44           |
| Debt Service                   | -       | 190        | 685        | 1,168        | 1,646        | 1,606        | 5,295        |
| <b>Total Impact</b>            | -       | <b>190</b> | <b>685</b> | <b>2,200</b> | <b>2,700</b> | <b>2,681</b> | <b>8,456</b> |



## Fire and Rescue – Station 07

### Aldie Station Replacement

#### Project Description – C00140

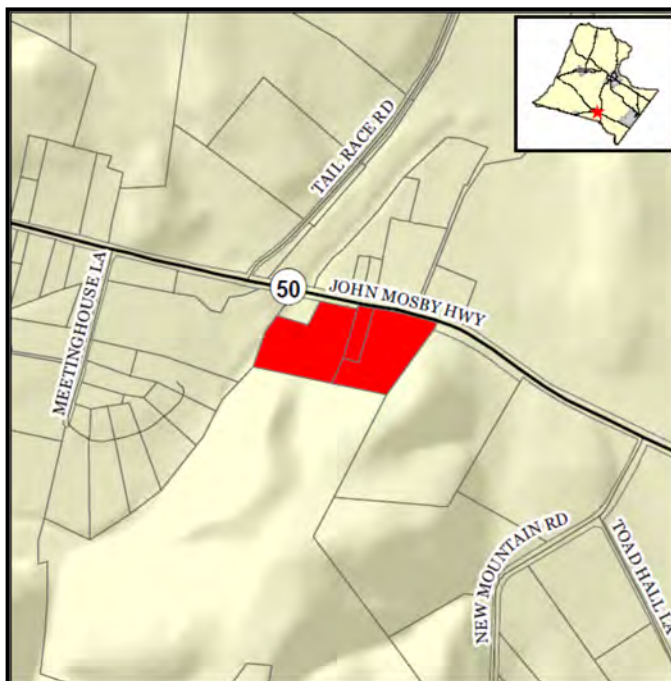
This project provides funding to design and construct a new Aldie Fire Station on a County-owned site to replace the Aldie Fire and Rescue Company #7 Station.

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 fall of 2015 the County acquired three contiguous sites for the replacement station.

#### Election District

Blue Ridge



|                             | Prior         |              |          |          |          |          |          | 6 Year       | Future   | Project       |
|-----------------------------|---------------|--------------|----------|----------|----------|----------|----------|--------------|----------|---------------|
| Capital (\$ in 1000s)       | Alloc.        | FY 2019      | FY 2020  | FY 2021  | FY 2022  | FY 2023  | FY 2024  | 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>4,000</b> | <b>-</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         | -            | -        | -        | -        | -        | -        | -            | -        | 9,505         |
| Lease Revenue Financing     | -             | 4,000        | -        | -        | -        | -        | -        | 4,000        | -        | 4,000         |
| Proffers (Cash)             | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| Proffers (In-Kind)          | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| State Capital Assistance    | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| <b>Total Financing</b>      | <b>14,860</b> | <b>4,000</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>4,000</b> | <b>-</b> | <b>18,860</b> |

| Operating Impact (\$ in 1000s) | FY 2019  | FY 2020  | FY 2021  | FY 2022      | FY 2023      | FY 2024      | Total         |
|--------------------------------|----------|----------|----------|--------------|--------------|--------------|---------------|
| FTE                            | -        | -        | -        | 26.17        | -            | -            | 26.17         |
| Personnel                      | -        | -        | -        | 2,428        | 2,501        | 2,576        | 7,506         |
| O&M                            | -        | -        | -        | 781          | 789          | 797          | 2,366         |
| Debt Service                   | -        | -        | -        | 38           | 148          | 534          | 720           |
| <b>Total Impact</b>            | <b>-</b> | <b>-</b> | <b>-</b> | <b>3,247</b> | <b>3,438</b> | <b>3,907</b> | <b>10,592</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.

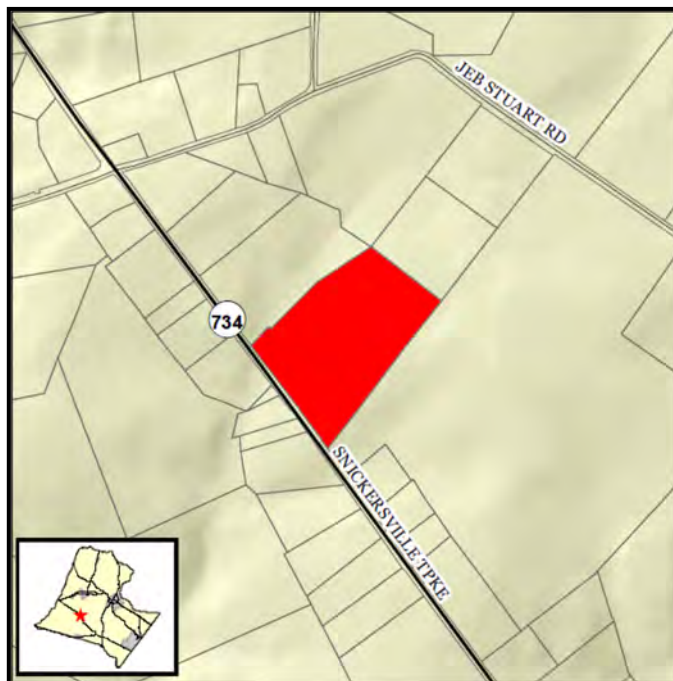
The Philomont Volunteer Fire Company made an official request to the County for CIP funding to replace their current Station, with funding to begin in FY 2022. The Fire Station is planned to be located on a site of approximately seven acres owned by the Philomont Volunteer Fire Company, and will require 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 hours, seven days a week pumper and tanker, with the potential for additional resources as service demand dictates.

Authorization to sell general obligation bonds will be scheduled for placement on the November 2021 referendum.

#### Election District

Blue Ridge



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | 2,200   | -       | -       | 2,200  | -      | 2,200   |
| Construction                | -      | -       | -       | -       | -       | 12,125  | -       | 12,125 | -      | 12,125  |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | 1,600   | -       | 1,600  | -      | 1,600   |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Cost                  | -      | -       | -       | -       | 2,200   | 13,725  | -       | 15,925 | -      | 15,925  |
| Local Tax Funding           | -      | -       | -       | -       | 2,200   | -       | -       | 2,200  | -      | 2,200   |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | 13,725  | -       | 13,725 | -      | 13,725  |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing             | -      | -       | -       | -       | 2,200   | 13,725  | -       | 15,925 | -      | 15,925  |

## Fire and Rescue – Station 28

### Leesburg South Station

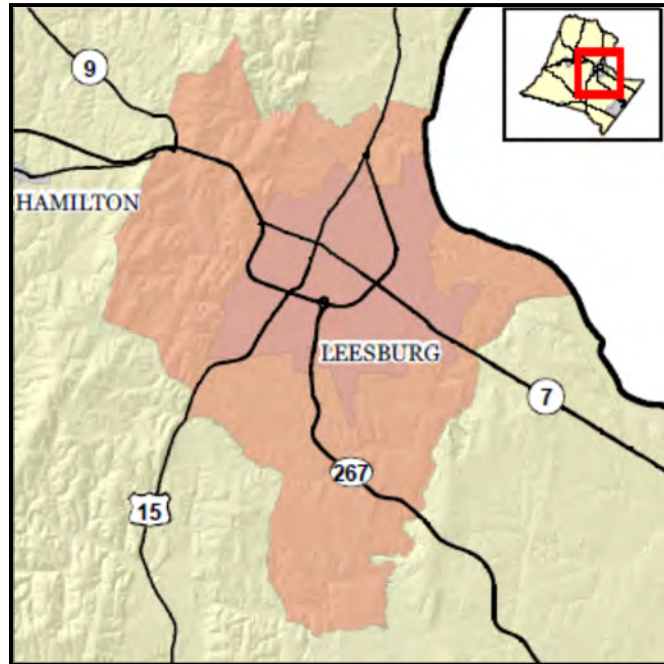
#### Project Description

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 prompted the search for alternative site locations in the Evergreen Mills corridor for the Station location 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 hours, seven days a week pumper, ambulance, and tanker, with the potential for a special service (aerial truck or heavy rescue squad) as service demands require.

Authorization to sell general obligation bonds will be scheduled for placement on the November 2019 referendum.



#### Project Description

Catoclin

| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | 2,200   | -       | -       | -       | 2,200        | -           | 2,200         |
| Construction                | -            | -       | -       | -       | 11,400  | -       | -       | 11,400       | -           | 11,400        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | 2,000   | -       | -       | 2,000        | -           | 2,000         |
| Other                       | -            | -       | -       | -       | 2,000   | -       | -       | 2,000        | -           | 2,000         |
| <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     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | 2,200   | 15,400  | -       | -       | 17,600       | -           | 17,600        |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | -       | -       | -       | 100     | 218     | 482     | 800   |
| <b>Total Impact</b>            | -       | -       | -       | 100     | 218     | 482     | 800   |



## Fire and Rescue – Station 29

### Old Ox Road (Route 606) Station

#### Project Description

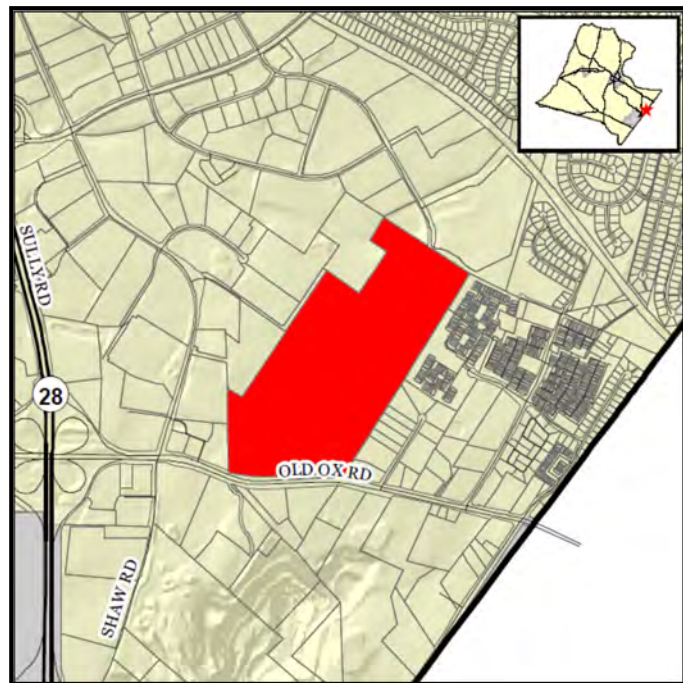
This project provides funding to design and construct a new Old Ox Road (Route 606) Fire Station on a 5-acre proffered site in the Sterling Planning Subarea. The site is proffered to the County by the developer of Waterside, ZMAP-2012-0006, and will be subdivided from the parcel highlighted in red on the map to the right.

The Station would be approximately 18,500 square feet on a site of up to five 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.

Authorization to sell general obligation bonds will be scheduled for placement on the November 2021 referendum

#### Election District

Broad Run



| Capital (\$ in 1000s)                 | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|---------------------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                                  | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services                 | -            | -       | -       | -       | -       | 2,400   | -       | 2,400        | -           | 2,400         |
| Construction                          | -            | -       | -       | -       | -       | -       | 12,540  | 12,540       | -           | 12,540        |
| Furniture, Fixtures & Equip           | -            | -       | -       | -       | -       | -       | 4,070   | 4,070        | -           | 4,070         |
| Other                                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>                     | -            | -       | -       | -       | -       | 2,400   | 16,610  | 19,010       | -           | 19,010        |
| Local Tax Funding                     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds              | -            | -       | -       | -       | -       | 2,400   | 16,610  | 19,010       | -           | 19,010        |
| Lease Revenue Financing               | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance              | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>                | -            | -       | -       | -       | -       | 2,400   | 16,610  | 19,010       | -           | 19,010        |
| <b>Operating Impact (\$ in 1000s)</b> |              |         |         |         |         |         |         |              |             |               |
| Debt Service                          | -            | -       | -       | -       | -       | -       | 120     | 120          | -           | 120           |
| <b>Total Impact</b>                   | -            | -       | -       | -       | -       | -       | 120     | 120          | -           | 120           |



# Capital Improvement Program

FY 2019 Adopted Budget

## Transportation Capital Projects

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| Transit Bus Acquisition.....  | 11- 118        |
| Western Loudoun Park and Ride Lot.....  | 11- 119        |





| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |                |                |                |                |                |                |                  |                  |                  |
|--|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|------------------|------------------|------------------|
| Capital (\$ in 1000s)  | Prior<br>Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year<br>Total  | Future<br>FY's   | Project<br>Total |
| <b>Transportation Projects</b>   |                 |                |                |                |                |                |                |                  |                  |                  |
| <b>Projects</b>  |                 |                |                |                |                |                |                |                  |                  |                  |
| Roads  | 151,637         | 112,883        | 128,589        | 112,763        | 182,042        | 277,040        | 175,647        | 988,963          | 848,840          | 1,989,441        |
| Sidewalks, Signals, and Traffic Calming                                      | 3,200           | 4,467          | 4,215          | 17,100         | 21,070         | 21,815         | 29,620         | 98,287           | 137,385          | 238,872          |
| Towns  | 17,210          | 21,421         | 3,745          | 4,933          | 3,225          | 3,317          | 3,411          | 40,052           | 13,644           | 70,906           |
| Transit  | 44,616          | 3,500          | 18,900         | 27,010         | 37,090         | 41,493         | 40,460         | 168,453          | 116,000          | 329,069          |
| <b>Budgetary Cost</b>  | <b>216,663</b>  | <b>142,271</b> | <b>155,449</b> | <b>161,806</b> | <b>243,427</b> | <b>343,665</b> | <b>249,138</b> | <b>1,295,755</b> | <b>1,115,869</b> | <b>2,628,288</b> |
| <b>Funding Source</b>  |                 |                |                |                |                |                |                |                  |                  |                  |
| Local Tax Funding  | 2,644           | 13,261         | 7,400          | 9,679          | 10,789         | 11,099         | 11,196         | 63,424           | 38,000           | 104,068          |
| Local Tax Funding - Roads  | 19,681          | 16,400         | 17,138         | 17,860         | 18,565         | 19,253         | 19,920         | 109,136          | 9,600            | 138,417          |
| Fund Balance   | 11,650          | -              | -              | -              | -              | -              | -              | -                | -                | 11,650           |
| General Obligation Bonds   | 15,080          | 36,560         | 46,660         | 62,495         | 66,612         | 123,396        | 76,495         | 412,218          | 924,077          | 1,351,375        |
| Lease Revenue Financing  | 36,859          | 1,905          | -              | -              | -              | -              | 1,277          | 3,182            | -                | 40,041           |
| Proffers (Cash)  | 10,962          | 500            | 424            | -              | 2,707          | -              | -              | 3,631            | -                | 14,593           |
| State Capital Assistance   | 19,065          | 500            | 500            | -              | -              | -              | -              | 1,000            | -                | 20,065           |
| CMAQ   | 9,538           | 3,441          | -              | -              | 5,400          | 3,960          | 3,960          | 16,761           | -                | 26,299           |
| RSTP   | 5,601           | 3,077          | 9,669          | 11,313         | 4,500          | 5,800          | 7,500          | 41,859           | -                | 47,460           |
| Revenue Sharing  | 15,450          | 5,000          | 5,000          | 5,000          | 5,000          | 5,000          | 5,000          | 30,000           | -                | 45,450           |
| NVTA 70%   | 29,860          | 38,212         | 47,492         | 31,000         | 72,974         | 120,092        | 100,875        | 410,645          | 52,548           | 493,053          |
| NVTA 30%   | 37,344          | 18,788         | 19,590         | 20,154         | 20,736         | 21,318         | 21,915         | 122,501          | 87,644           | 247,489          |
| Fees   | -               | -              | 76             | -              | -              | 1,000          | 1,000          | 2,076            | 4,000            | 6,076            |
| Local Gasoline Tax   | 1,244           | -              | -              | -              | -              | -              | -              | -                | -                | 1,244            |
| Smart Scale  | 1,685           | 4,627          | 1,500          | 4,305          | 36,144         | 32,747         | -              | 79,323           | -                | 81,008           |
| <b>Total Funding Source</b>  | <b>216,663</b>  | <b>142,271</b> | <b>155,449</b> | <b>161,806</b> | <b>243,427</b> | <b>343,665</b> | <b>249,138</b> | <b>1,295,755</b> | <b>1,115,869</b> | <b>2,628,288</b> |



# Capital Improvement Program

FY 2019 Adopted Budget

## Roads





| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |              |         |         |         |         |         |         |              |             |               |
|--|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Capital in (\$1000s)   | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
| <b>Roads</b>   |              |         |         |         |         |         |         |              |             |               |
| <b>Projects</b>  |              |         |         |         |         |         |         |              |             |               |
| Arcola Blvd (Rt 50/Rt 606)   | 1,685        | 6,593   | 2,630   | 12,195  | 29,479  | 12,612  | -       | 63,509       | -           | 65,194        |
| Belmont Ridge Road (Shreveport / Evergreen Mills Rd)                         | -            | -       | -       | -       | 1,755   | 3,045   | 16,375  | 21,175       | -           | 21,175        |
| Belmont Ridge Road (Truro Parish / Croson)                                   | 38,063       | 5,000   | -       | -       | -       | -       | -       | 5,000        | -           | 43,063        |
| Braddock Rd Widening (Gum Spring Rd / Fairfax Line)                          | -            | -       | -       | -       | -       | -       | -       | -            | 154,760     | 154,760       |
| Braddock Rd Widening (Gum Spring Rd / Royal Hunter)                          | -            | -       | 1,000   | 1,000   | 4,095   | -       | -       | 6,095        | -           | 6,095         |
| Croson Ln (Claiborne Pkwy / Old Ryan Rd)                                     | -            | -       | -       | 2,700   | 1,750   | -       | 16,450  | 20,900       | -           | 20,900        |
| Crosstrail Blvd (Kincaid Blvd / Russell Branch Pkwy)                         | 33,300       | 41,560  | -       | -       | -       | -       | -       | 41,560       | -           | 74,860        |
| Dulles West Blvd (Arcola / Northstar)  | -            | -       | -       | 6,000   | 3,000   | 3,000   | 31,700  | 43,700       | -           | 43,700        |
| Dulles West Blvd (Dulles Landing / Arcola)                                   | -            | 4,100   | 4,000   | -       | 9,114   | -       | -       | 17,214       | -           | 17,214        |
| Elk Lick Intersection Improvements   | 89           | -       | -       | -       | 1,565   | -       | -       | 1,565        | -           | 1,654         |
| Evergreen Mills Rd (Northstar / Stone Springs)                               | -            | -       | 3,285   | 5,600   | 6,000   | 16,000  | -       | 30,885       | -           | 30,885        |
| Evergreen Mills Rd (Stone Springs / Lo. Co. Pkwy)                            | -            | -       | -       | 6,000   | 10,000  | 22,000  | -       | 38,000       | -           | 38,000        |
| Evergreen Mills Rd Realignment (Watson & Reservoir)                          | -            | 2,000   | 2,500   | 9,500   | -       | -       | -       | 14,000       | -           | 14,000        |
| Farmwell Road Intersection Improvements                                      | 7,864        | -       | 12,000  | 12,235  | -       | -       | -       | 24,235       | -           | 32,099        |
| George Washington Blvd Overpass  | 5,601        | 3,077   | 9,669   | 10,113  | 3,000   | -       | -       | 25,859       | -           | 31,460        |
| Intelligent Transportation System  | -            | 1,050   | -       | -       | -       | -       | 1,277   | 2,327        | -           | 2,327         |
| Loudoun Co. Pkwy Widening (Ryan Rd / Shellhorn Rd)                           | -            | -       | -       | -       | -       | -       | 3,795   | 3,795        | 18,395      | 22,190        |
| Moorefield Blvd (Mooreview Pkwy to Moorefield Station)                       | -            | 4,340   | -       | -       | -       | -       | -       | 4,340        | -           | 4,340         |
| Northstar Blvd (Rt 50 / Shreveport Dr)                                       | 22,655       | -       | 7,288   | -       | 23,644  | 10,000  | 24,500  | 65,432       | -           | 88,087        |
| Northstar Blvd (Rt 50 / Tall Cedars)   | 11,932       | 5,000   | 29,992  | -       | -       | -       | -       | 34,992       | -           | 46,924        |
| Northstar Blvd (Tall Cedars Pkwy / Braddock Rd)                              | -            | -       | -       | -       | 2,693   | -       | 25,675  | 28,368       | -           | 28,368        |
| Prentice Dr  | 9,000        | -       | 18,000  | 6,900   | 33,425  | 30,000  | 5,000   | 93,325       | -           | 102,325       |
| Rt 15 & Braddock Roundabout  | -            | -       | -       | -       | -       | -       | 1,015   | 1,015        | 10,480      | 11,495        |
| Rt 15 N Bypass / Edwards Ferry Rd  | 2,000        | -       | -       | 1,200   | 1,500   | -       | 1,700   | 4,400        | -           | 6,400         |
| Rt 15 N Bypass / Montresor Road  | -            | 3,500   | -       | 6,000   | 11,592  | 57,841  | -       | 78,933       | -           | 78,933        |
| Rt 28 North (Dulles Toll Rd / Sterling Blvd)                                 | -            | 20,000  | -       | -       | -       | -       | -       | 20,000       | -           | 20,000        |
| Rt 50 & Everfield Dr Roundabout  | -            | -       | -       | -       | -       | -       | 1,015   | 1,015        | 10,480      | 11,495        |
| Rt 50 & Rt 606 Interchange   | -            | -       | -       | -       | -       | -       | -       | -            | 500,000     | 500,000       |
| Rt 50 & Trailhead Dr Roundabout  | -            | -       | -       | -       | 1,215   | 1,290   | 7,495   | 10,000       | -           | 10,000        |
| Rt 50 Corridor Improvements  | -            | 645     | 6,125   | -       | -       | -       | -       | 6,770        | -           | 6,770         |
| Rt 50 North Collector Rd (Air & Space Pkwy / Tall Cedars)                    | -            | -       | -       | -       | 8,190   | -       | 36,800  | 44,990       | 47,720      | 92,710        |
| Rt 50 North Collector Rd (Tall Cedars / Lo. Co. Pkwy)                        | -            | -       | -       | -       | -       | -       | -       | -            | 77,380      | 77,380        |



| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |                |                |                |                |                |                |                 |                |                  |
|--|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|----------------|------------------|
| Capital in (\$1000s)   | Prior<br>Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
| Rt 7 / Hillsboro Rd Interchange  | 7,500           | 405            | 3,845          | 19,420         | 5,500          | 4,065          | -              | 33,235          | -              | 40,735           |
| Rt 7 & Rt 287 Interchange  | -               | 2,115          | -              | -              | 4,390          | 5,001          | -              | 11,506          | -              | 11,506           |
| Rt 9 & Rt 287 Roundabout   | 1,228           | -              | 13,255         | -              | -              | -              | -              | 13,255          | -              | 14,483           |
| Ryan Rd Widening (Evergreen Mills Rd / Northstar Blvd)                       | -               | -              | -              | -              | -              | -              | 1,835          | 1,835           | 19,145         | 20,980           |
| Seneca Ridge Dr Improvements (S. Cottage Rd. / Augusta C                     | -               | 1,040          | -              | -              | -              | -              | -              | 1,040           | -              | 1,040            |
| Shellhorn Rd (Lo. Co. Pkwy / Randolph Dr)                                    | 8,000           | -              | 10,000         | 6,000          | -              | 102,750        | -              | 118,750         | -              | 126,750          |
| Trailhead Dr & Braddock Roundabout   | -               | -              | -              | -              | -              | -              | 1,015          | 1,015           | 10,480         | 11,495           |
| Waxpool / Lo. Co. Pkwy Intersection  | 2,720           | 3,628          | -              | -              | -              | -              | -              | 3,628           | -              | 6,348            |
| Westwind Drive (State St / Ladbrook Dr)                                      | -               | 8,830          | 5,000          | 7,900          | 20,135         | 9,436          | -              | 51,301          | -              | 51,301           |
| <b>Roads Subtotal:</b>   | <b>151,637</b>  | <b>112,883</b> | <b>128,589</b> | <b>112,763</b> | <b>182,042</b> | <b>277,040</b> | <b>175,647</b> | <b>988,963</b>  | <b>848,840</b> | <b>1,989,441</b> |
| <b>Funding Source (Roads)</b>  |                 |                |                |                |                |                |                |                 |                |                  |

| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |                |                |                |                |                |                |                 |                |                  |
|--|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|----------------|------------------|
| Capital in (\$1000s)   | Prior<br>Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
| Local Tax Funding  | 2,089           | 13,261         | 3,000          | -              | -              | -              | -              | 16,261          | -              | 18,350           |
| Local Tax Funding - Roads  | 18,546          | 12,788         | 15,138         | 15,860         | 15,565         | 17,253         | 17,520         | 94,124          | -              | 112,670          |
| Fund Balance   | 10,861          | -              | -              | -              | -              | -              | -              | -               | -              | 10,861           |
| General Obligation Bonds   | 15,080          | 36,560         | 44,445         | 47,395         | 48,542         | 103,581        | 49,275         | 329,798         | 796,292        | 1,141,170        |
| Proffers (Cash)  | 5,320           | -              | -              | -              | 2,707          | -              | -              | 2,707           | -              | 8,027            |
| CMAQ   | -               | 3,291          | -              | -              | -              | -              | -              | 3,291           | -              | 3,291            |
| RSTP   | 5,601           | 3,077          | 9,669          | 11,313         | 4,500          | -              | 1,700          | 30,259          | -              | 35,860           |
| Revenue Sharing  | 15,450          | 5,000          | 5,000          | 5,000          | 5,000          | 5,000          | 5,000          | 30,000          | -              | 45,450           |
| NVTA 70%   | 28,000          | 26,100         | 47,492         | 31,000         | 72,974         | 120,092        | 100,875        | 398,533         | 52,548         | 479,081          |
| NVTA 30%   | 19,005          | 9,479          | 3,845          | -              | -              | -              | -              | 13,324          | -              | 32,329           |
| Smart Scale  | 1,685           | 2,277          | -              | 2,195          | 32,754         | 31,114         | -              | 68,340          | -              | 70,025           |
| <b>Total Funding Source</b>  | <b>151,637</b>  | <b>112,883</b> | <b>128,589</b> | <b>112,763</b> | <b>182,042</b> | <b>277,040</b> | <b>175,647</b> | <b>988,963</b>  | <b>848,840</b> | <b>1,989,441</b> |

## Arcola Boulevard – Route 50 to Route 606

### Project Description - C02182

This project provides for the planning, design, right-of-way acquisition, and construction of a major collector roadway between Route 50 and Old Ox Road (Route 606). This project combines two projects from the previous CIP: Route 50 to Dulles West and Dulles West to Route 606. The Route 50 to Dulles West segment is prioritized within the current scope of this project. The project entails the construction of a four-lane, median-divided roadway within a 120-foot right-of-way, and intersection improvements at the Route 50 intersection. The project will be approximately 1.7 miles in length.

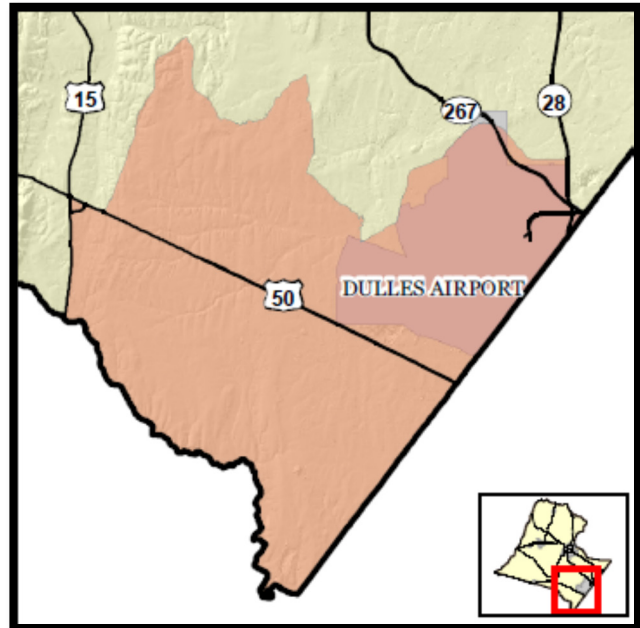
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

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

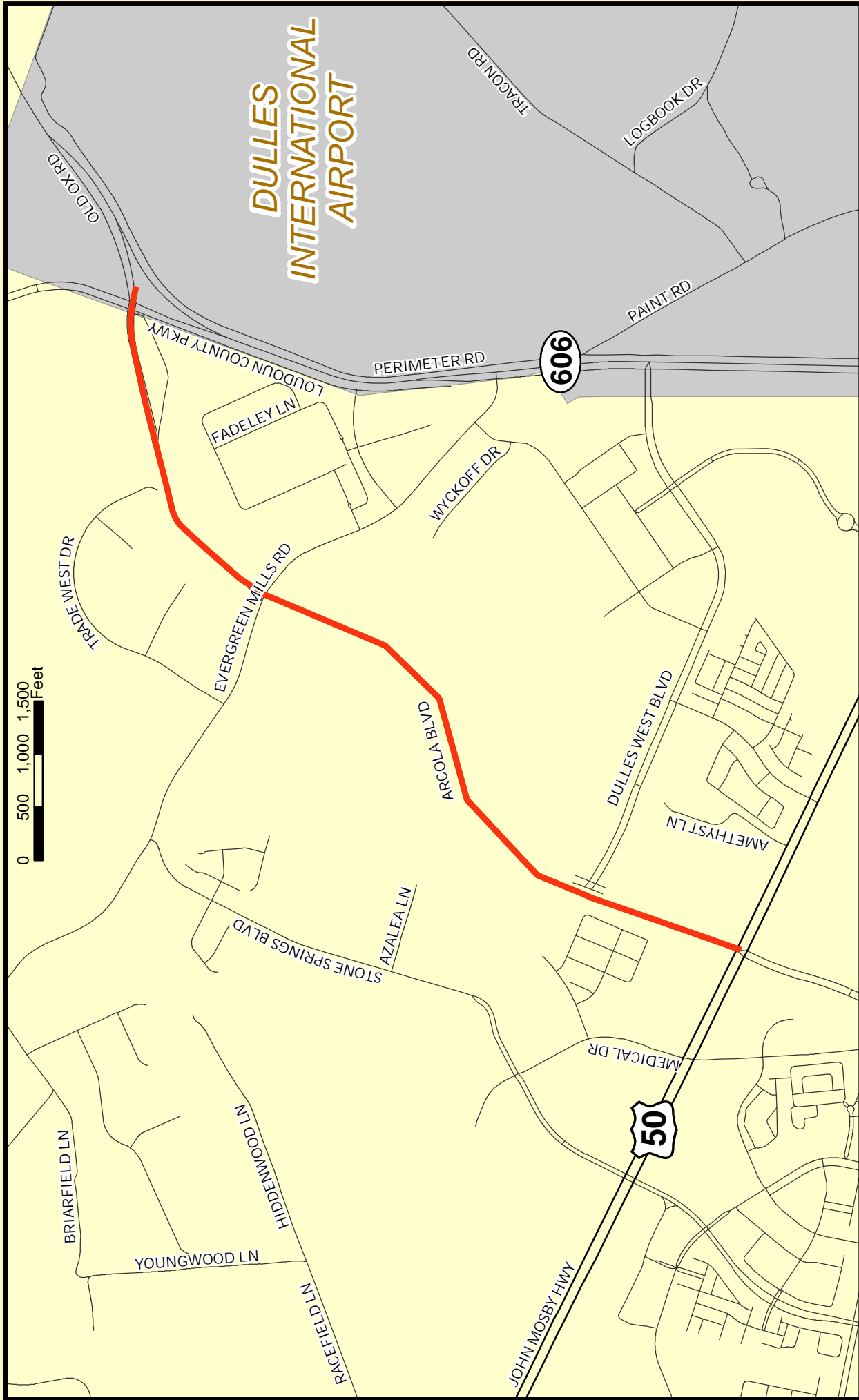
State Revenue Sharing is awarded on a competitive basis and subject to award to the County by VDOT. Smart Scale funds are awarded on a competitive basis by VDOT. The Smart Scale amounts included reflect Loudoun County's award for the VDOT FY 2018- FY 2023 Six Year Plan.

### Election District

Blue Ridge



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019      | FY 2020      | FY 2021       | FY 2022       | FY 2023       | FY 2024  | 6 Year Total  | Future FY's | Project Total |
|-----------------------------|--------------|--------------|--------------|---------------|---------------|---------------|----------|---------------|-------------|---------------|
| Land                        | -            | -            | 2,630        | 12,195        | -             | -             | -        | 14,825        | -           | 14,825        |
| Professional Services       | 1,685        | 5,943        | -            | -             | -             | -             | -        | 5,943         | -           | 7,628         |
| Construction                | -            | -            | -            | -             | 29,479        | 12,612        | -        | 42,091        | -           | 42,091        |
| Furniture, Fixtures & Equip | -            | -            | -            | -             | -             | -             | -        | -             | -           | -             |
| Other                       | -            | 650          | -            | -             | -             | -             | -        | 650           | -           | 650           |
| <b>Total Cost</b>           | <b>1,685</b> | <b>6,593</b> | <b>2,630</b> | <b>12,195</b> | <b>29,479</b> | <b>12,612</b> | <b>-</b> | <b>63,509</b> | <b>-</b>    | <b>65,194</b> |
| Local Tax Funding           | -            | -            | -            | -             | -             | -             | -        | -             | -           | -             |
| Local Tax Funding - Roads   | -            | 6,593        | 2,630        | 10,000        | 12,000        | -             | -        | 31,223        | -           | 31,223        |
| Fund Balance                | -            | -            | -            | -             | -             | -             | -        | -             | -           | -             |
| General Obligation Bonds    | -            | -            | -            | -             | -             | -             | -        | -             | -           | -             |
| Proffers (Cash)             | -            | -            | -            | -             | -             | -             | -        | -             | -           | -             |
| State Capital Assistance    | -            | -            | -            | -             | -             | -             | -        | -             | -           | -             |
| CMAQ                        | -            | -            | -            | -             | -             | -             | -        | -             | -           | -             |
| RSTP                        | -            | -            | -            | -             | -             | -             | -        | -             | -           | -             |
| Revenue Sharing             | -            | -            | -            | -             | 5,000         | -             | -        | 5,000         | -           | 5,000         |
| NVTA 70%                    | -            | -            | -            | -             | -             | -             | -        | -             | -           | -             |
| NVTA 30%                    | -            | -            | -            | -             | -             | -             | -        | -             | -           | -             |
| Lease Revenue Financing     | -            | -            | -            | -             | -             | -             | -        | -             | -           | -             |
| Smart Scale                 | 1,685        | -            | -            | 2,195         | 12,479        | 12,612        | -        | 27,286        | -           | 28,971        |
| <b>Total Financing</b>      | <b>1,685</b> | <b>6,593</b> | <b>2,630</b> | <b>12,195</b> | <b>29,479</b> | <b>12,612</b> | <b>-</b> | <b>63,509</b> | <b>-</b>    | <b>65,194</b> |



Map Number 2018-068  
Loudoun County Office of Mapping and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects

**ARCOLA BLVD (RT 50 TO RT 606)**

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

## Belmont Ridge Road – Shreveport Drive to Evergreen Mills Road

### Project Description

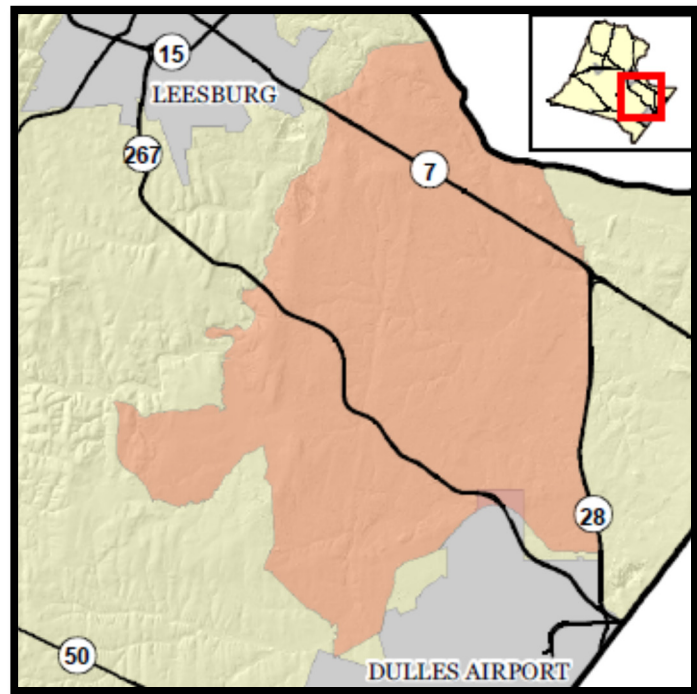
This project provides for the planning, design, right-of-way acquisition, and widening of Belmont Ridge Road (Route 659) from two lanes to four lanes between Shreveport Drive (Route 621) and Evergreen Mills Road (Route 621).

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

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. This project is also funded using general obligation bonds, authorization to sell general obligation bonds will be scheduled for placement on the November 2020 referendum.

### Election District

Blue Ridge



| Capital (\$ in 1000s)          | Prior  |         |         |         |         |         |         |        | 6 Year | Future | Project |
|--------------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|--------|---------|
|                                | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | Total  | FY's   | Total   |
| Land                           | -      | -       | -       | -       | -       | 3,045   | -       | 3,045  | -      | -      | 3,045   |
| Professional Services          | -      | -       | -       | -       | 1,755   | -       | -       | 1,755  | -      | -      | 1,755   |
| Construction                   | -      | -       | -       | -       | -       | -       | 16,375  | 16,375 | -      | -      | 16,375  |
| Furniture, Fixtures & Equip    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| Other                          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| <b>Total Cost</b>              | -      | -       | -       | -       | 1,755   | 3,045   | 16,375  | 21,175 | -      | -      | 21,175  |
| Local Tax Funding              | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| Local Tax Funding - Roads      | -      | -       | -       | -       | -       | 625     | 2,375   | 3,000  | -      | -      | 3,000   |
| Fund Balance                   | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| General Obligation Bonds       | -      | -       | -       | -       | 1,755   | 2,420   | -       | 4,175  | -      | -      | 4,175   |
| Proffers (Cash)                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| State Capital Assistance       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| CMAQ                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| RSTP                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| NVTA 70%                       | -      | -       | -       | -       | -       | -       | 14,000  | 14,000 | -      | -      | 14,000  |
| NVTA 30%                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| Local Gasoline Tax             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| Smart Scale                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| <b>Total Financing</b>         | -      | -       | -       | -       | 1,755   | 3,045   | 16,375  | 21,175 | -      | -      | 21,175  |
|                                |        |         |         |         |         |         |         |        |        |        |         |
| Operating Impact (\$ in 1000s) |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |        |        |         |
| Debt Service                   |        | -       | -       | -       | -       | 178     | 414     | 592    |        |        |         |
| <b>Total Impact</b>            |        | -       | -       | -       | -       | 178     | 414     | 592    |        |        |         |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 Capital Improvement Program Projects

**BELMONT RIDGE RD - SHREVEPORT DR TO EVERGREEN MILLS RD**

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



Map Number 2018-012  
Loudoun County Office of Mapping  
and Geographic Information

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

### Project Description – C02043

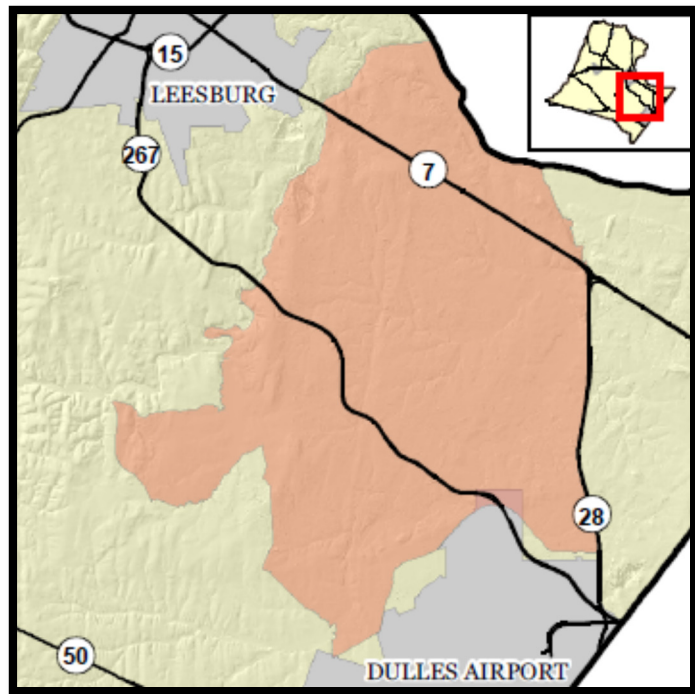
This project provides for the planning, design, right-of-way acquisition, and construction of two additional lanes to Belmont Ridge Road (Route 659) between Truro Parish Drive (Route 2119) to Croson Lane (Route 645), increasing the capacity of Belmont Ridge Road. The section will be a four-lane median-divided roadway approximately 1.5 miles in length.

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

State Revenue Sharing is awarded on a competitive basis and is subject to award of the funding to the County by VDOT.

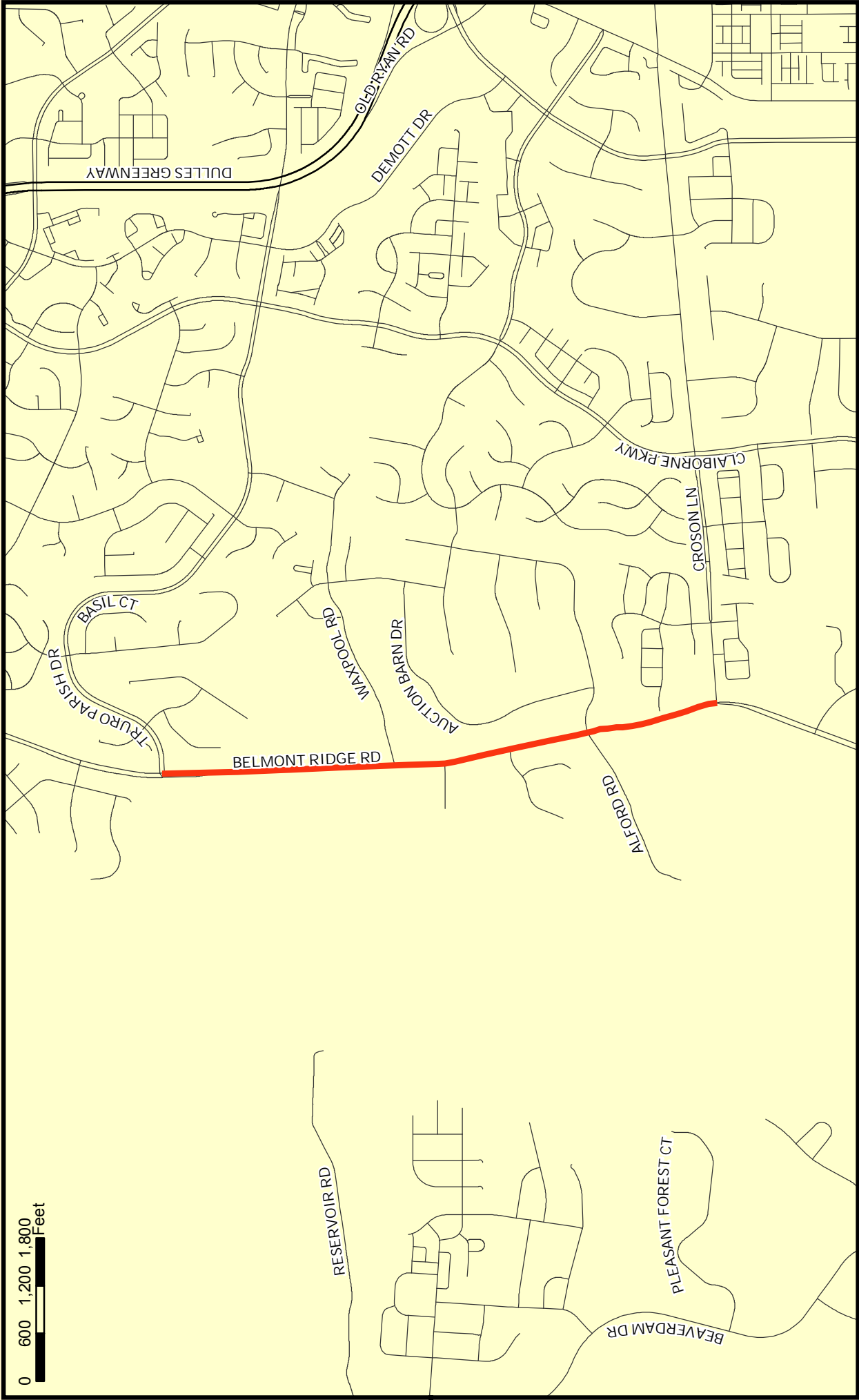
### Election District

Blue Ridge, Broad Run



|                             | Prior         |              |          |          |          |          |          | 6 Year       | Future   | Project       |
|-----------------------------|---------------|--------------|----------|----------|----------|----------|----------|--------------|----------|---------------|
| Capital (\$ in 1000s)       | Alloc.        | FY 2019      | FY 2020  | FY 2021  | FY 2022  | FY 2023  | FY 2024  | Total        | FY's     | Total         |
| Land                        | 1,700         | -            | -        | -        | -        | -        | -        | -            | -        | 1,700         |
| Professional Services       | 2,230         | -            | -        | -        | -        | -        | -        | -            | -        | 2,230         |
| Construction                | 34,133        | 5,000        | -        | -        | -        | -        | -        | 5,000        | -        | 39,133        |
| Furniture, Fixtures & Equip | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| Other                       | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| <b>Total Cost</b>           | <b>38,063</b> | <b>5,000</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>5,000</b> | <b>-</b> | <b>43,063</b> |
| Local Tax Funding           | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| Local Tax Funding - Roads   | 13,800        | -            | -        | -        | -        | -        | -        | -            | -        | 13,800        |
| Fund Balance                | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| General Obligation Bonds    | 1,080         | -            | -        | -        | -        | -        | -        | -            | -        | 1,080         |
| Proffers (Cash)             | 1,283         | -            | -        | -        | -        | -        | -        | -            | -        | 1,283         |
| State Capital Assistance    | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| CMAQ                        | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| RSTP                        | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| Revenue Sharing             | -             | 5,000        | -        | -        | -        | -        | -        | 5,000        | -        | 5,000         |
| NVTA 70%                    | 19,500        | -            | -        | -        | -        | -        | -        | -            | -        | 19,500        |
| NVTA 30%                    | 2,400         | -            | -        | -        | -        | -        | -        | -            | -        | 2,400         |
| Transit Fees                | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| Lease Revenue Financing     | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| Local Gasoline Tax          | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| Proceeds from Sale of Land  | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| Smart Scale                 | -             | -            | -        | -        | -        | -        | -        | -            | -        | -             |
| <b>Total Financing</b>      | <b>38,063</b> | <b>5,000</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>5,000</b> | <b>-</b> | <b>43,063</b> |





0 600 1,200 1,800 Feet



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 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 2018-023

Loudoun County Office of Mapping and Geographic Information





## Braddock Road – Gum Spring Road to Fairfax County Line

### Project Description

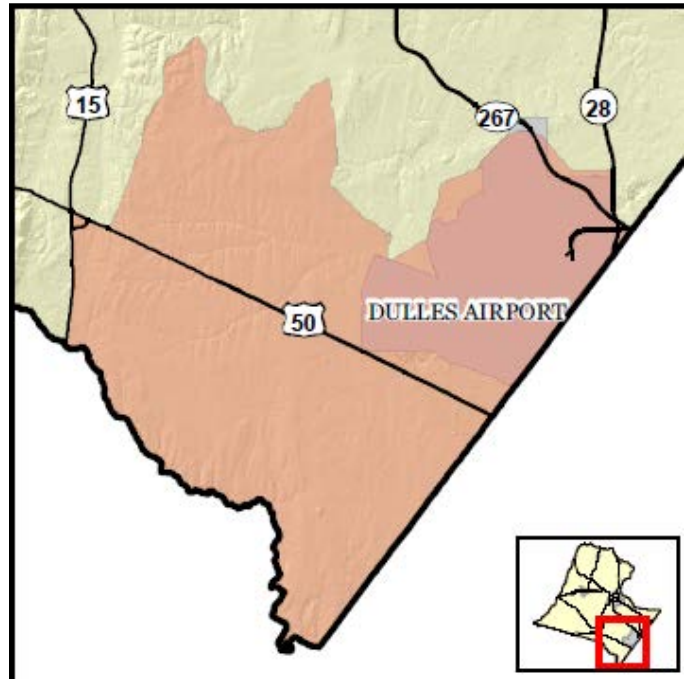
This project provides for the planning, design, right-of-way acquisition, and construction to widen Braddock Road (Route 620) to four lanes between Gum Spring Road (Route 659) and the Fairfax County line. The project entails the construction of a four-lane, median-divided roadway within a 120-foot right-of-way.

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.

### Election District

Blue Ridge, Dulles



| Capital (\$ in 1000s)       | Prior  |         |         |         |         |         |         | 6 Year | Future  | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|---------|---------|
|                             | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's    | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | 22,784  | 22,784  |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | 15,160  | 15,160  |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -      | 116,816 | 116,816 |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | -       | -      | 154,760 | 154,760 |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Local Tax Funding - Roads   | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | 102,212 | 102,212 |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| CMAQ                        | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| RSTP                        | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Revenue Sharing             | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| NVTA 70%                    | -      | -       | -       | -       | -       | -       | -       | -      | 52,548  | 52,548  |
| NVTA 30%                    | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Smart Scale                 | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | -       | -      | 154,760 | 154,760 |



Map Number 2018-020  
Loudoun County Office of Mapping  
and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects

BRADDOCK ROAD WIDENING (GUM SPRING RD TO FAIRFAX COUNTY LINE)

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



## Braddock Road – Gum Spring Road to Royal Hunter Drive

### Project Description

This project provides for the planning, design, right-of-way acquisition, and widening of a major collector roadway between Gum Spring Road (Route 659) and Royal Hunter Drive. The project entails the construction of a four-lane median-divided roadway within a 120-foot right-of-way.

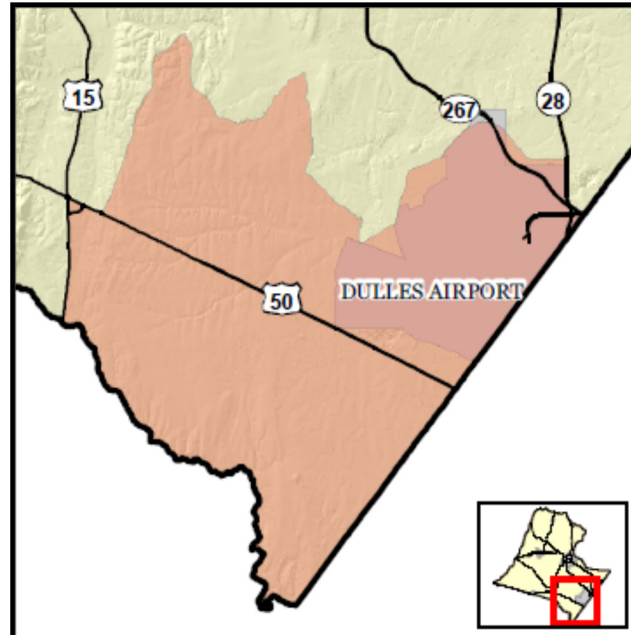
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

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

Authorization to sell general obligation bonds will be scheduled for placement on the November 2018 referendum.

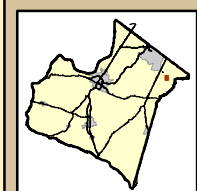
### Election District

Blue Ridge, Dulles



| Capital (\$ in 1000s)       | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
|                             | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | 1,000   | -       | -       | -       | 1,000  | -      | 1,000   |
| Professional Services       | -      | -       | 1,000   | -       | -       | -       | -       | 1,000  | -      | 1,000   |
| Construction                | -      | -       | -       | -       | 4,095   | -       | -       | 4,095  | -      | 4,095   |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | 1,000   | 1,000   | 4,095   | -       | -       | 6,095  | -      | 6,095   |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Tax Funding - Roads   | -      | -       | 220     | 140     | 75      | -       | -       | 435    | -      | 435     |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | 780     | 860     | 4,020   | -       | -       | 5,660  | -      | 5,660   |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| CMAQ                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| RSTP                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Revenue Sharing             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| NVTA 70%                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| NVTA 30%                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Smart Scale                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | 1,000   | 1,000   | 4,095   | -       | -       | 6,095  | -      | 6,095   |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | -       | -       | 79      | 165     | 361     | 553     | 1,158 |
| <b>Total Impact</b>            | -       | -       | 79      | 165     | 361     | 553     | 1,158 |



# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects

## BRADDOCK ROAD WIDENING (GUM SPRING RD TO ROYAL HUNTER DR)

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

Map Number 2018-019

Loudoun County Office of Mapping and Geographic Information

## Croson Lane – Claiborne Parkway to Old Ryan Road

### Project Description

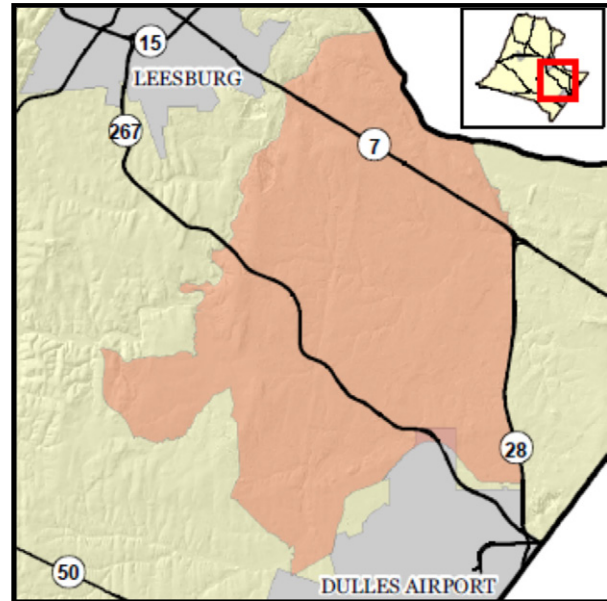
This project provides for the planning, design, right-of-way acquisition, and construction to widen Croson Lane (Route 645) to four lanes between Claiborne Parkway (Route 901) and Old Ryan Road (Route 722). The project entails the construction of a four-lane, median-divided roadway within a 120-foot right-of-way approximately 0.76 mile in length. 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.

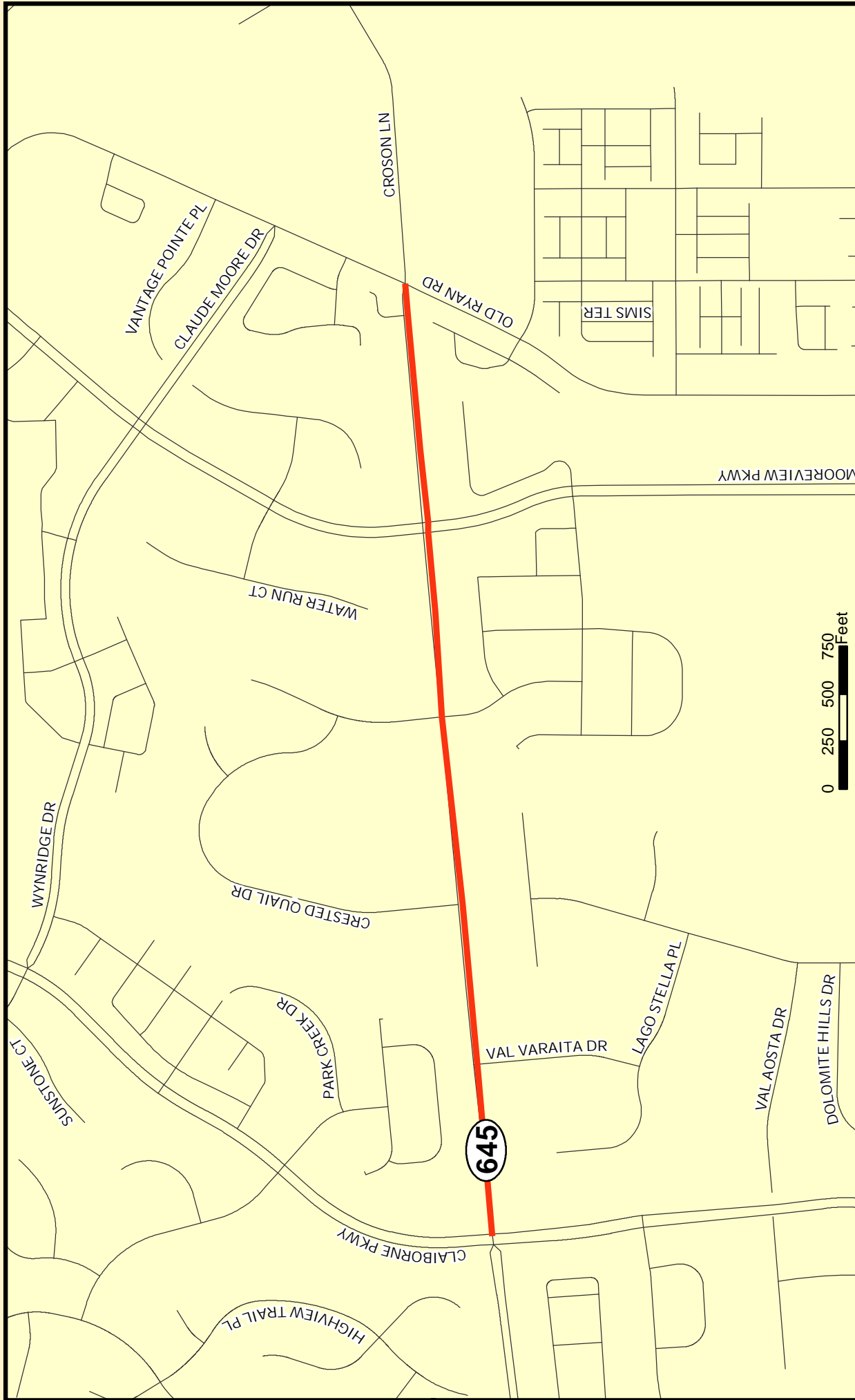
This project is funded using general obligation bonds that will be scheduled for placement on the November 2019 referendum. State Revenue Sharing is awarded on a competitive basis and subject to award to the County by VDOT.

### Election District

Broad Run, Dulles



| Capital (\$ in 1000s)                 | Prior Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year Total | Future FY's | Project Total |
|---------------------------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|-------------|---------------|
| Land                                  | -            | -              | -              | -              | 1,750          | -              | -              | 1,750        | -           | 1,750         |
| Professional Services                 | -            | -              | -              | 2,700          | -              | -              | -              | 2,700        | -           | 2,700         |
| Construction                          | -            | -              | -              | -              | -              | -              | 16,450         | 16,450       | -           | 16,450        |
| Furniture, Fixtures & Equip           | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Other                                 | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| <b>Total Cost</b>                     | -            | -              | -              | 2,700          | 1,750          | -              | 16,450         | 20,900       | -           | 20,900        |
| Local Tax Funding                     | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Local Tax Funding - Roads             | -            | -              | -              | -              | -              | -              | 9,450          | 9,450        | -           | 9,450         |
| Fund Balance                          | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| General Obligation Bonds              | -            | -              | -              | 2,700          | 1,750          | -              | 2,000          | 6,450        | -           | 6,450         |
| Proffers (Cash)                       | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| State Capital Assistance              | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| CMAQ                                  | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| RSTP                                  | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Revenue Sharing                       | -            | -              | -              | -              | -              | -              | 5,000          | 5,000        | -           | 5,000         |
| NVTA 70%                              | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| NVTA 30%                              | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Lease Revenue Financing               | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Smart Scale                           | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| <b>Total Financing</b>                | -            | -              | -              | 2,700          | 1,750          | -              | 16,450         | 20,900       | -           | 20,900        |
| <b>Operating Impact (\$ in 1000s)</b> |              | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b> |             |               |
| Debt Service                          |              | -              | -              | -              | 270            | 441            | 425            | 1,135        |             |               |
| <b>Total Impact</b>                   |              | -              | -              | -              | 270            | 441            | 425            | 1,135        |             |               |



# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvement Program Projects  
**CROSON LA WIDENING (CLAIBORNE PKWY TO OLD RYAN RD)**  
The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2017-018  
Loudoun County Office of Mapping  
and Geographic Information



## Crosstrail Boulevard – Kincaid Boulevard to Russell Branch Parkway

### Project Description – C00046 & C02069

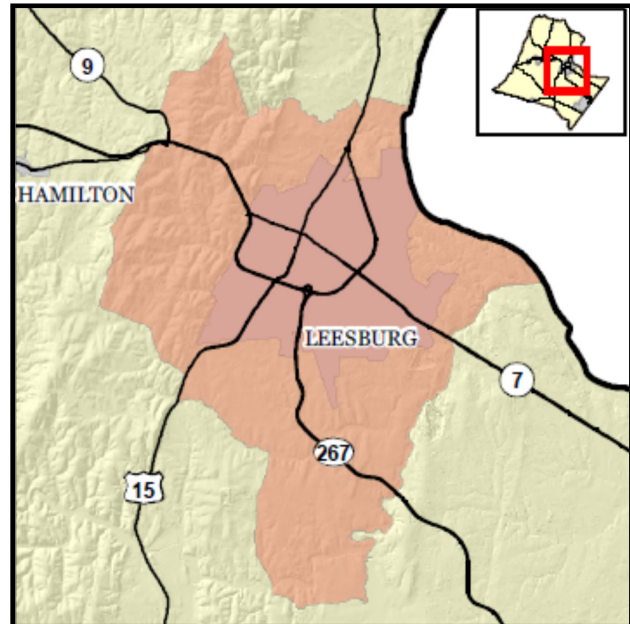
This project provides for the planning, design, right-of-way acquisition, and construction of segments of Crosstrail Boulevard in the vicinity of Philip A. Bolen Memorial Park and the Leesburg Airport in the Leesburg Planning Subarea. This project provides funding to construct four lanes of Crosstrail 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 complete.

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

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

This project is funded using general obligation bonds that are scheduled for placement on the November 2018 referendum.

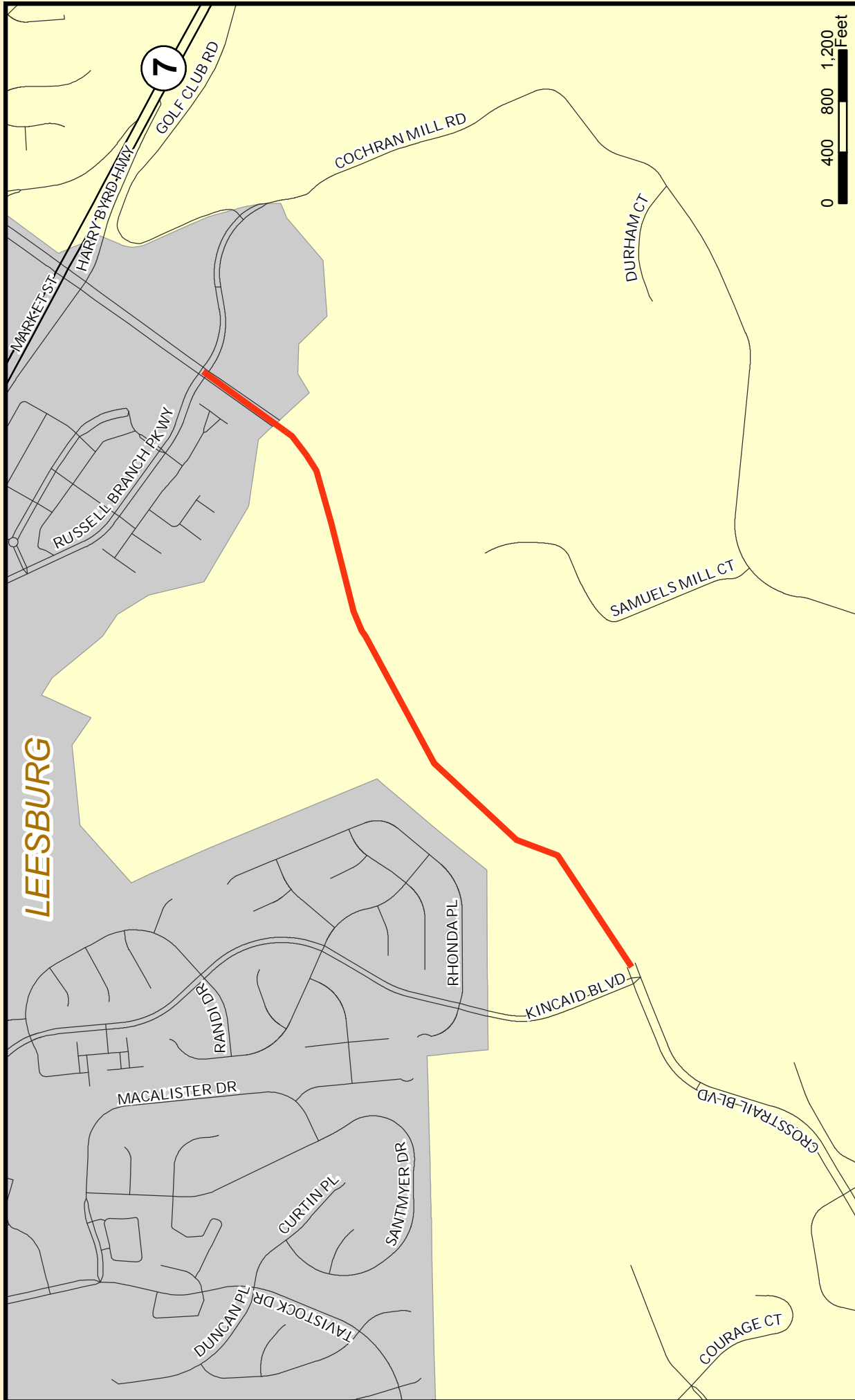


### Election District

Catoctin, Leesburg

|                             | Prior         |               |          |          |          |          |          | 6 Year        | Future   | Project       |
|-----------------------------|---------------|---------------|----------|----------|----------|----------|----------|---------------|----------|---------------|
| Capital (\$ in 1000s)       | Alloc.        | FY 2019       | FY 2020  | FY 2021  | FY 2022  | FY 2023  | FY 2024  | Total         | FY's     | Total         |
| Land                        | 2,000         | -             | -        | -        | -        | -        | -        | -             | -        | 2,000         |
| Professional Services       | 6,300         | -             | -        | -        | -        | -        | -        | -             | -        | 6,300         |
| Construction                | 25,000        | 41,560        | -        | -        | -        | -        | -        | 41,560        | -        | 66,560        |
| Furniture, Fixtures & Equip | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| Other                       | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| <b>Total Cost</b>           | <b>33,300</b> | <b>41,560</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>41,560</b> | <b>-</b> | <b>74,860</b> |
| Local Tax Funding           | 2,000         | 5,000         | -        | -        | -        | -        | -        | 5,000         | -        | 7,000         |
| Local Tax Funding - Roads   | 1,300         | -             | -        | -        | -        | -        | -        | -             | -        | 1,300         |
| Fund Balance                | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| General Obligation Bonds    | -             | 36,560        | -        | -        | -        | -        | -        | 36,560        | -        | 36,560        |
| Proffers (Cash)             | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| State Capital Assistance    | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| CMAQ                        | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| RSTP                        | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| Revenue Sharing             | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| NVTA 70%                    | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| NVTA 30%                    | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| Lease Revenue Financing     | 30,000        | -             | -        | -        | -        | -        | -        | -             | -        | 30,000        |
| Smart Scale                 | -             | -             | -        | -        | -        | -        | -        | -             | -        | -             |
| <b>Total Financing</b>      | <b>33,300</b> | <b>41,560</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>41,560</b> | <b>-</b> | <b>74,860</b> |

| Operating Impact (\$ in 1000s) | FY 2019  | FY 2020  | FY 2021    | FY 2022      | FY 2023      | FY 2024      | Total        |
|--------------------------------|----------|----------|------------|--------------|--------------|--------------|--------------|
| Debt Service                   | -        | -        | 878        | 1,441        | 2,249        | 3,537        | 8,104        |
| <b>Total Impact</b>            | <b>-</b> | <b>-</b> | <b>878</b> | <b>1,441</b> | <b>2,249</b> | <b>3,537</b> | <b>8,104</b> |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 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 2018-021  
Loudoun County Office of Mapping  
and Geographic Information





## Dulles West Boulevard – Arcola Boulevard to Northstar Boulevard

### Project Description

This project provides for the planning, design, right-of-way acquisition and construction of a major collector roadway of Dulles West Boulevard between Arcola Boulevard (Route 606) to Northstar Boulevard (Route 659). The project entails the construction of a four-lane median-divided roadway within a 120-foot right-of-way for an approximate length of 1.21 miles

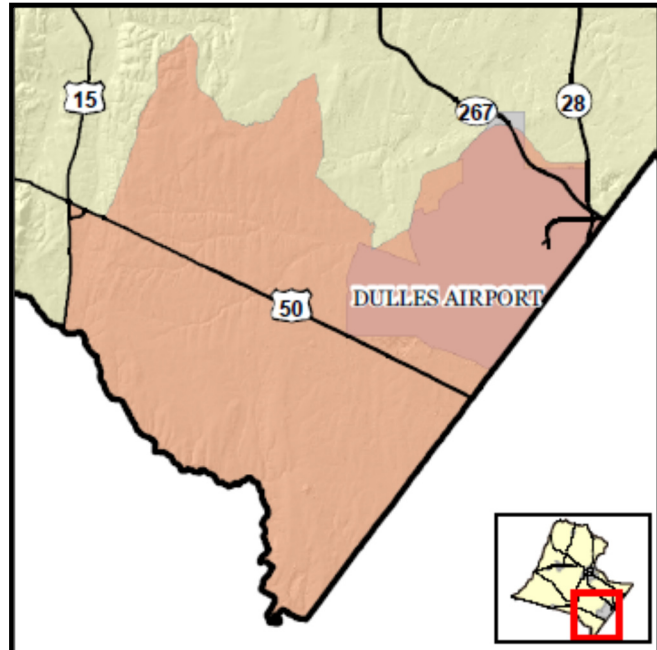
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

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

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. This project is also funded using general obligation bonds that will be scheduled for placement on the November 2019 referendum.

### Election District

Blue Ridge



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | 3,000   | -       | -       | 3,000        | -           | 3,000         |
| Professional Services       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                | -            | -       | -       | 6,000   | -       | 3,000   | 31,700  | 40,700       | -           | 40,700        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | 6,000   | 3,000   | 3,000   | 31,700  | 43,700       | -           | 43,700        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | 6,000   | 3,000   | -       | -       | 9,000        | -           | 9,000         |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | 3,000   | 31,700  | 34,700       | -           | 34,700        |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | 6,000   | 3,000   | 3,000   | 31,700  | 43,700       | -           | 43,700        |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | -       | -       | -       | 352     | 695     | 869     | 1,915 |
| <b>Total Impact</b>            | -       | -       | -       | 352     | 695     | 869     | 1,915 |



# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 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 2018-065

Loudoun County Office of Mapping and Geographic Information



## Dulles West Boulevard – Dulles Landing Drive to Arcola Boulevard

### Project Description

This project provides for the planning, design, right-of-way acquisition, and construction of a four-lane segment of Dulles West Boulevard between Dulles Landing Drive and Arcola Boulevard. This project combines two projects from the previous CIP: Dulles Landing to Hutchinson Farm Drive and Hutchinson Farm Drive to Arcola Boulevard. The Dulles Landing to Hutchinson Farm Drive segment is prioritized within the current scope of this project. 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, an estimated length of 0.68 miles.

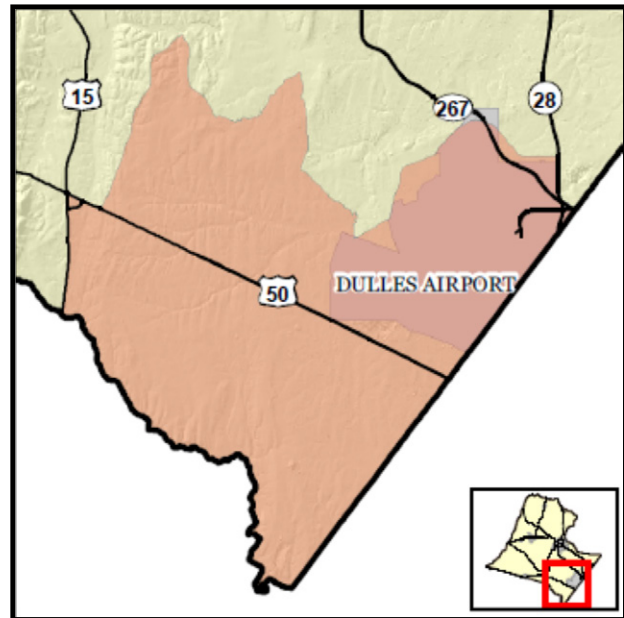
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

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

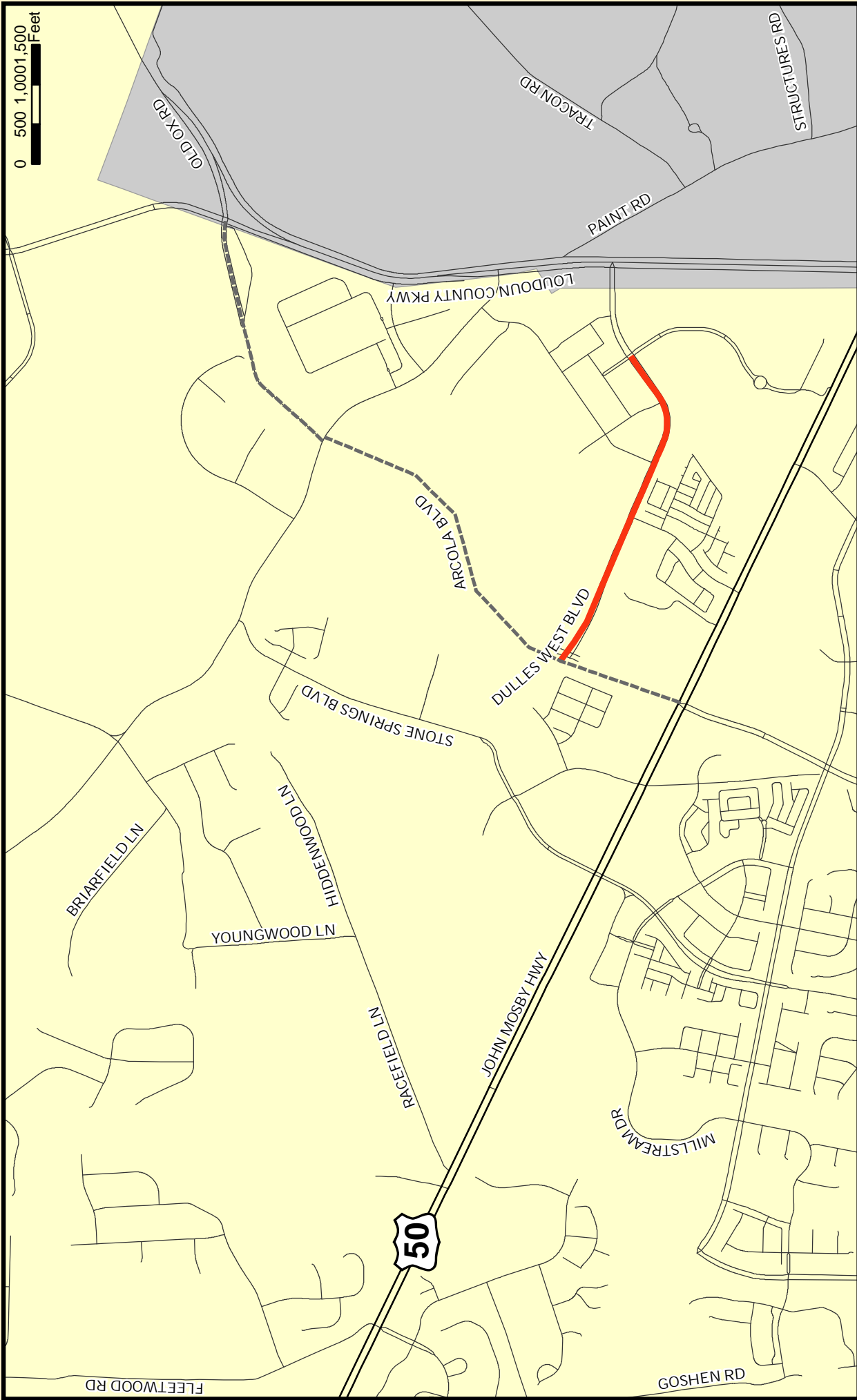
NVTA 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding on County road projects are subject to award of the funding to the County by NVTA. Cash proffers are planned for this project.

### Election District

Blue Ridge



| Capital (\$ in 1000s)       | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
|                             | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | 4,000   | -       | -       | -       | -       | 4,000  | -      | 4,000   |
| Professional Services       | -      | 4,100   | -       | -       | -       | -       | -       | 4,100  | -      | 4,100   |
| Construction                | -      | -       | -       | -       | 9,114   | -       | -       | 9,114  | -      | 9,114   |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | 4,100   | 4,000   | -       | 9,114   | -       | -       | 17,214 | -      | 17,214  |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Tax Funding - Roads   | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | 2,514   | -       | -       | 2,514  | -      | 2,514   |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| CMAQ                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| RSTP                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Revenue Sharing             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| NVTA 70%                    | -      | 4,100   | 4,000   | -       | 6,600   | -       | -       | 14,700 | -      | 14,700  |
| NVTA 30%                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Smart Scale                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | 4,100   | 4,000   | -       | 9,114   | -       | -       | 17,214 | -      | 17,214  |



Map Number 2018-066  
 Loudoun County Office of Mapping  
 and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects  
 DULLES WEST BLVD - DULLES LANDING TO ARCOLA BLVD

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





## Elk Lick Road Intersection Improvements

### Project Description – C02115

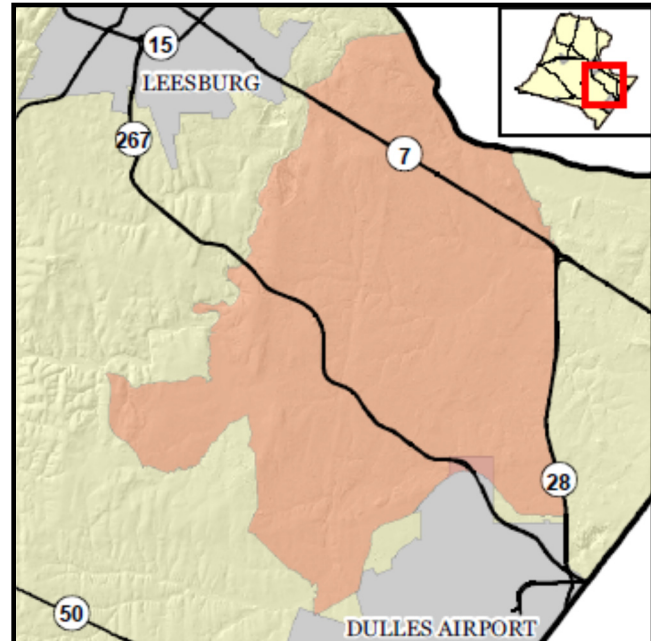
This project provides for closure of the median at Route 50 and Elk Lick Road and converting the access at Elk Lick Road to right in/right out, improvements to Defender Drive between Elk Lick Road and South Riding Boulevard and a traffic signal at Elk Lick Road and Tall Cedars Parkway (Route 2200).

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

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

### Election District

Dulles



|                                | Prior     |          |          |          |              |           |            | 6 Year       | Future   | Project      |
|--------------------------------|-----------|----------|----------|----------|--------------|-----------|------------|--------------|----------|--------------|
| Capital (\$ in 1000s)          | Alloc.    | FY 2019  | FY 2020  | FY 2021  | FY 2022      | FY 2023   | FY 2024    | Total        | FY's     | Total        |
| Land                           | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| Professional Services          | 89        | -        | -        | -        | 365          | -         | -          | 365          | -        | 454          |
| Construction                   | -         | -        | -        | -        | 1,200        | -         | -          | 1,200        | -        | 1,200        |
| Furniture, Fixtures & Equip    | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| Other                          | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| <b>Total Cost</b>              | <b>89</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>1,565</b> | <b>-</b>  | <b>-</b>   | <b>1,565</b> | <b>-</b> | <b>1,654</b> |
| Local Tax Funding              | 89        | -        | -        | -        | -            | -         | -          | -            | -        | 89           |
| Local Tax Funding - Roads      | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| Fund Balance                   | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| General Obligation Bonds       | -         | -        | -        | -        | 1,565        | -         | -          | 1,565        | -        | 1,565        |
| Proffers (Cash)                | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| State Capital Assistance       | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| CMAQ                           | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| RSTP                           | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| NVTA 70%                       | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| NVTA 30%                       | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| Lease Revenue Financing        | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| Smart Scale                    | -         | -        | -        | -        | -            | -         | -          | -            | -        | -            |
| <b>Total Financing</b>         | <b>89</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>1,565</b> | <b>-</b>  | <b>-</b>   | <b>1,565</b> | <b>-</b> | <b>1,654</b> |
|                                |           |          |          |          |              |           |            |              |          |              |
| Operating Impact (\$ in 1000s) |           | FY 2019  | FY 2020  | FY 2021  | FY 2022      | FY 2023   | FY 2024    | Total        |          |              |
| Debt Service                   |           | -        | -        | -        | -            | 38        | 157        | 196          |          |              |
| <b>Total Impact</b>            |           | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b>     | <b>38</b> | <b>157</b> | <b>196</b>   |          |              |



Map Number 2018-017  
Loudoun County Office of Mapping  
and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 Capital Improvement Program Projects

ELK LICK RD - INTERSECTIONS AT RT 50 AND TALL CEDARS PKWY

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







## Evergreen Mills Road – Northstar Boulevard to Stone Springs Boulevard

### Project Description

This project provides for the planning, design, right-of-way acquisition, and widening of Evergreen Mills Road (Route 621) from two lanes to four lanes between Northstar Boulevard (Route 659) and Stone Springs Road, estimated at 0.91 miles in length. This project combines two projects from the previous CIP: Northstar Boulevard to Belmont Ridge Road and Belmont Ridge Road to Stone Springs Boulevard.

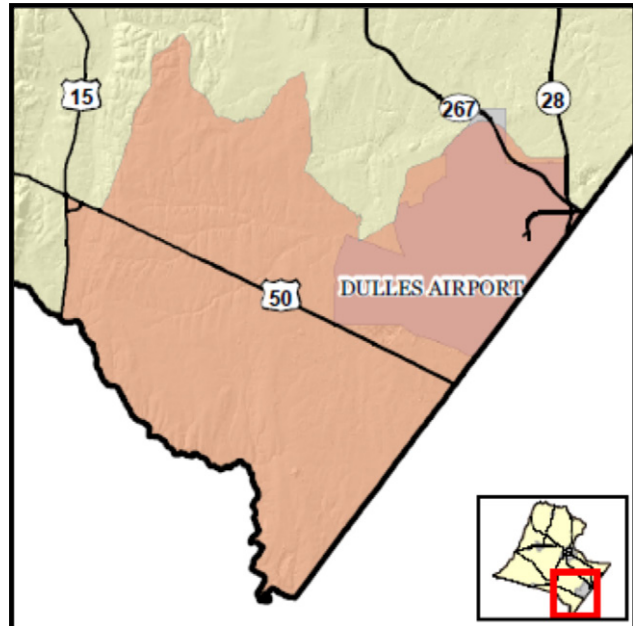
Construction includes improvements at the intersections of Evergreen Mills Road and Belmont Ridge Road, and Stone Springs Boulevard and Evergreen Mills Road.

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

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

### Election District

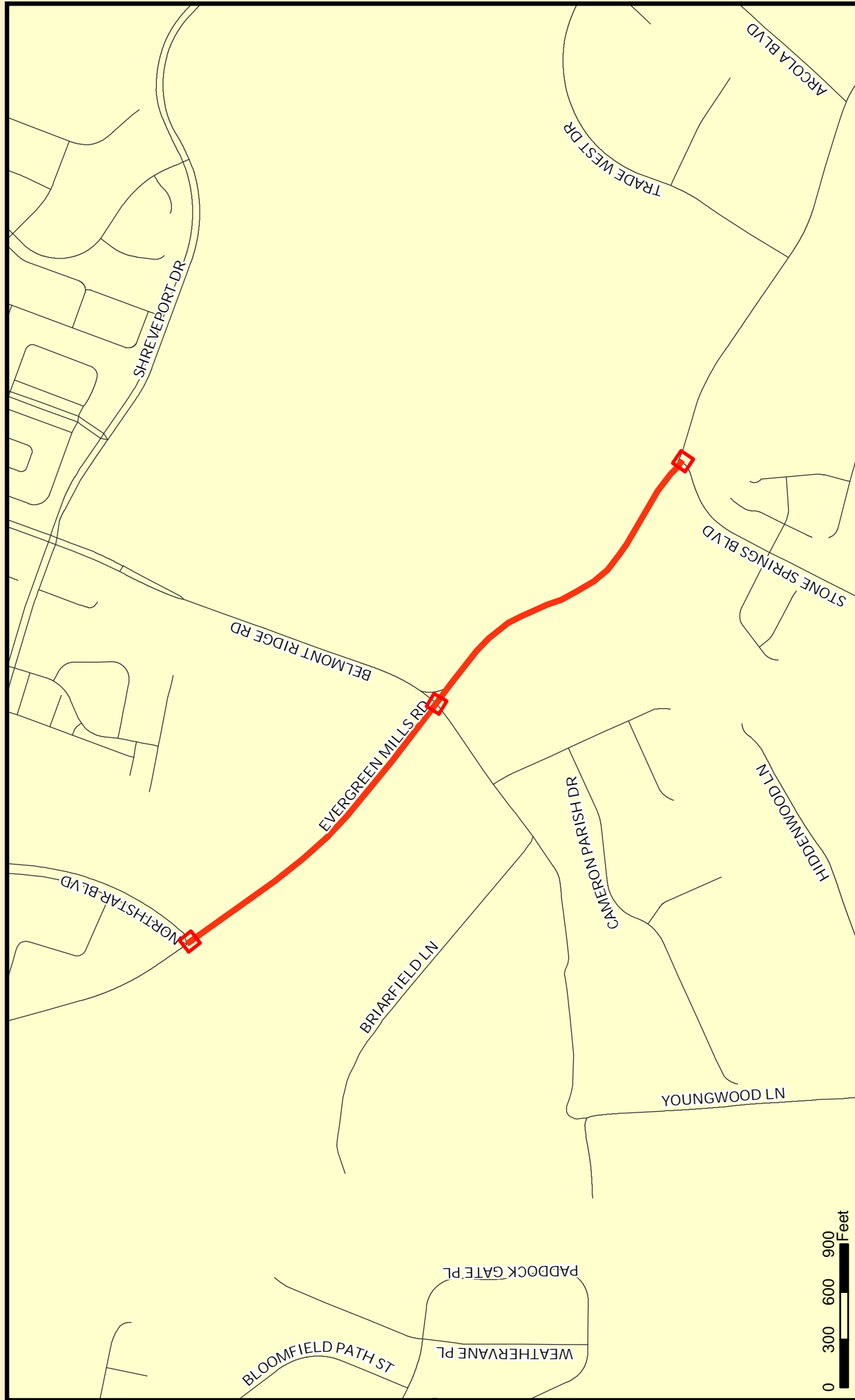
Blue Ridge



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | 5,600   | -       | -       | -       | 5,600  | -      | 5,600   |
| Professional Services       | -      | -       | 3,285   | -       | -       | -       | -       | 3,285  | -      | 3,285   |
| Construction                | -      | -       | -       | -       | 6,000   | 16,000  | -       | 22,000 | -      | 22,000  |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | 3,285   | 5,600   | 6,000   | 16,000  | -       | 30,885 | -      | 30,885  |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Tax Funding - Roads   | -      | -       | -       | -       | 1,795   | -       | -       | 1,795  | -      | 1,795   |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | 3,285   | 5,600   | 4,205   | -       | -       | 13,090 | -      | 13,090  |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| CMAQ                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| RSTP                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Revenue Sharing             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| NVTA 70%                    | -      | -       | -       | -       | -       | 16,000  | -       | 16,000 | -      | 16,000  |
| NVTA 30%                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Smart Scale                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | 3,285   | 5,600   | 6,000   | 16,000  | -       | 30,885 | -      | 30,885  |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | -       | -       | 199     | 324     | 616     | 1,281   | 2,419 |
| <b>Total Impact</b>            | -       | -       | 199     | 324     | 616     | 1,281   | 2,419 |



# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects

EVERGREEN MILLS RD (NORTHSTAR BLVD 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.



Map Number 2018-045  
Loudoun County Office of Mapping  
and Geographic Information





## Evergreen Mills Road – Stone Springs Boulevard to Loudoun County Parkway

### Project Description

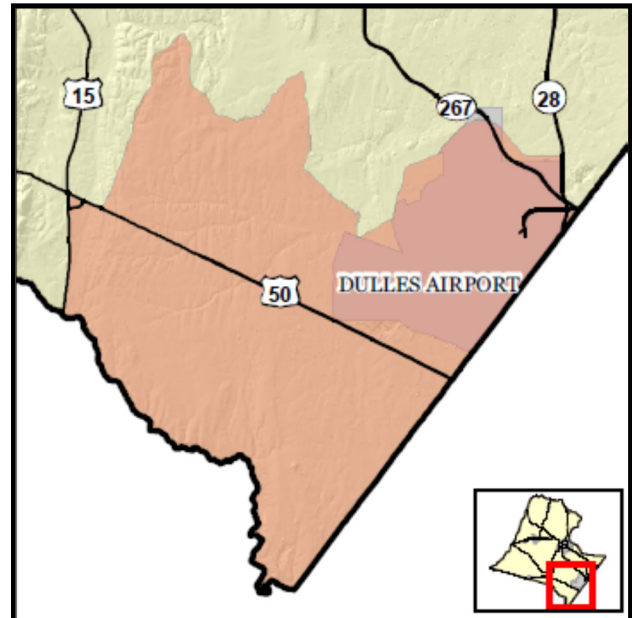
This project provides for the planning, design, right-of-way acquisition, and widening of Evergreen Mills Road (Route 621) from two lanes to four lanes from Stone Springs to Loudoun County Parkway (Route 607), approximately 1.12 miles in length. This project combines two projects from the previous CIP: Stone Springs to Arcola Boulevard, and Arcola Boulevard to Loudoun County Parkway.

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

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. This project is also funded using general obligation bonds that will be scheduled for placement on the November 2020 referendum.

### Election District

Blue Ridge



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | 5,000   | -       | -       | 5,000        | -           | 5,000         |
| Professional Services       | -            | -       | -       | 6,000   | -       | -       | -       | 6,000        | -           | 6,000         |
| Construction                | -            | -       | -       | -       | -       | 22,000  | -       | 22,000       | -           | 22,000        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | 5,000   | -       | -       | 5,000        | -           | 5,000         |
| <b>Total Cost</b>           | -            | -       | -       | 6,000   | 10,000  | 22,000  | -       | 38,000       | -           | 38,000        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | 5,000   | 2,908   | -       | 7,908        | -           | 7,908         |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | 6,000   | 5,000   | 19,092  | -       | 30,092       | -           | 30,092        |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | 6,000   | 10,000  | 22,000  | -       | 38,000       | -           | 38,000        |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | -       | -       | -       | -       | 250     | 494     | 744   |
| <b>Total Impact</b>            | -       | -       | -       | -       | 250     | 494     | 744   |



# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects

## EVERGREEN MILLS RD (STONE SPRINGS 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 2018-046  
Loudoun County Office of Mapping  
and Geographic Information

## Evergreen Mills Road Realignments – Reservoir Road & Watson Road

### Project Description

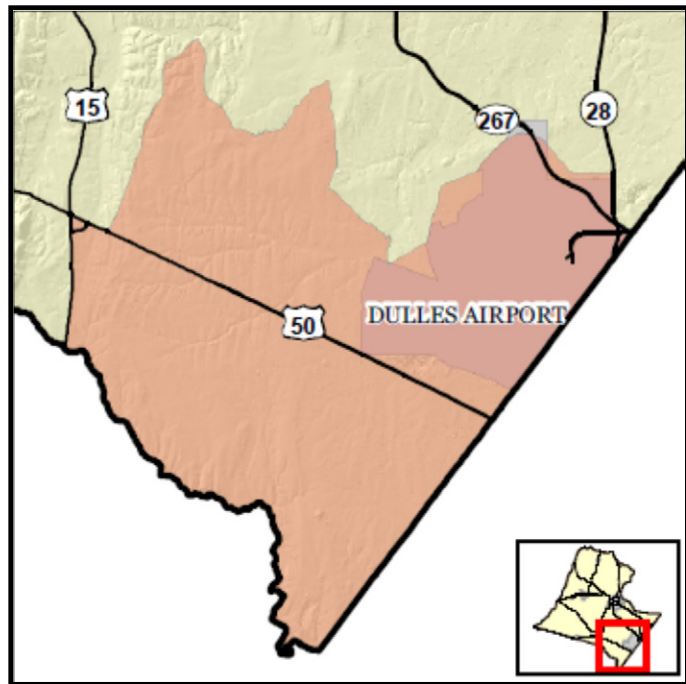
This project provides for the planning, design, right-of-way acquisition, and construction of the realignment of Evergreen Mills Road at the intersections of Reservoir Road and Watson Road with a distance of approximately 0.17 miles.

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

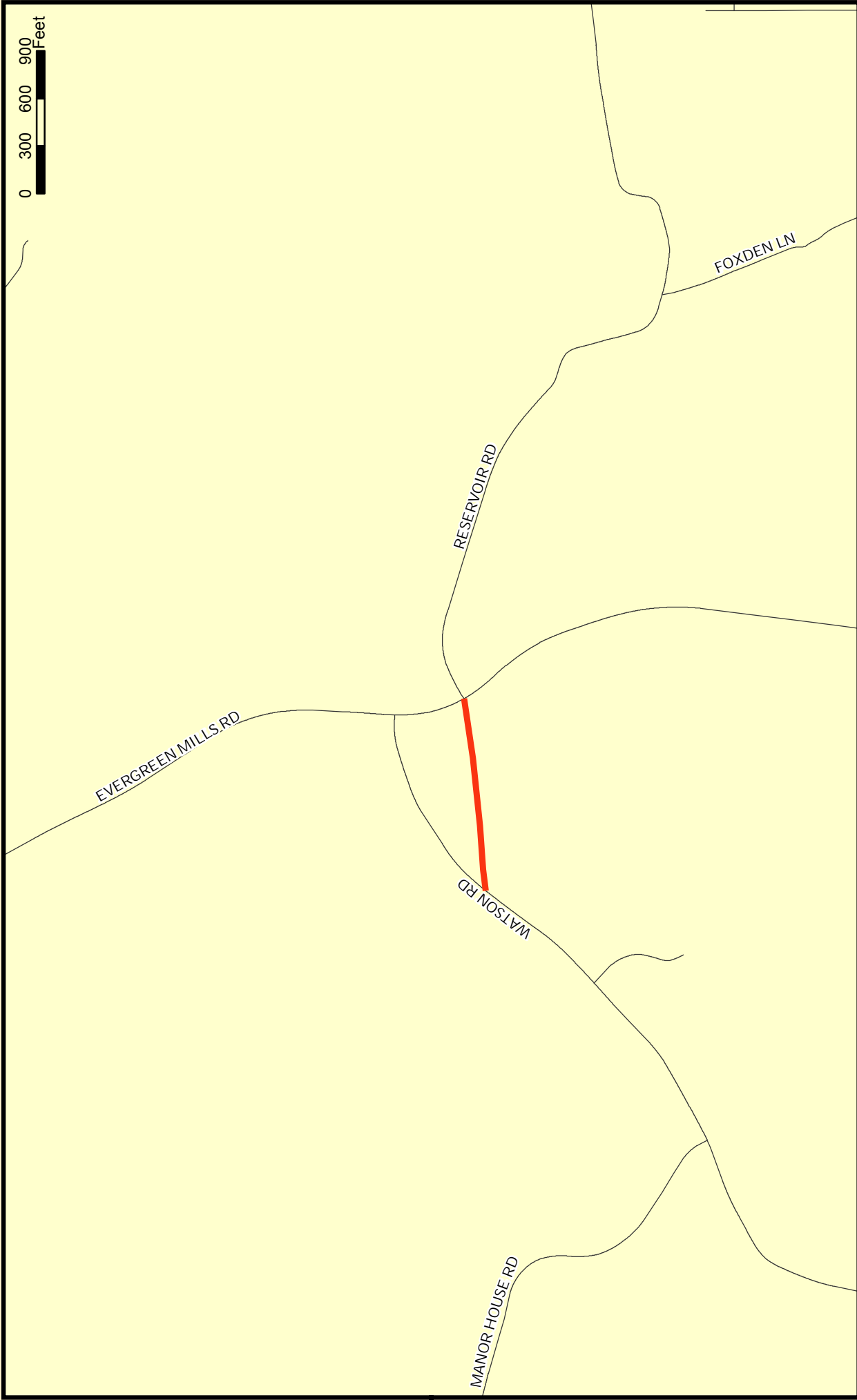
NVTA 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding on County road projects are subject to award of the funding to the County by NVTA.

### Election District

Blue Ridge



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | 2,500   | -       | -       | -       | -       | 2,500        | -           | 2,500         |
| Professional Services       | -            | 2,000   | -       | -       | -       | -       | -       | 2,000        | -           | 2,000         |
| Construction                | -            | -       | -       | 9,500   | -       | -       | -       | 9,500        | -           | 9,500         |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | 2,000   | 2,500   | 9,500   | -       | -       | -       | 14,000       | -           | 14,000        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | 2,000   | 2,500   | 9,500   | -       | -       | -       | 14,000       | -           | 14,000        |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | 2,000   | 2,500   | 9,500   | -       | -       | -       | 14,000       | -           | 14,000        |



Map Number 2018-013  
Loudoun County Office of Mapping  
and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 Capital Improvement Program Projects

EVERGREEN MILLS RD - RE-ALIGNMENT AT WATSON RD AND RESERVOIR RD

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





## Farmwell Road – Intersection Improvements

### Project Description – C02087

This project provides planning, design, right-of-way acquisition, and improvements for seven intersections along Farmwell Road between Smith Switch Road (Route 1950) and Ashburn Road (Route 641), an estimated length of 1.27 miles.

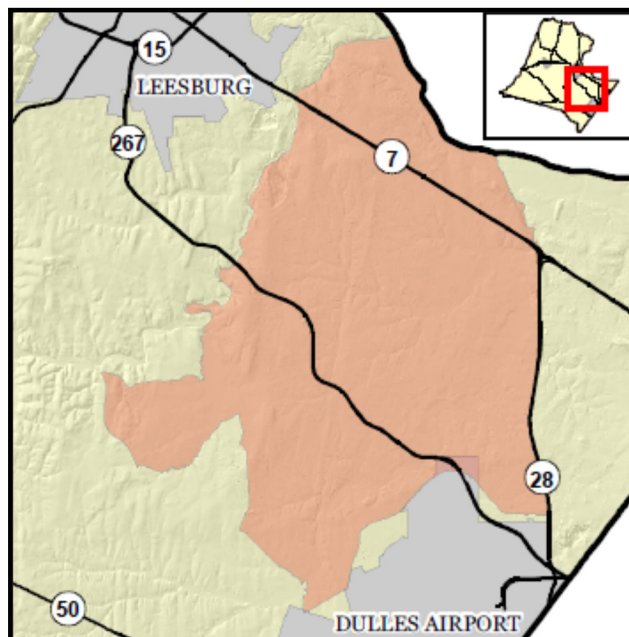
This road is being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

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.

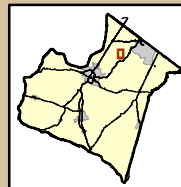
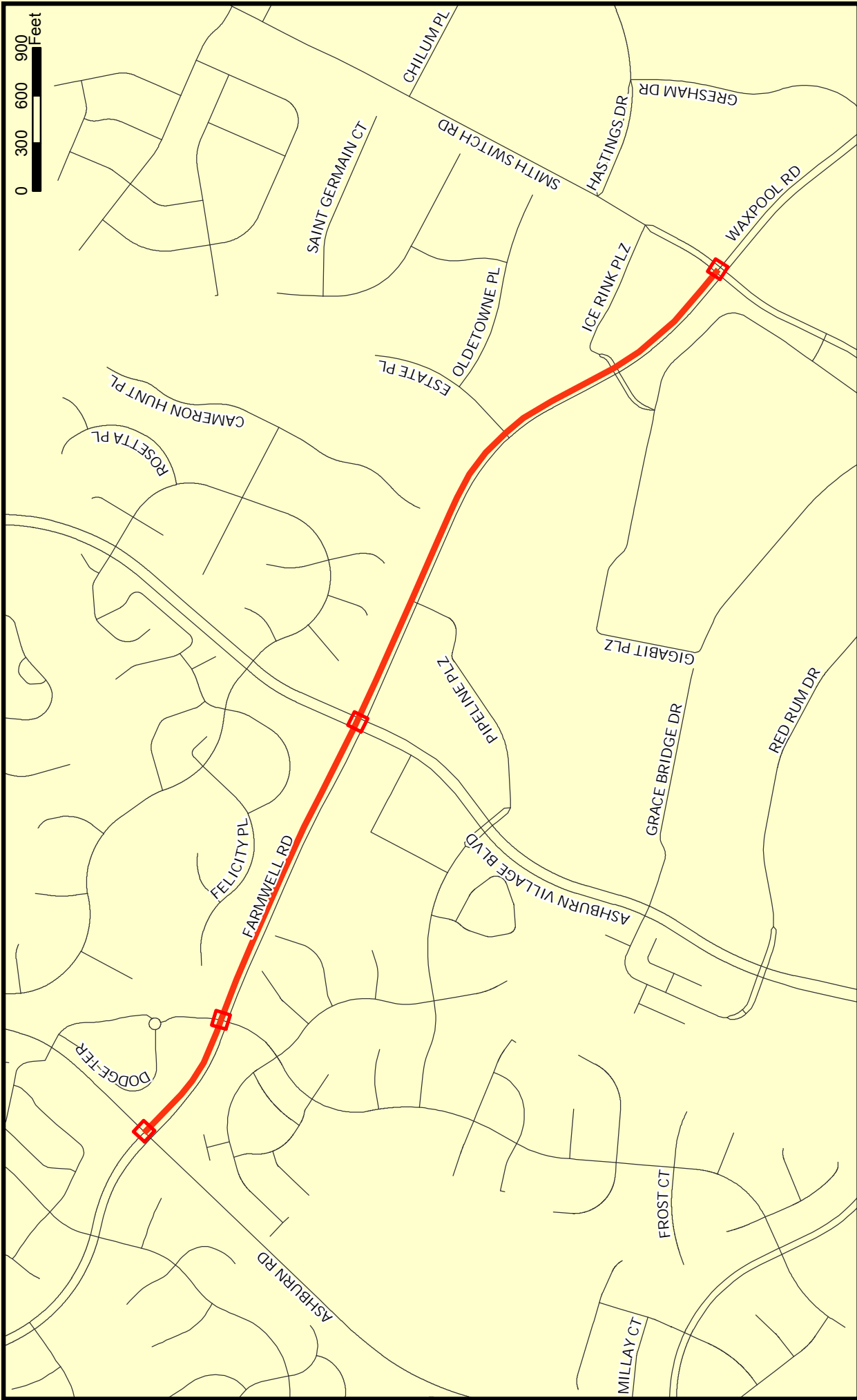
All proposed uses of State Revenue Sharing funding on County road projects are subject to award of the funding to the County by VDOT. This project is funded using general obligation bonds that will be scheduled for placement on the November 2018 referendum.

### Election District

Ashburn, Broad Run



|                                |               | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|--------------------------------|---------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital                        | (\$ in 1000s) | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                           |               | -      | -       | 3,245   | -       | -       | -       | -       | 3,245  | -      | 3,245   |
| Professional Services          |               | 2,670  | -       | 2,920   | -       | -       | -       | -       | 2,920  | -      | 5,590   |
| Construction                   |               | 5,194  | -       | 5,835   | 12,235  | -       | -       | -       | 18,070 | -      | 23,264  |
| Furniture, Fixtures & Equip    |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                          |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Cost                     |               | 7,864  | -       | 12,000  | 12,235  | -       | -       | -       | 24,235 | -      | 32,099  |
| Local Tax Funding              |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Tax Funding - Roads      |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                   |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds       |               | -      | -       | 12,000  | 7,235   | -       | -       | -       | 19,235 | -      | 19,235  |
| Proffers (Cash)                |               | 864    | -       | -       | -       | -       | -       | -       | -      | -      | 864     |
| State Capital Assistance       |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| CMAQ                           |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| RSTP                           |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Revenue Sharing                |               | 3,500  | -       | -       | 5,000   | -       | -       | -       | 5,000  | -      | 8,500   |
| NVTA 70%                       |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| NVTA 30%                       |               | 3,500  | -       | -       | -       | -       | -       | -       | -      | -      | 3,500   |
| Lease Revenue Financing        |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Smart Scale                    |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing                |               | 7,864  | -       | 12,000  | 12,235  | -       | -       | -       | 24,235 | -      | 32,099  |
|                                |               |        |         |         |         |         |         |         |        |        |         |
| Operating Impact (\$ in 1000s) |               |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |        |         |
| Debt Service                   |               |        | -       | -       | 200     | 475     | 1,213   | 1,553   | 3,441  |        |         |
| Total Impact                   |               |        | -       | -       | 200     | 475     | 1,213   | 1,553   | 3,441  |        |         |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 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 2018-031  
Loudoun County Office of Mapping  
and Geographic Information

## George Washington Boulevard – Overpass

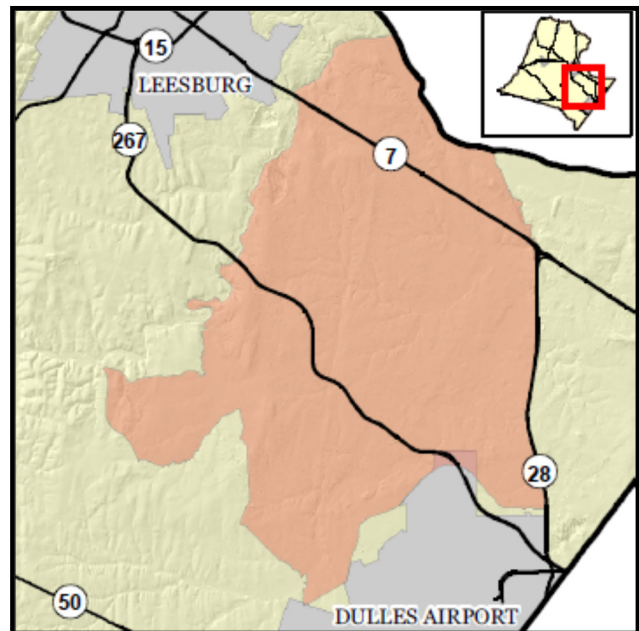
### Project Description – C02053

This project provides for the planning, 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.

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 (Route 606) 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.

This project is funded using Regional Surface Transportation Program (RSTP) grant funds. The funding is competitive and is subject to award by VDOT.



### Election District

Algonkian, Broad Run

|                             | Prior  |         |         |         |         |         |         |        | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total  |         |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| Professional Services       | 1,367  | -       | -       | -       | -       | -       | -       | -      | -      | 1,367  |         |
| Construction                | 4,234  | 3,077   | 9,669   | 10,113  | 3,000   | -       | -       | 25,859 | -      | 30,093 |         |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| Total Cost                  | 5,601  | 3,077   | 9,669   | 10,113  | 3,000   | -       | -       | 25,859 | -      | 31,460 |         |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| Local Tax Funding - Roads   | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| CMAQ                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| RSTP                        | 5,601  | 3,077   | 9,669   | 10,113  | 3,000   | -       | -       | 25,859 | -      | 31,460 |         |
| Revenue Sharing             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| NVTA 70%                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| NVTA 30%                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| Smart Scale                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      |         |
| Total Financing             | 5,601  | 3,077   | 9,669   | 10,113  | 3,000   | -       | -       | 25,859 | -      | 31,460 |         |





# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 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 2018-039  
Loudoun County Office of Mapping  
and Geographic Information



## Intelligent Transportation System

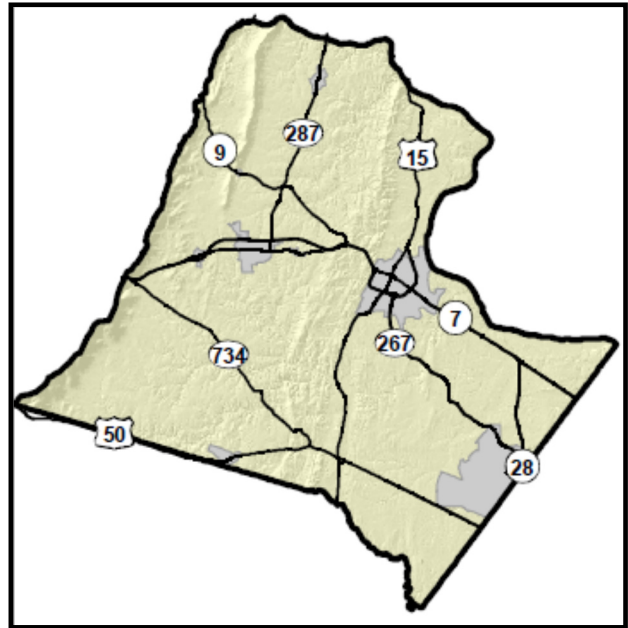
### Project Description

This project funds the initial step to integrate Intelligent Transportation Systems (ITS) into County transportation plans. This project includes the deployment of up to five color closed-circuit television cameras (CCTVs) and up to three changeable message signs (CMS).

Deployment includes furnishing and installation of CCTVs with pan-tilt-zoom (PTZ) capabilities, power, communications, and integration with a central server and traffic operations center software package. CCTVs will be mounted on existing poles or signal mast arms, where available. Camera feeds would be shared with the public as view-only access via the internet and with VDOT. Locations will be refined at the time of implementation and will include stakeholder input. Deployment of CMS displays will include power, communications, and integration with a central server and traffic operations center software package.

Camera coverage will provide situational awareness and assistance through real-time camera feeds. Current camera coverage is primarily provided by VDOT, and covers only a limited number of locations throughout the County and does not provide situational awareness for several major known bottlenecks and high-crash locations.

This program will be lease revenue financed.

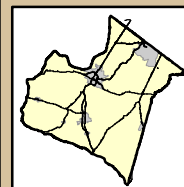
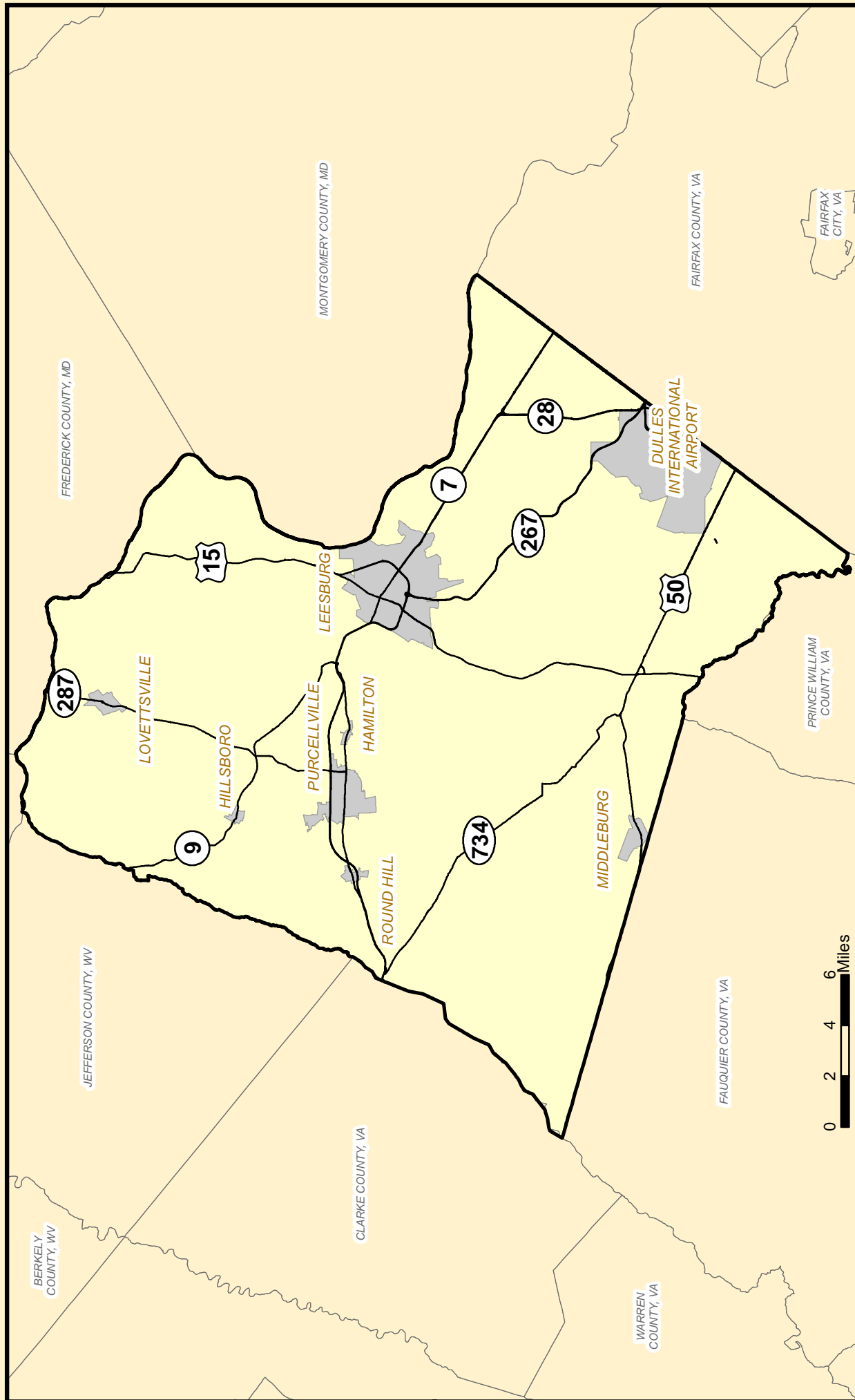


### Election District

Countywide

|                             | Prior  |              |         |         |         |         |              |              |             |               |   |
|-----------------------------|--------|--------------|---------|---------|---------|---------|--------------|--------------|-------------|---------------|---|
| Capital (\$ in 1000s)       | Alloc. | FY 2019      | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024      | 6 Year Total | Future FY's | Project Total |   |
| Land                        | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| Professional Services       | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| Construction                | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| Furniture, Fixtures & Equip | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| Other                       | -      | 1,050        | -       | -       | -       | -       | 1,277        | 2,327        | -           | 2,327         | - |
| <b>Total Cost</b>           | -      | <b>1,050</b> | -       | -       | -       | -       | <b>1,277</b> | <b>2,327</b> | -           | <b>2,327</b>  | - |
| Local Tax Funding           | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| Local Tax Funding - Roads   | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| Fund Balance                | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| General Obligation Bonds    | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| Proffers (Cash)             | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| State Capital Assistance    | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| CMAQ                        | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| RSTP                        | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| Revenue Sharing             | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| NVTA 70%                    | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| NVTA 30%                    | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| Transit Fees                | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| Lease Revenue Financing     | -      | 1,050        | -       | -       | -       | -       | 1,277        | 2,327        | -           | 2,327         | - |
| Smart Scale                 | -      | -            | -       | -       | -       | -       | -            | -            | -           | -             | - |
| <b>Total Financing</b>      | -      | <b>1,050</b> | -       | -       | -       | -       | <b>1,277</b> | <b>2,327</b> | -           | <b>2,327</b>  | - |

| Operating Impact (\$ in 1000s) | FY 2019   | FY 2020    | FY 2021   | FY 2022    | FY 2023   | FY 2024    | Total      |
|--------------------------------|-----------|------------|-----------|------------|-----------|------------|------------|
| Debt Service                   | 26        | 106        | 99        | 101        | 93        | 128        | 553        |
| <b>Total Impact</b>            | <b>26</b> | <b>106</b> | <b>99</b> | <b>101</b> | <b>93</b> | <b>128</b> | <b>553</b> |



# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects

LOUDOUN COUNTY, VA

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



Map Number 2018-073  
Loudoun County Office of Mapping  
and Geographic Information



## Loudoun County Parkway Widening – Ryan Road to Shellhorn Road

### Project Description

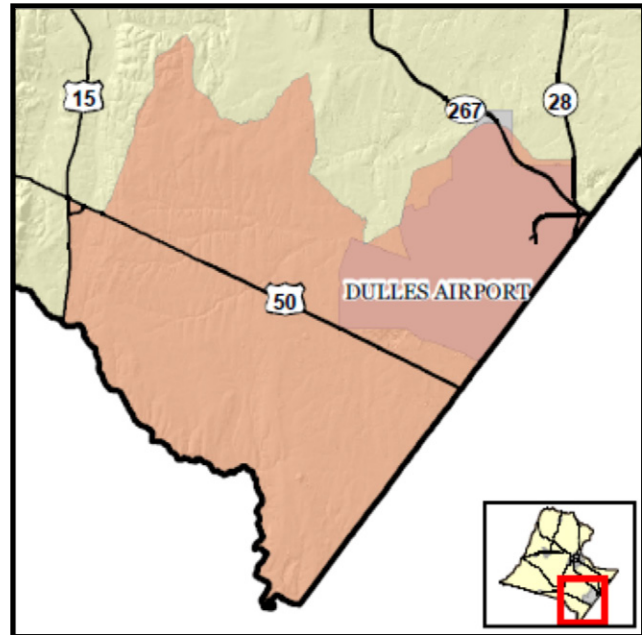
This project provides for the planning, design, right-of-way acquisition and widening of Loudoun County Parkway (Route 607) from four to six lanes between Ryan Road (Route 772) and Shellhorn Road (Route 643).

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

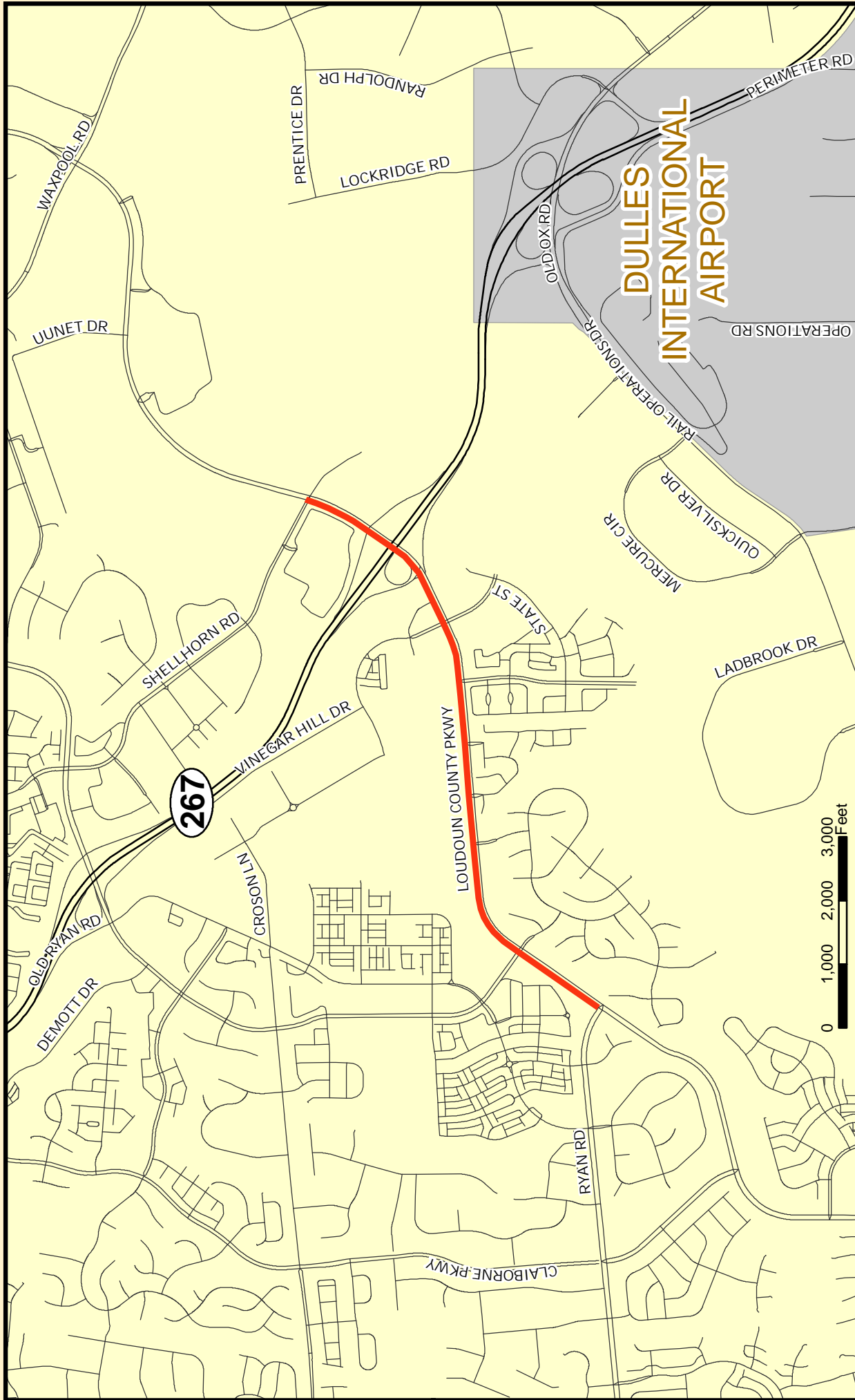
Authorization to sell general obligation bonds will be scheduled for placement on the November 2022 referendum.

### Election District

Dulles, Broad Run



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | 1,315       | 1,315         |
| Professional Services       | -            | -       | -       | -       | -       | -       | 3,795   | 3,795        | -           | 3,795         |
| Construction                | -            | -       | -       | -       | -       | -       | -       | -            | 17,080      | 17,080        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | -       | -       | 3,795   | 3,795        | 18,395      | 22,190        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | 3,795   | 3,795        | 18,395      | 22,190        |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | -       | -       | 3,795   | 3,795        | 18,395      | 22,190        |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 - FY 2024 Capital Improvement Program Projects

Loudoun County Pkwy Widening (Ryan Rd to Shellhorn Rd)

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



Map Number 2018-053  
Loudoun County Office of Mapping  
and Geographic Information

## Moorefield Boulevard – Mooreview Parkway to Moorefield Station

### Project Description

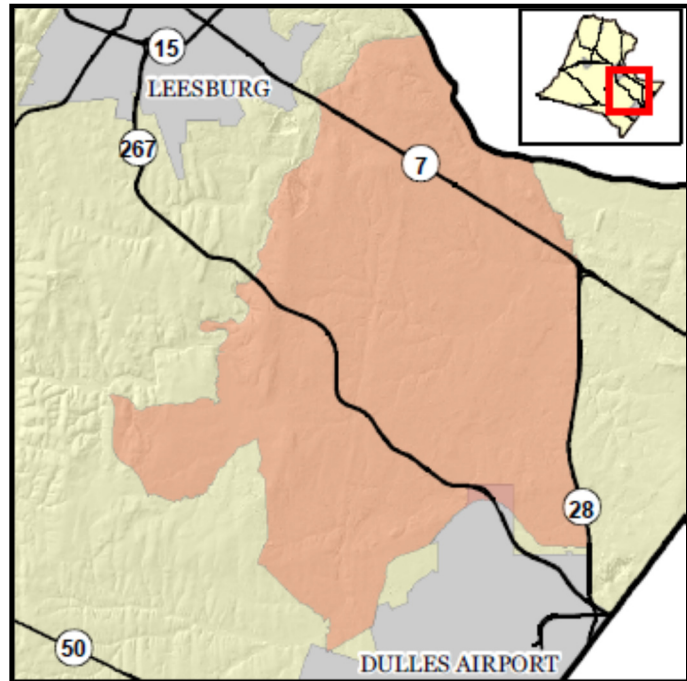
This project provides for the planning, design, right-of-way acquisition, and construction of an approximately 600-foot segment of Moorefield Boulevard between Mooreview Parkway (opposite the Dulles Greenway eastbound off-ramp at Exit 6) and the Moorefield Station development, following a portion of 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.

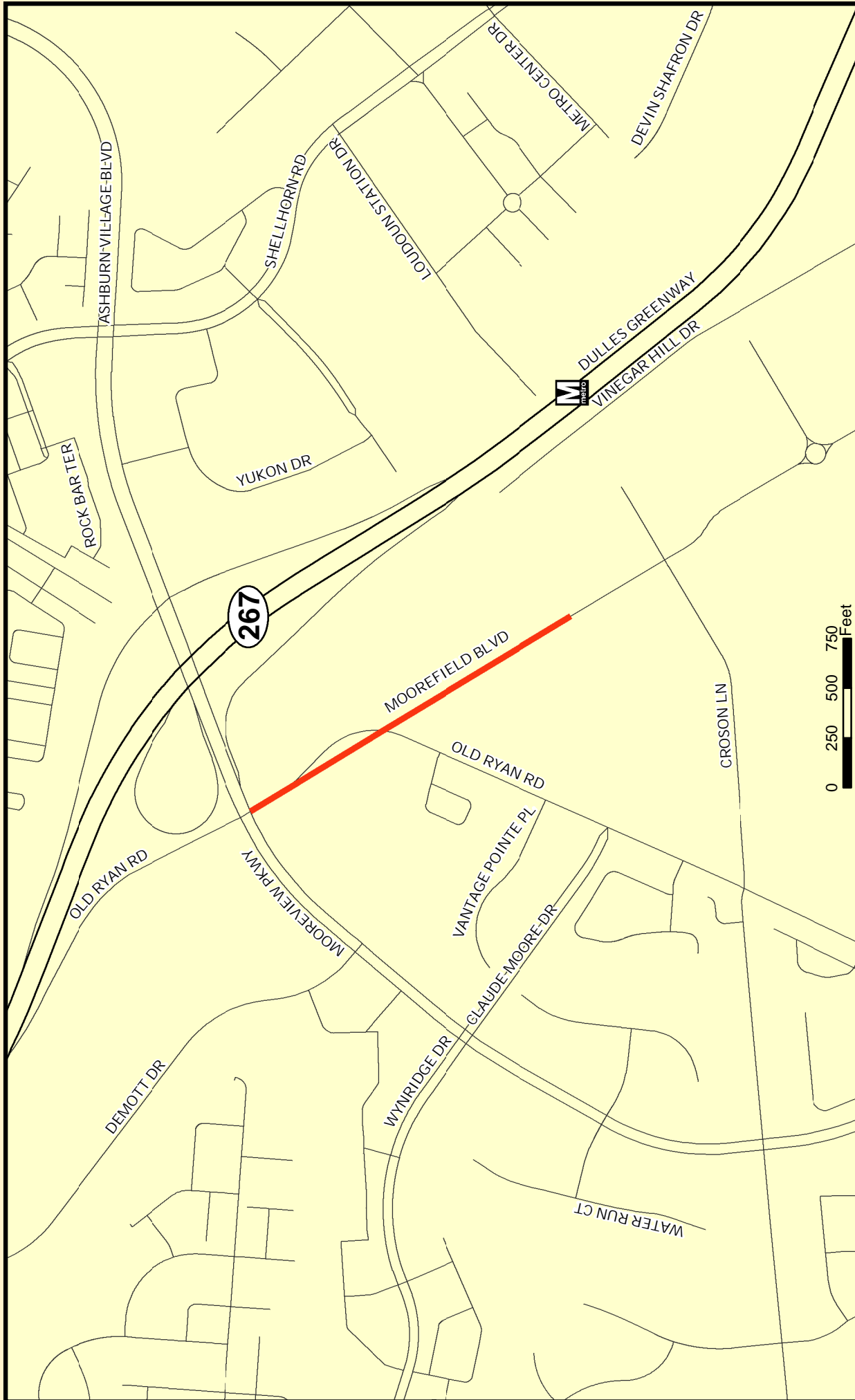
All proposed uses of NVTA 30% local funding on County road projects are subject to allocation of the funds to the County by NVTA.

### Election District

Broad Run



|                             |               | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|---------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital                     | (\$ in 1000s) | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                |               | -      | 4,340   | -       | -       | -       | -       | -       | 4,340  | -      | 4,340   |
| Furniture, Fixtures & Equip |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Cost                  |               | -      | 4,340   | -       | -       | -       | -       | -       | 4,340  | -      | 4,340   |
| Local Tax Funding           |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Tax Funding - Roads   |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| CMAQ                        |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| RSTP                        |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Revenue Sharing             |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| NVTA 70%                    |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| NVTA 30%                    |               | -      | 4,340   | -       | -       | -       | -       | -       | 4,340  | -      | 4,340   |
| Lease Revenue Financing     |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Smart Scale                 |               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing             |               | -      | 4,340   | -       | -       | -       | -       | -       | 4,340  | -      | 4,340   |



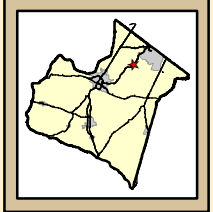
Map Number 2018-007  
Loudoun County Office of Mapping  
and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2019 - FY 2024 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.





## Northstar Boulevard – Shreveport Drive to Route 50

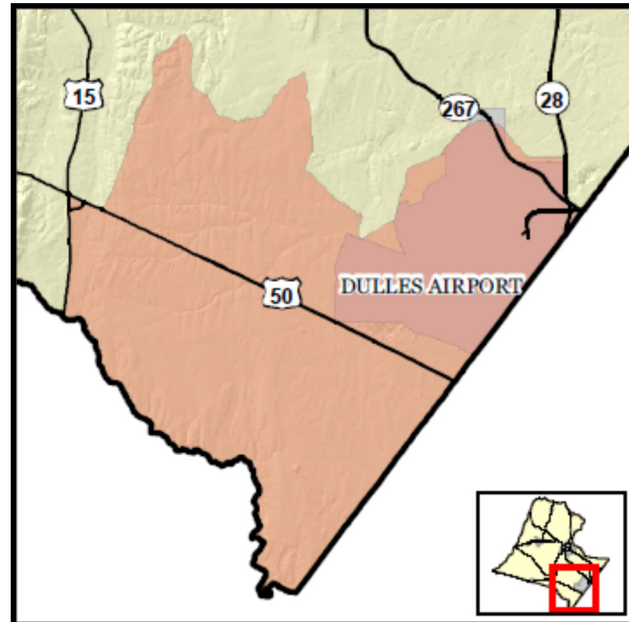
### Project Description – C02044

This project provides for the planning, design, right-of-way acquisition, and construction of a minor arterial roadway between Shreveport Drive (Route 621) and Route 50. The project entails the construction of a controlled-access four-lane divided roadway, within a 120-foot right-of-way, and intersection improvements at the future Dulles West Boulevard for an estimated length 1.59 miles.

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. The segment of right-of-way between Shreveport Drive and Evergreen Mills Road is proffered to the County from the Brambleton development.

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.



### Election District

Blue Ridge

|                             | Prior         |          |              |          |               |               |               | 6 Year        | Future   | Project       |
|-----------------------------|---------------|----------|--------------|----------|---------------|---------------|---------------|---------------|----------|---------------|
| Capital (\$ in 1000s)       | Alloc.        | FY 2019  | FY 2020      | FY 2021  | FY 2022       | FY 2023       | FY 2024       | Total         | FY's     | Total         |
| Land                        | 6,259         | -        | 7,288        | -        | -             | -             | -             | 7,288         | -        | 13,547        |
| Professional Services       | 5,200         | -        | -            | -        | -             | -             | -             | -             | -        | 5,200         |
| Construction                | 11,196        | -        | -            | -        | 23,644        | 10,000        | 24,500        | 58,144        | -        | 69,340        |
| Furniture, Fixtures & Equip | -             | -        | -            | -        | -             | -             | -             | -             | -        | -             |
| Other                       | -             | -        | -            | -        | -             | -             | -             | -             | -        | -             |
| <b>Total Cost</b>           | <b>22,655</b> | <b>-</b> | <b>7,288</b> | <b>-</b> | <b>23,644</b> | <b>10,000</b> | <b>24,500</b> | <b>65,432</b> | <b>-</b> | <b>88,087</b> |
| Local Tax Funding           | -             | -        | -            | -        | -             | -             | -             | -             | -        | -             |
| Local Tax Funding - Roads   | 3,300         | -        | 7,288        | -        | -             | -             | -             | 7,288         | -        | 10,588        |
| Fund Balance                | -             | -        | -            | -        | -             | -             | -             | -             | -        | -             |
| General Obligation Bonds    | -             | -        | -            | -        | -             | -             | -             | -             | -        | -             |
| Proffers (Cash)             | -             | -        | -            | -        | -             | -             | -             | -             | -        | -             |
| State Capital Assistance    | -             | -        | -            | -        | -             | -             | -             | -             | -        | -             |
| CMAQ                        | -             | -        | -            | -        | -             | -             | -             | -             | -        | -             |
| RSTP                        | -             | -        | -            | -        | -             | -             | -             | -             | -        | -             |
| Revenue Sharing             | 9,600         | -        | -            | -        | -             | -             | -             | -             | -        | 9,600         |
| NVTA 70%                    | -             | -        | -            | -        | 23,644        | 10,000        | 24,500        | 58,144        | -        | 58,144        |
| NVTA 30%                    | 9,755         | -        | -            | -        | -             | -             | -             | -             | -        | 9,755         |
| Lease Revenue Financing     | -             | -        | -            | -        | -             | -             | -             | -             | -        | -             |
| Smart Scale                 | -             | -        | -            | -        | -             | -             | -             | -             | -        | -             |
| <b>Total Financing</b>      | <b>22,655</b> | <b>-</b> | <b>7,288</b> | <b>-</b> | <b>23,644</b> | <b>10,000</b> | <b>24,500</b> | <b>65,432</b> | <b>-</b> | <b>88,087</b> |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 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.



Map Number 2014-062  
Loudoun County Office of Mapping  
and Geographic Information





## Northstar Boulevard – Route 50 to Tall Cedars Parkway

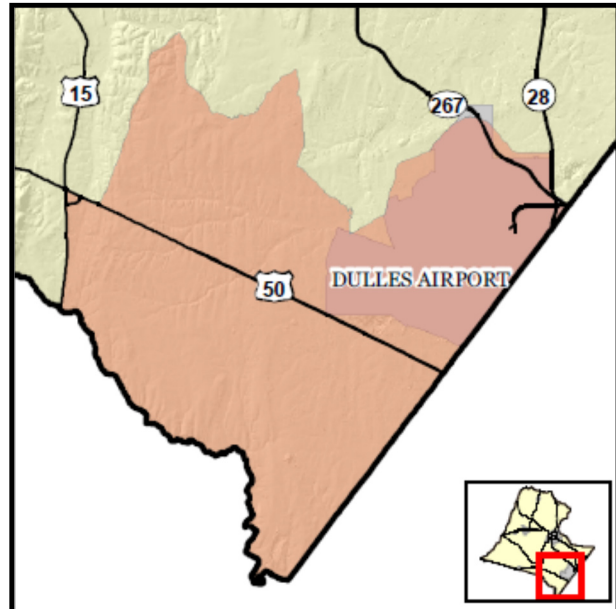
### Project Description – C02082

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 (Route 2200). 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.

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.

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 on County road projects are subject to allocation of the funds to the County by NVTA.



### Election District

Dulles

| Capital (\$ in 1000s)       | Prior Alloc.  | FY 2019      | FY 2020       | FY 2021  | FY 2022  | FY 2023  | FY 2024  | 6 Year Total  | Future FY's | Project Total |
|-----------------------------|---------------|--------------|---------------|----------|----------|----------|----------|---------------|-------------|---------------|
| Land                        | 6,500         | -            | -             | -        | -        | -        | -        | -             | -           | 6,500         |
| Professional Services       | 5,432         | -            | -             | -        | -        | -        | -        | -             | -           | 5,432         |
| Construction                | -             | 5,000        | 29,992        | -        | -        | -        | -        | 34,992        | -           | 34,992        |
| Furniture, Fixtures & Equip | -             | -            | -             | -        | -        | -        | -        | -             | -           | -             |
| Other                       | -             | -            | -             | -        | -        | -        | -        | -             | -           | -             |
| <b>Total Cost</b>           | <b>11,932</b> | <b>5,000</b> | <b>29,992</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>34,992</b> | <b>-</b>    | <b>46,924</b> |
| Local Tax Funding           | -             | -            | -             | -        | -        | -        | -        | -             | -           | -             |
| Local Tax Funding - Roads   | -             | -            | -             | -        | -        | -        | -        | -             | -           | -             |
| Fund Balance                | -             | -            | -             | -        | -        | -        | -        | -             | -           | -             |
| General Obligation Bonds    | -             | -            | -             | -        | -        | -        | -        | -             | -           | -             |
| Proffers (Cash)             | 732           | -            | -             | -        | -        | -        | -        | -             | -           | 732           |
| State Capital Assistance    | -             | -            | -             | -        | -        | -        | -        | -             | -           | -             |
| CMAQ                        | -             | -            | -             | -        | -        | -        | -        | -             | -           | -             |
| RSTP                        | -             | -            | -             | -        | -        | -        | -        | -             | -           | -             |
| Revenue Sharing             | 2,350         | -            | 5,000         | -        | -        | -        | -        | 5,000         | -           | 7,350         |
| NVTA 70%                    | 6,500         | -            | 24,992        | -        | -        | -        | -        | 24,992        | -           | 31,492        |
| NVTA 30%                    | 2,350         | 5,000        | -             | -        | -        | -        | -        | 5,000         | -           | 7,350         |
| Lease Revenue Financing     | -             | -            | -             | -        | -        | -        | -        | -             | -           | -             |
| Smart Scale                 | -             | -            | -             | -        | -        | -        | -        | -             | -           | -             |
| <b>Total Financing</b>      | <b>11,932</b> | <b>5,000</b> | <b>29,992</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>34,992</b> | <b>-</b>    | <b>46,924</b> |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 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 2018-043  
Loudoun County Office of Mapping  
and Geographic Information

## 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 between Tall Cedars Parkway (Route 2200) to Braddock Road (Route 620), for an estimated length of 1.1 miles. Two lanes of this proposed four-lane road have been previously constructed.

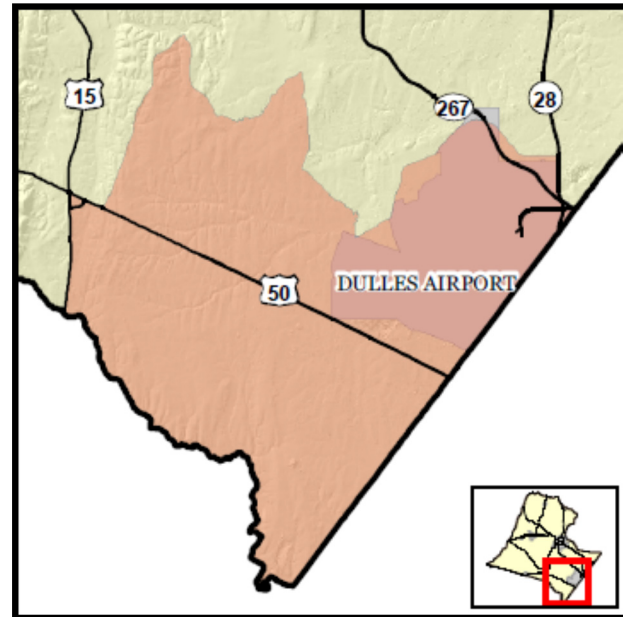
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

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.

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. This project is also funded using general obligation bonds that will be scheduled for placement on the November 2020 referendum.

### Election District

Dulles



|                             | Prior  |         |         |         |         |         |         |        | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 |        | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | 2,693   | -       | -       | 2,693  | -      | -      | 2,693   |
| Construction                | -      | -       | -       | -       | -       | -       | 25,675  | 25,675 | -      | -      | 25,675  |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | 2,693   | -       | 25,675  | 28,368 | -      | -      | 28,368  |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| Local Tax Funding - Roads   | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | 2,500   | -       | -       | 2,500  | -      | -      | 2,500   |
| Proffers (Cash)             | -      | -       | -       | -       | 193     | -       | -       | 193    | -      | -      | 193     |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| CMAQ                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| RSTP                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| Revenue Sharing             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| NVTA 70%                    | -      | -       | -       | -       | -       | -       | 25,675  | 25,675 | -      | -      | 25,675  |
| NVTA 30%                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| Smart Scale                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | 2,693   | -       | 25,675  | 28,368 | -      | -      | 28,368  |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | -       | -       | -       | -       | 161     | 246     | 407   |
| <b>Total Impact</b>            | -       | -       | -       | -       | 161     | 246     | 407   |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 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 2018-032  
Loudoun County Office of Mapping  
and Geographic Information

## Prentice Drive

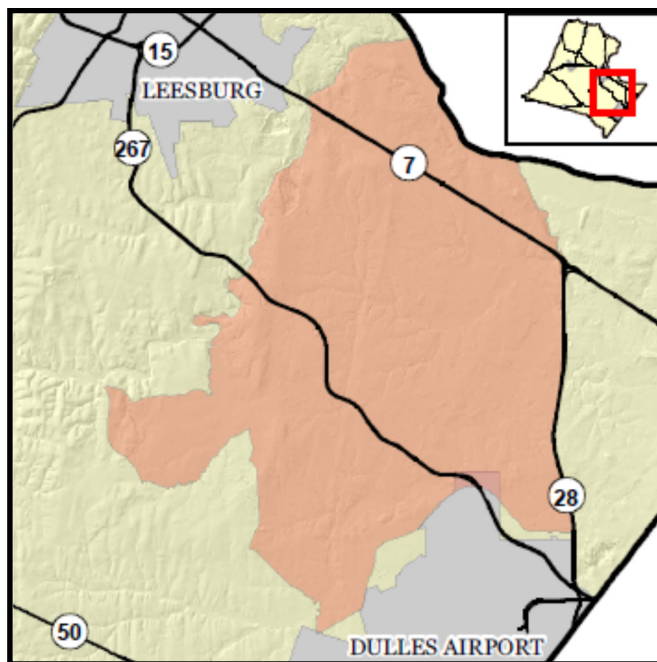
### Project Description – C02124

This project provides for the planning, design, right-of-way acquisition, and construction of Prentice Drive (Route 1071) from Lockridge Road (Route 789) to Shellhorn Road (Route 643) at its intersection with Metro Center Drive and a new road between Prentice Drive and Waxpool Road. The estimated length of this project is 1.65 miles.

The project was recommended as an essential road to provide connectivity to the Ashburn Metrorail Station. Both roadways will be designed as four-lane urban major collectors, with associated turn lanes and bicycle and pedestrian facilities. 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.

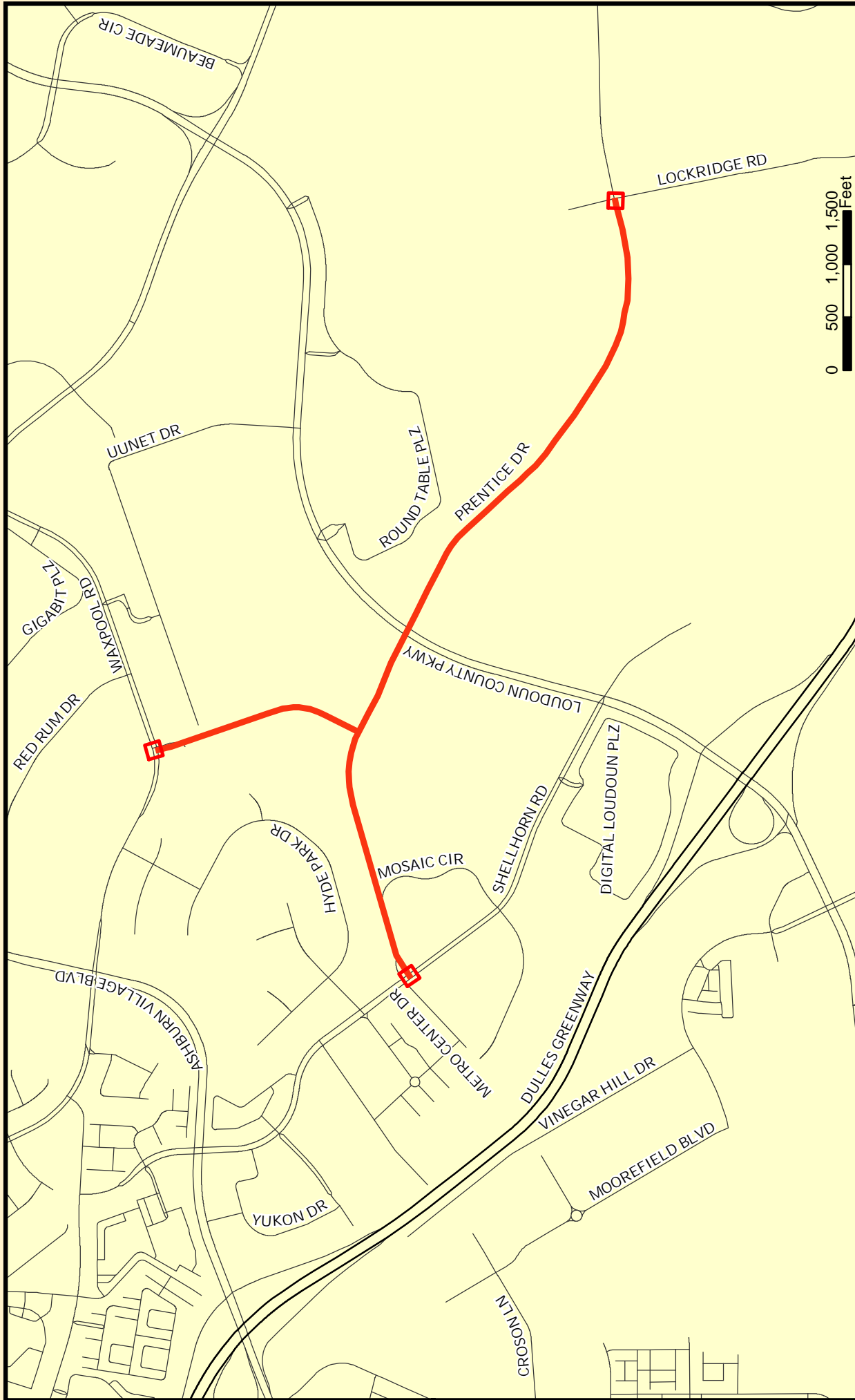
NVTA 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding on County road projects are subject to award of the funding to the County by NVTA. This project is also funded using general obligation bonds, authorization to sell general obligation bonds will be scheduled for placement on the November 2018 referendum.



### Election District

Broad Run

| Capital (\$ in 1000s)                 | Prior Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year Total  | Future FY's | Project Total  |
|---------------------------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|-------------|----------------|
| Land                                  | -            | -              | 18,000         | 5,000          | -              | -              | -              | 23,000        | -           | 23,000         |
| Professional Services                 | -            | -              | -              | -              | -              | -              | -              | -             | -           | -              |
| Construction                          | 9,000        | -              | -              | -              | 33,425         | 30,000         | 5,000          | 68,425        | -           | 77,425         |
| Furniture, Fixtures & Equ             | -            | -              | -              | -              | -              | -              | -              | -             | -           | -              |
| Other                                 | -            | -              | -              | 1,900          | -              | -              | -              | 1,900         | -           | 1,900          |
| <b>Total Cost</b>                     | <b>9,000</b> | <b>-</b>       | <b>18,000</b>  | <b>6,900</b>   | <b>33,425</b>  | <b>30,000</b>  | <b>5,000</b>   | <b>93,325</b> | <b>-</b>    | <b>102,325</b> |
| Local Tax Funding                     | -            | -              | -              | -              | -              | -              | -              | -             | -           | -              |
| Local Tax Funding - Roac              | -            | -              | -              | 3,400          | 1,695          | -              | -              | 5,095         | -           | 5,095          |
| Fund Balance                          | 9,000        | -              | -              | -              | -              | -              | -              | -             | -           | 9,000          |
| General Obligation Bonds              | -            | -              | 12,000         | -              | -              | -              | -              | 12,000        | -           | 12,000         |
| Proffers (Cash)                       | -            | -              | -              | -              | -              | -              | -              | -             | -           | -              |
| State Capital Assistance              | -            | -              | -              | -              | -              | -              | -              | -             | -           | -              |
| CMAQ                                  | -            | -              | -              | -              | -              | -              | -              | -             | -           | -              |
| RSTP                                  | -            | -              | -              | -              | -              | -              | -              | -             | -           | -              |
| Revenue Sharing                       | -            | -              | -              | -              | -              | -              | -              | -             | -           | -              |
| NVTA 70%                              | -            | -              | 6,000          | 3,500          | 31,730         | 30,000         | 5,000          | 76,230        | -           | 76,230         |
| NVTA 30%                              | -            | -              | -              | -              | -              | -              | -              | -             | -           | -              |
| Lease Revenue Financing               | -            | -              | -              | -              | -              | -              | -              | -             | -           | -              |
| Smart Scale                           | -            | -              | -              | -              | -              | -              | -              | -             | -           | -              |
| <b>Total Financing</b>                | <b>9,000</b> | <b>-</b>       | <b>18,000</b>  | <b>6,900</b>   | <b>33,425</b>  | <b>30,000</b>  | <b>5,000</b>   | <b>93,325</b> | <b>-</b>    | <b>102,325</b> |
| <b>Operating Impact (\$ in 1000s)</b> |              | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b>  |             |                |
| Debt Service                          |              | -              | -              | 400            | 790            | 1,170          | 1,140          | 3,500         |             |                |
| <b>Total Impact</b>                   |              | <b>-</b>       | <b>-</b>       | <b>400</b>     | <b>790</b>     | <b>1,170</b>   | <b>1,140</b>   | <b>3,500</b>  |             |                |



# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects

PRENTICE DR

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





## Route 15 & Braddock Road – Roundabout

### Project Description

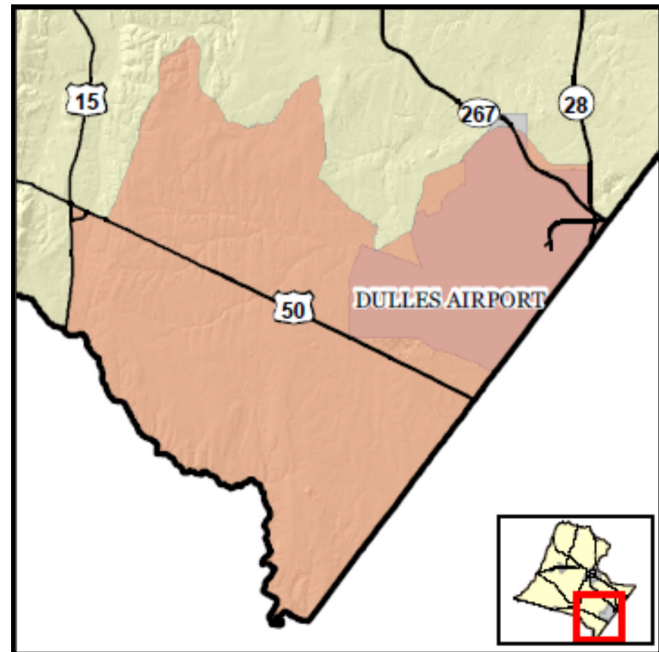
This project provides for the planning, design, right-of-way acquisition, and construction of a roundabout at the intersection of Route 15 and Braddock Road (Route 705).

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

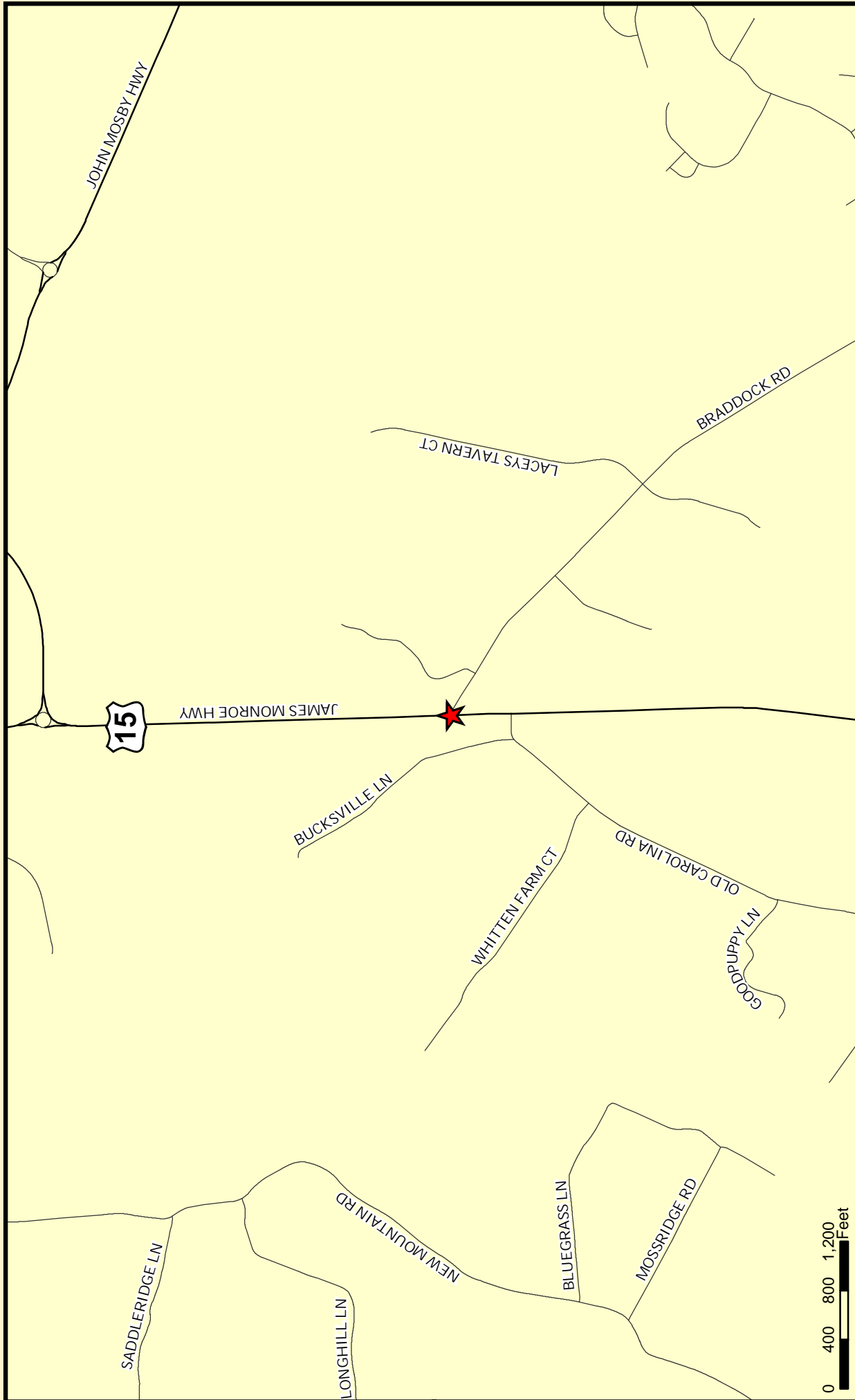
Authorization to sell general obligation bonds will be scheduled for placement on the November 2022 referendum.

### Election District

Blue Ridge



|                             | Prior  |         |         |         |         |         |         |       | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|-------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 |       | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -     | -      | 2,190  | 2,190   |
| Professional Services       | -      | -       | -       | -       | -       | -       | 1,015   | 1,015 | -      | -      | 1,015   |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -     | -      | 8,290  | 8,290   |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | 1,015   | 1,015 | 1,015  | 10,480 | 11,495  |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| Local Tax Funding - Roads   | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | 1,015   | 1,015 | 1,015  | 10,480 | 11,495  |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| CMAQ                        | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| RSTP                        | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| Revenue Sharing             | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| NVTA 70%                    | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| NVTA 30%                    | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| Smart Scale                 | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | 1,015   | 1,015 | 1,015  | 10,480 | 11,495  |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 - FY 2024 Capital Improvement Program Projects

Rt 15/Braddock Rd Roundabout

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



Map Number 2018-054  
Loudoun County Office of Mapping  
and Geographic Information



## Route 15 Bypass/Edwards Ferry Road – Interchange

### Project Description – C02081

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 (Route 773) in the Town of Leesburg, an estimated length of 0.89 miles. The Town identified its interchange priorities to include this project, Route 15 at Battlefield Parkway, and Route 7 at Battlefield Parkway.

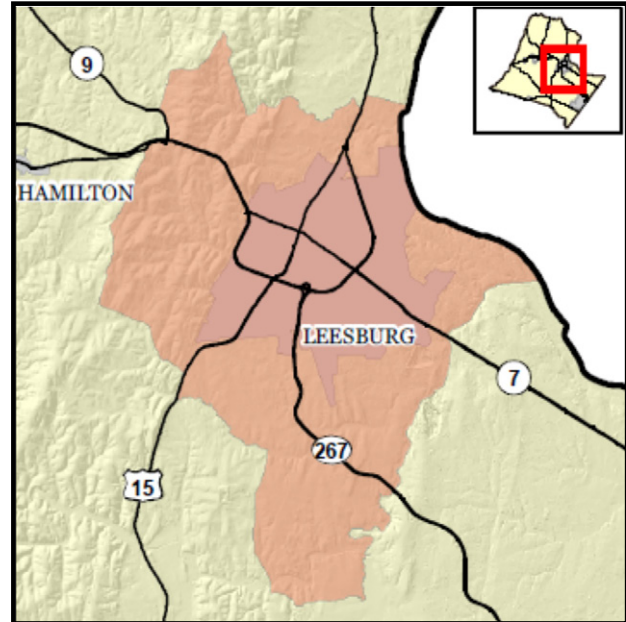
The intersection of the Route 15 bypass at Edwards Ferry Road is frequently congested in the afternoon peak traffic period.

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.

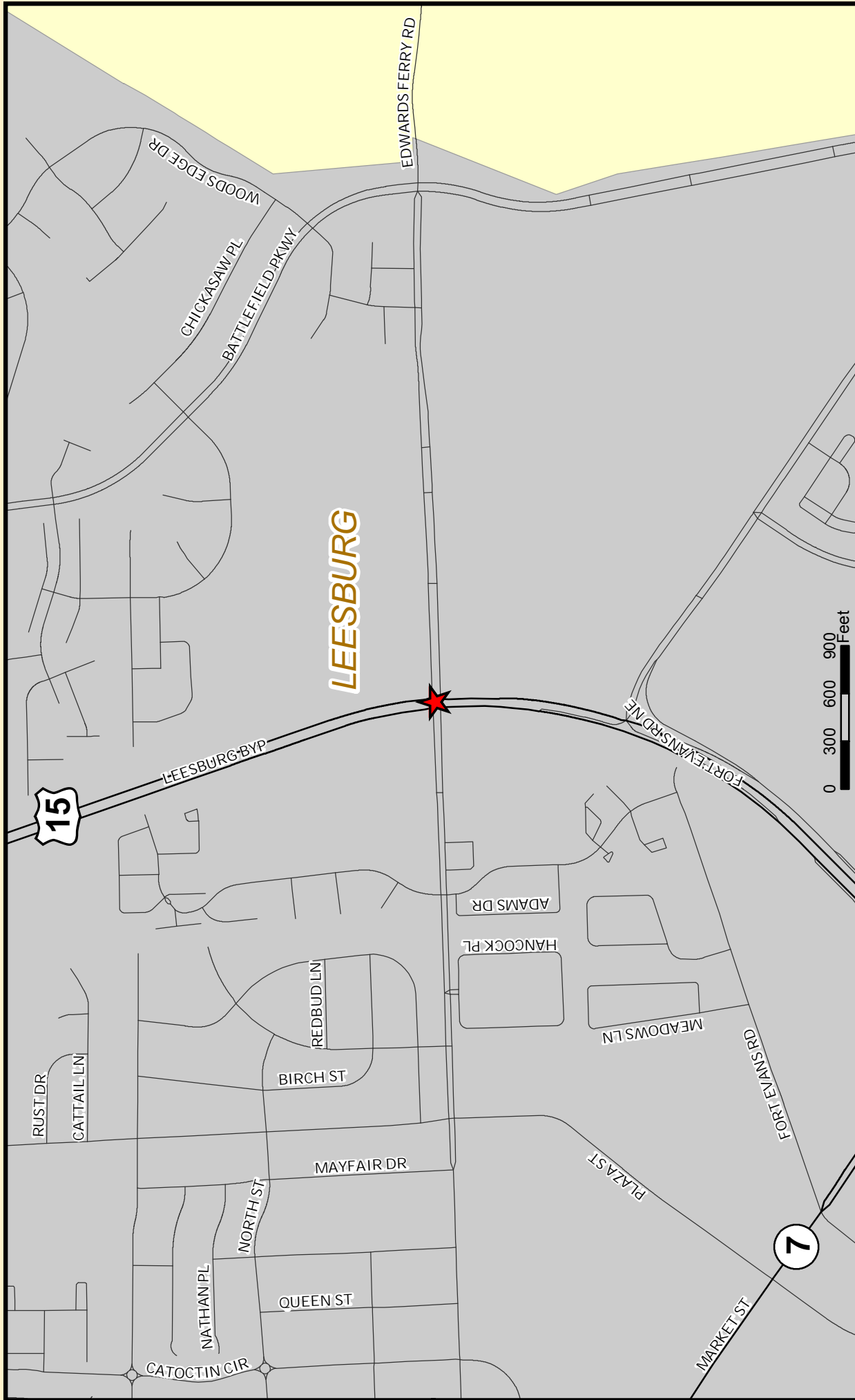
This project is funded using Regional Surface Transportation Program (RSTP) grant funds. The funding is competitive and is subject to award by NVTA.

### Election District

Leesburg



|                           | Prior  |         |         |         |         |         |         |       | 6 Year | Future | Project |
|---------------------------|--------|---------|---------|---------|---------|---------|---------|-------|--------|--------|---------|
| Capital (\$ in 1000s)     | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total | FY's   | Total  |         |
| Land                      | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| Professional Services     | 2,000  | -       | -       | -       | -       | -       | -       | -     | -      | 2,000  |         |
| Construction              | -      | -       | -       | 1,200   | 1,500   | -       | 1,700   | 4,400 | -      | 4,400  |         |
| Furniture, Fixtures & Equ | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| Other                     | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| Total Cost                | 2,000  | -       | -       | 1,200   | 1,500   | -       | 1,700   | 4,400 | -      | 6,400  |         |
| Local Tax Funding         | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| Local Tax Funding - Road  | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| Fund Balance              | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| General Obligation Bonds  | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| Proffers (Cash)           | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| State Capital Assistance  | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| CMAQ                      | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| RSTP                      | -      | -       | -       | 1,200   | 1,500   | -       | 1,700   | 4,400 | -      | 4,400  |         |
| Revenue Sharing           | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| NVTA 70%                  | 2,000  | -       | -       | -       | -       | -       | -       | -     | -      | 2,000  |         |
| NVTA 30%                  | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| Lease Revenue Financing   | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| Smart Scale               | -      | -       | -       | -       | -       | -       | -       | -     | -      | -      |         |
| Total Financing           | 2,000  | -       | -       | 1,200   | 1,500   | -       | 1,700   | 4,400 | -      | 6,400  |         |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 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 2018-021  
 Loudoun County Office of Mapping  
 and Geographic Information



## Route 15 Bypass to Montresor Road

### Project Description

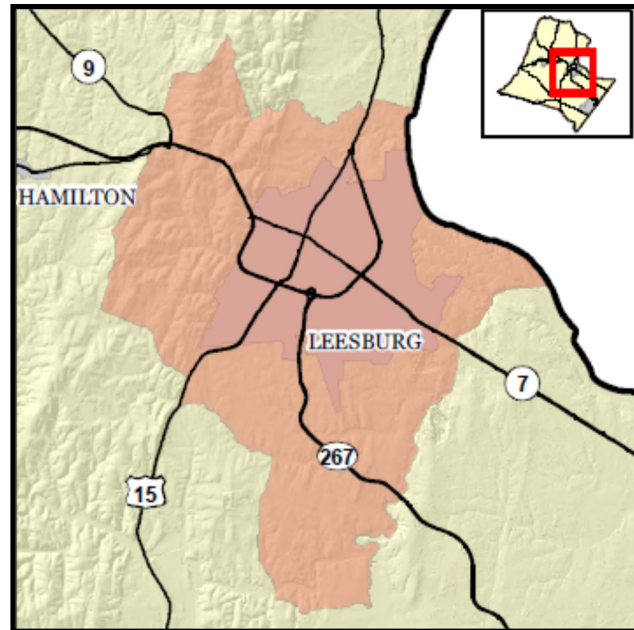
This project provides funding for planning, design, right-of-way acquisition, and widening of Route 15 from two to four lanes from the Town of Leesburg to Montresor Road (Route 661).

This section of Route 15 is frequently congested during the morning and afternoon peak traffic periods.

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

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.

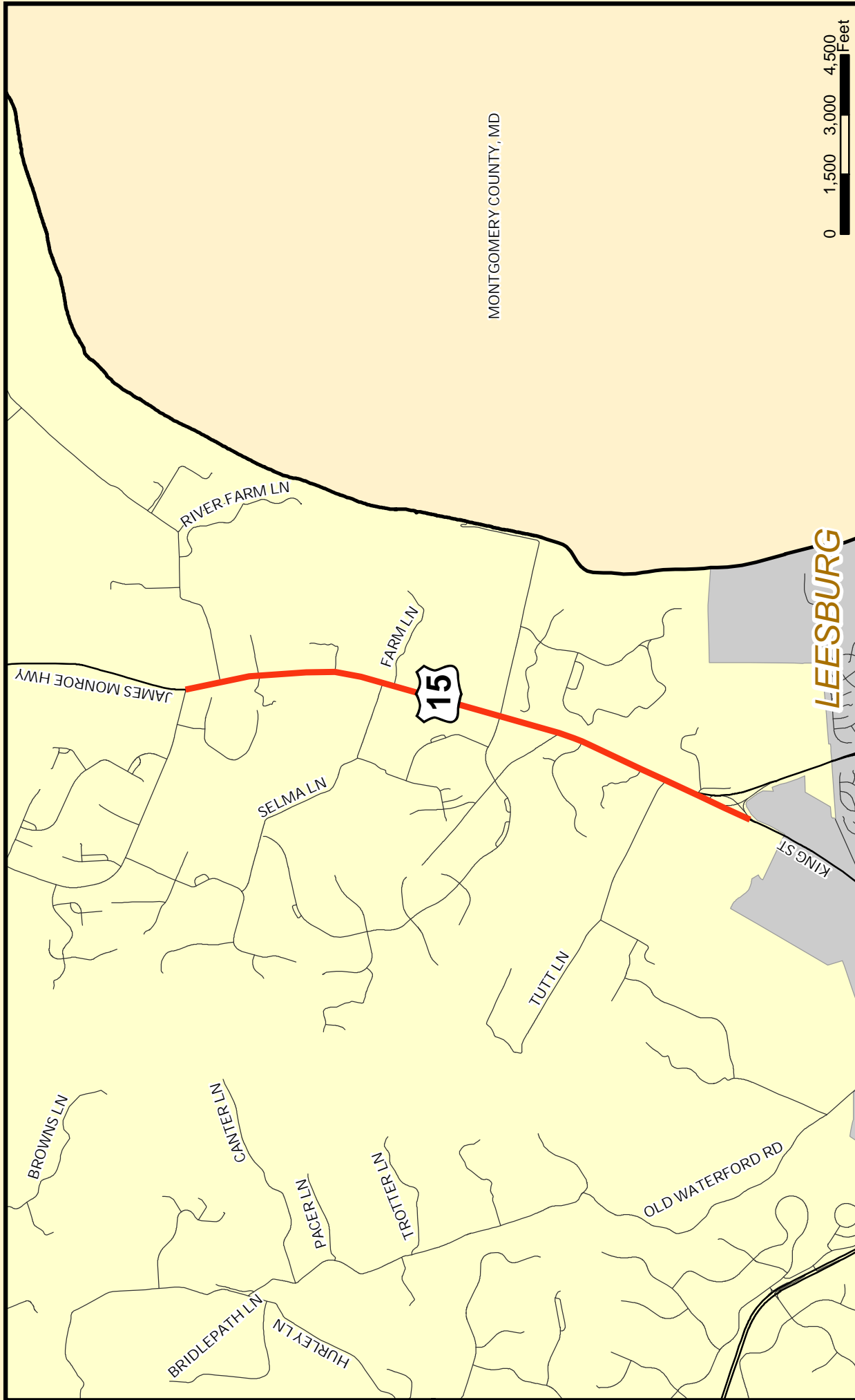
This project is also funded using general obligation bonds that will be scheduled for placement on the November 2020 referendum.



### Election District

Catoctin, Leesburg

| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | 6,000   | -       | -       | -       | 6,000        | -           | 6,000         |
| Professional Services       | -            | 3,500   | -       | -       | -       | -       | -       | 3,500        | -           | 3,500         |
| Construction                | -            | -       | -       | -       | 11,592  | 57,841  | -       | 69,433       | -           | 69,433        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | 3,500   | -       | 6,000   | 11,592  | 57,841  | -       | 78,933       | -           | 78,933        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | 3,500   | -       | -       | -       | 5,665   | -       | 9,165        | -           | 9,165         |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | 5,592   | 10,176  | -       | 15,768       | -           | 15,768        |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | 6,000   | 6,000   | 42,000  | -       | 54,000       | -           | 54,000        |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | 3,500   | -       | 6,000   | 11,592  | 57,841  | -       | 78,933       | -           | 78,933        |



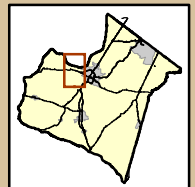
Map Number 2018-016  
Loudoun County Office of Mapping  
and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects

ROUTE 15 (LEESBURG TO MONTRESOR RD)

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



## Route 28 Northbound – Dulles Toll Road to Sterling Boulevard

### Project Description

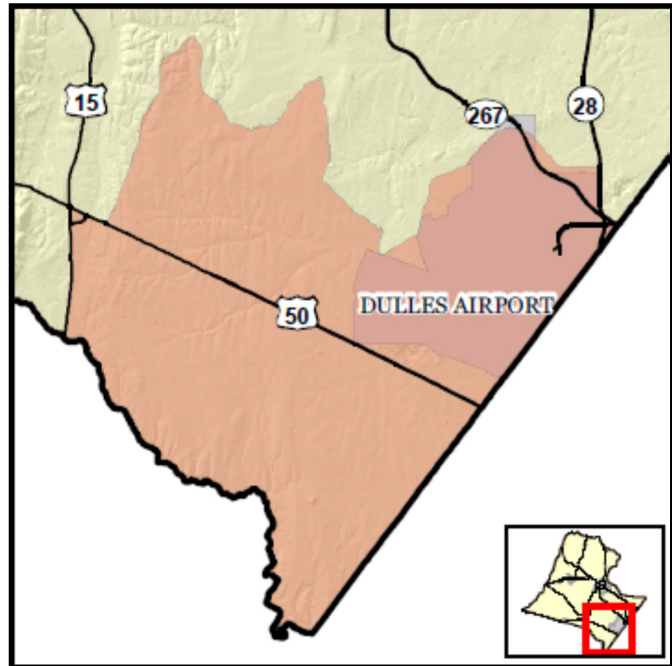
This project provides for the planning, design, right-of-way acquisition, and construction of a fourth lane along north bound Route 28 from Dulles Toll Road to Sterling Boulevard.

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

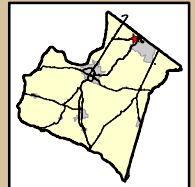
NVTA 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of NVTA regional funding on County road projects are subject to award of the funding to the County by NVTA.

### Election District

Dulles, Broad Run



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                | -            | 20,000  | -       | -       | -       | -       | -       | 20,000       | -           | 20,000        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | 20,000  | -       | -       | -       | -       | -       | 20,000       | -           | 20,000        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | 20,000  | -       | -       | -       | -       | -       | 20,000       | -           | 20,000        |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | 20,000  | -       | -       | -       | -       | -       | 20,000       | -           | 20,000        |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 - FY 2024 Capital Improvement Program Projects

Rt 28 Northbound (Dulles Toll Road to Sterling Blvd)  
The road alignment depicted on this map is conceptual in nature and may be revised due to design and engineering considerations.



Map Number 2018-055  
Loudoun County Office of Mapping  
and Geographic Information



## Route 50 & Everfield Drive – Roundabout

### Project Description

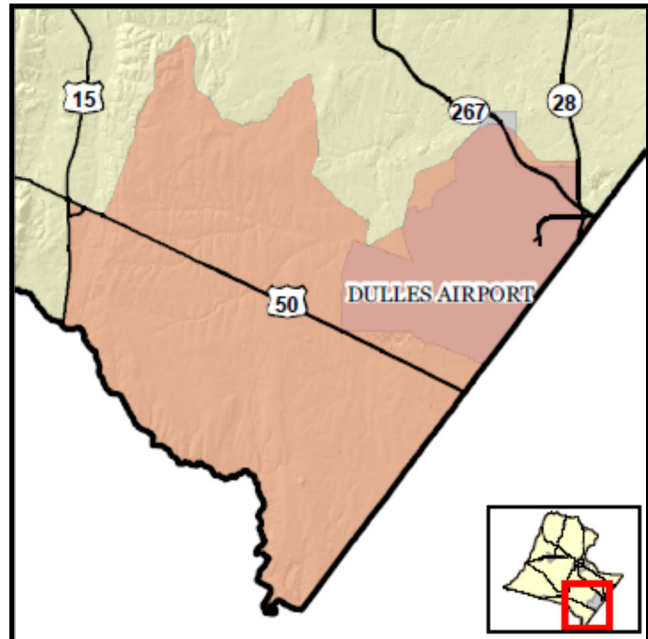
This project provides for the planning, design, right-of-way acquisition, and construction of a roundabout at the intersection of Route 50 and Everfield Drive (Route 3423), an estimated length of 0.25 miles.

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

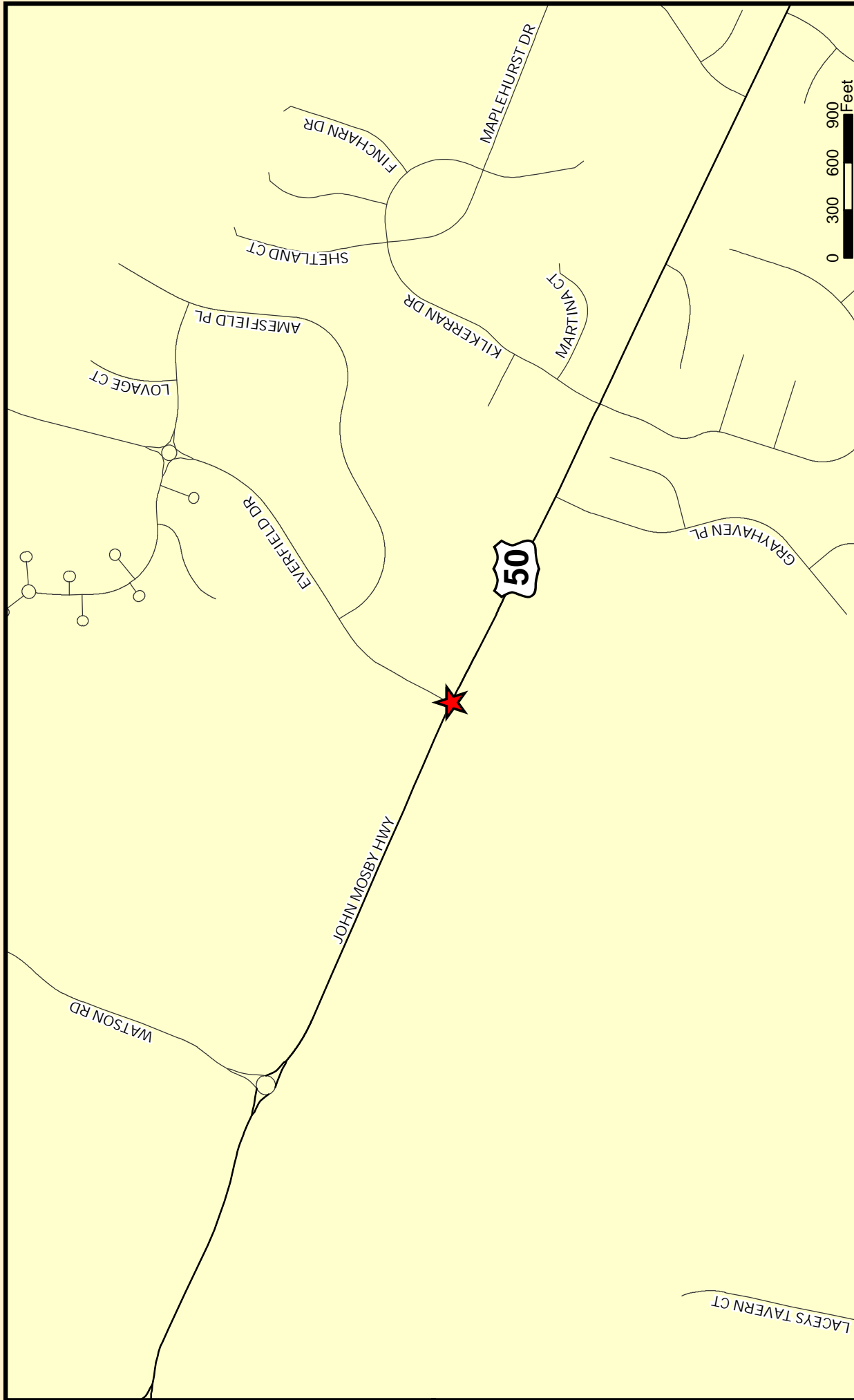
Authorization to sell general obligation bonds will be scheduled for placement on the November 2022 referendum.

### Election District

Blue Ridge



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | 2,190       | 2,190         |
| Professional Services       | -            | -       | -       | -       | -       | -       | 1,015   | 1,015        | -           | 1,015         |
| Construction                | -            | -       | -       | -       | -       | -       | -       | -            | 8,290       | 8,290         |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | -       | -       | 1,015   | 1,015        | 10,480      | 11,495        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | 1,015   | 1,015        | 10,480      | 11,495        |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | -       | -       | 1,015   | 1,015        | 10,480      | 11,495        |



# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects

## ROUTE 50 AND EVERFIELD DR INTERSECTION

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



Map Number 2018-015  
Loudoun County Office of Mapping  
and Geographic Information



## Route 50 & Route 606 – Interchange

### Project Description

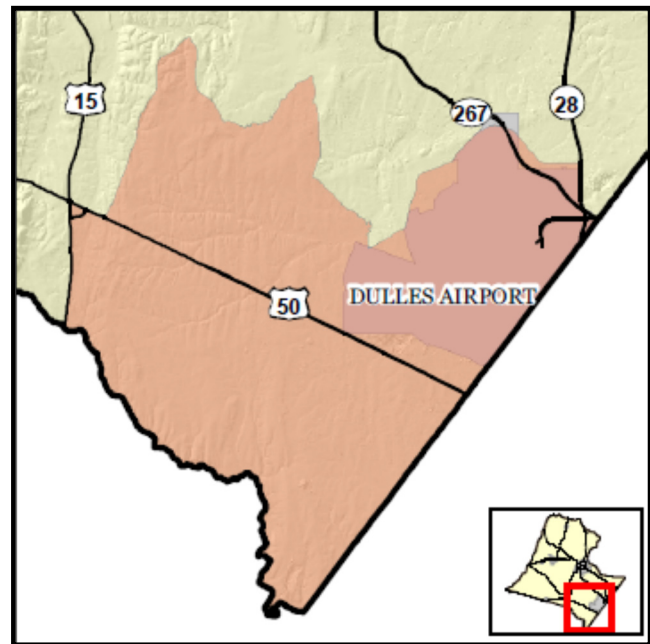
This project provides for the planning, design, right-of-way acquisition, and construction of an interchange at the intersection of Route 50 and Loudoun County Parkway (Route 606) with an estimated distance of 1.95 miles.

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

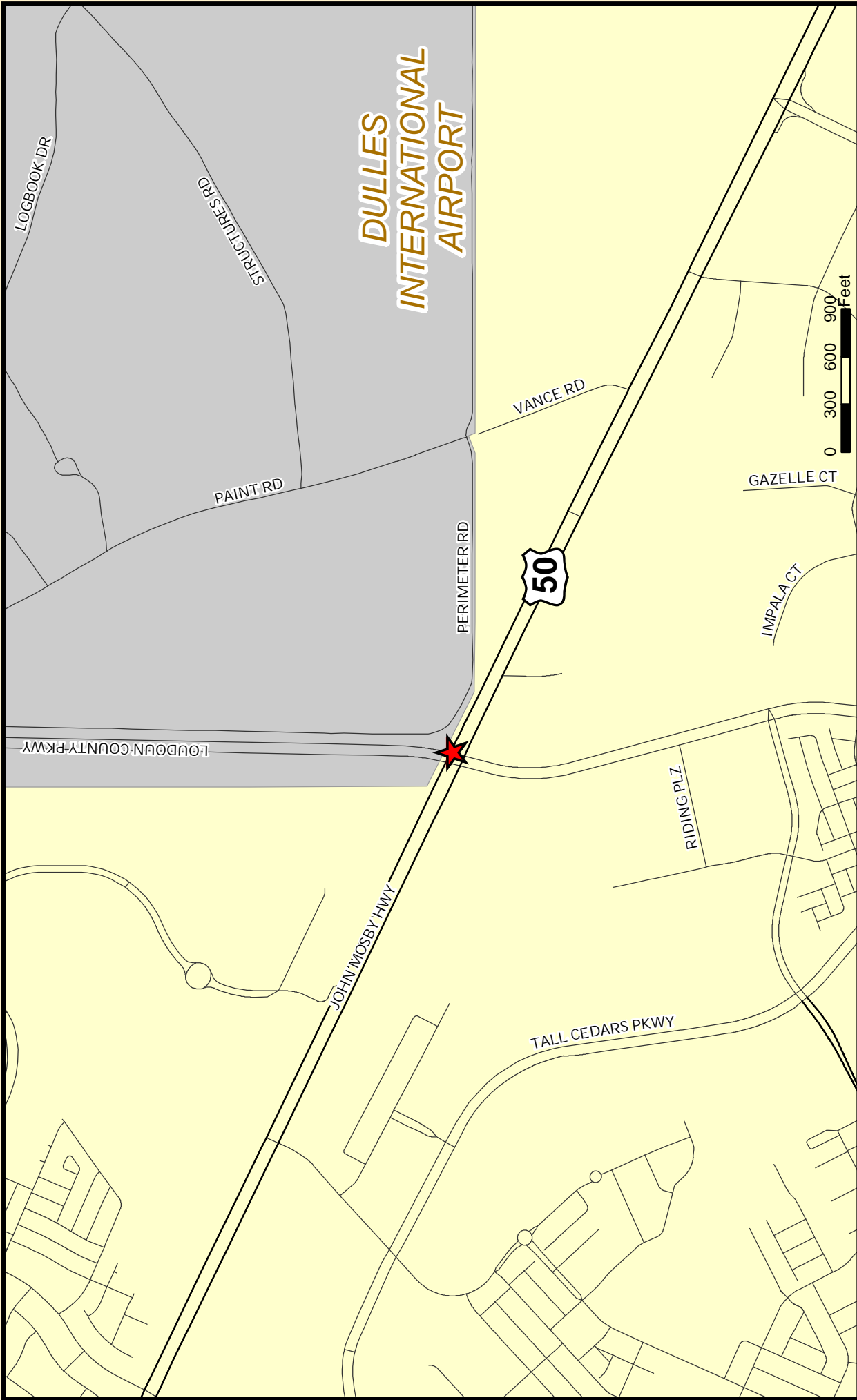
This project is to be funded in a future fiscal year.

### Election District

Blue Ridge, Dulles



|                             |               | Prior  |         |         |         |         |         |         | 6 Year | Future  | Project |
|-----------------------------|---------------|--------|---------|---------|---------|---------|---------|---------|--------|---------|---------|
| Capital                     | (\$ in 1000s) | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's    | Total   |
| Land                        |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Professional Services       |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Construction                |               | -      | -       | -       | -       | -       | -       | -       | -      | 500,000 | 500,000 |
| Furniture, Fixtures & Equip |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Other                       |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Total Cost                  |               | -      | -       | -       | -       | -       | -       | -       | -      | 500,000 | 500,000 |
| Local Tax Funding           |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Local Tax Funding - Roads   |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Fund Balance                |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| General Obligation Bonds    |               | -      | -       | -       | -       | -       | -       | -       | -      | 500,000 | 500,000 |
| Proffers (Cash)             |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| State Capital Assistance    |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| CMAQ                        |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| RSTP                        |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Revenue Sharing             |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| NVTA 70%                    |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| NVTA 30%                    |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Lease Revenue Financing     |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Smart Scale                 |               | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Total Financing             |               | -      | -       | -       | -       | -       | -       | -       | -      | 500,000 | 500,000 |



# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects

ROUTE 50 AND ROUTE 606 INTERSECTION

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



Map Number 2018-014  
Loudoun County Office of Mapping  
and Geographic Information

## Route 50 & Trailhead Drive – Roundabout

### Project Description

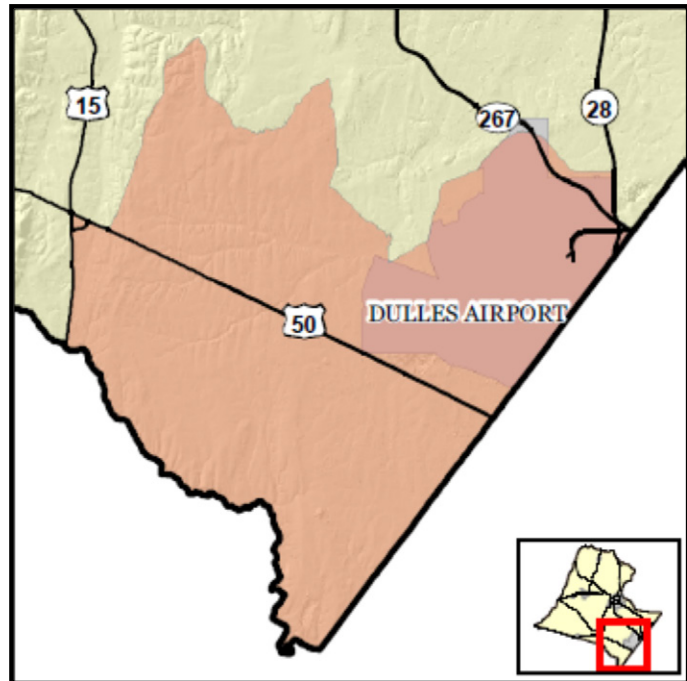
This project provides for the planning, design, right-of-way acquisition, and construction of a roundabout at the intersection of Route 50 and Trailhead Drive (Route 3395).

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

Authorization to sell general obligation bonds will be scheduled for placement on the November 2020 referendum.

### Election District

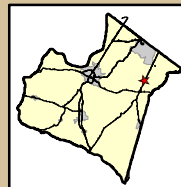
Blue Ridge



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | 1,290   | -       | 1,290        | -           | 1,290         |
| Professional Services       | -            | -       | -       | -       | 1,215   | -       | -       | 1,215        | -           | 1,215         |
| Construction                | -            | -       | -       | -       | -       | -       | 7,495   | 7,495        | -           | 7,495         |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | 1,215   | 1,290   | 7,495   | 10,000       | -           | 10,000        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | 1,215   | 1,290   | 7,495   | 10,000       | -           | 10,000        |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | 1,215   | 1,290   | 7,495   | 10,000       | -           | 10,000        |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | -       | -       | -       | -       | 121     | 247     | 368   |
| <b>Total Impact</b>            | -       | -       | -       | -       | 121     | 247     | 368   |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 - FY 2024 Capital Improvement Program Projects

Route 50/Trailhead Dr Roundabout

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



Map Number 2018-056  
Loudoun County Office of Mapping  
and Geographic Information

## Route 50 Corridor Improvements

### Project Description

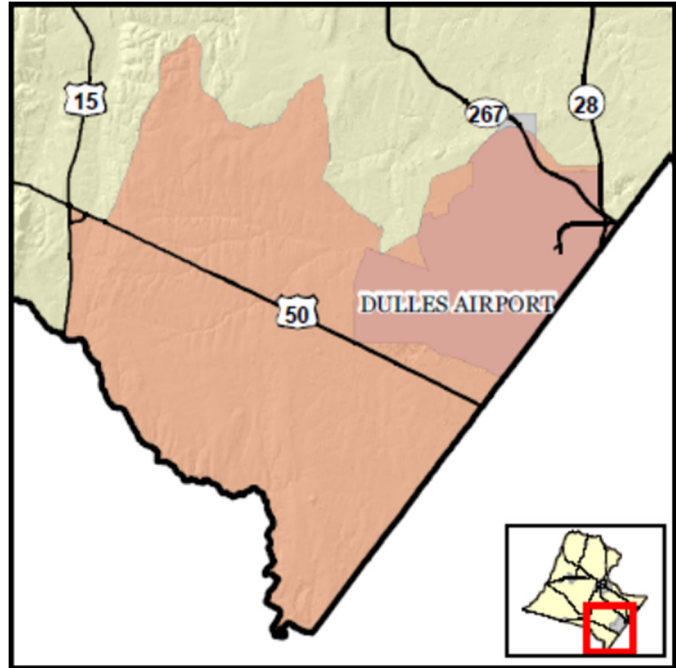
This project provides for the planning, design, right-of-way acquisition, and construction of intersection improvements on Route 50 at Gateway Village Place (3376) and Medial Drive, Loudoun County Parkway (Route 606), Tall Cedars Parkway (Route 2200), and Pleasant Valley Road (Route 609), an estimated distance of five miles.

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

Authorization to sell general obligation bonds will be scheduled for placement on the November 2018 referendum.

### Election District

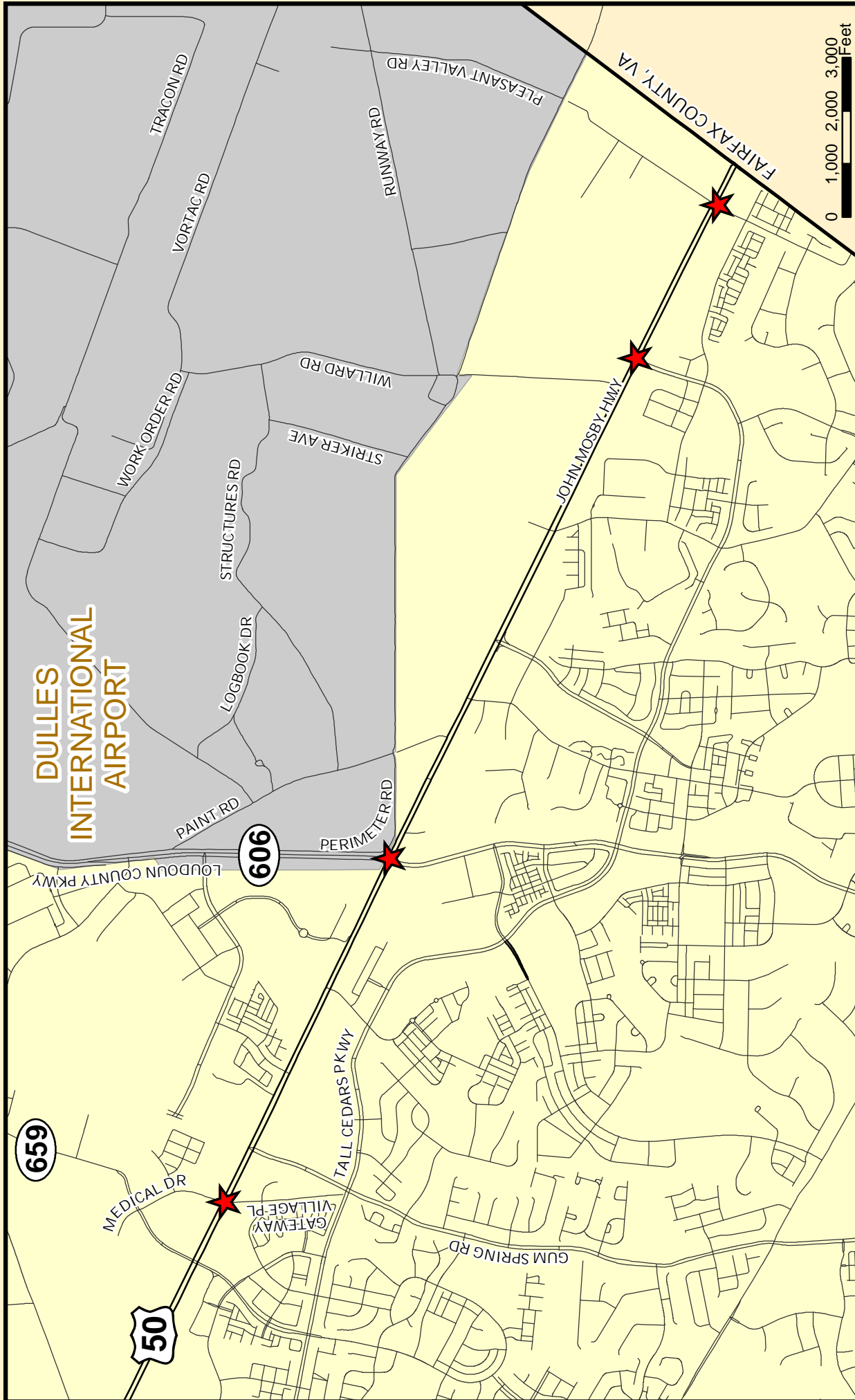
Dulles



|                             | Prior  |            |              |         |         |         |         |              | 6 Year | Future | Project      |
|-----------------------------|--------|------------|--------------|---------|---------|---------|---------|--------------|--------|--------|--------------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019    | FY 2020      | FY 2021 | FY 2022 | FY 2023 | FY 2024 |              | Total  | FY's   | Total        |
| Land                        | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| Professional Services       | -      | 645        | -            | -       | -       | -       | -       | 645          | -      | -      | 645          |
| Construction                | -      | -          | 6,125        | -       | -       | -       | -       | 6,125        | -      | -      | 6,125        |
| Furniture, Fixtures & Equip | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| Other                       | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| <b>Total Cost</b>           | -      | <b>645</b> | <b>6,125</b> | -       | -       | -       | -       | <b>6,770</b> | -      | -      | <b>6,770</b> |
| Local Tax Funding           | -      | -          | 3,000        | -       | -       | -       | -       | 3,000        | -      | -      | 3,000        |
| Local Tax Funding - Roads   | -      | 645        | -            | -       | -       | -       | -       | 645          | -      | -      | 645          |
| Fund Balance                | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| General Obligation Bonds    | -      | -          | 3,125        | -       | -       | -       | -       | 3,125        | -      | -      | 3,125        |
| Proffers (Cash)             | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| State Capital Assistance    | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| CMAQ                        | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| RSTP                        | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| Revenue Sharing             | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| NVTA 70%                    | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| NVTA 30%                    | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| Lease Revenue Financing     | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| Smart Scale                 | -      | -          | -            | -       | -       | -       | -       | -            | -      | -      | -            |
| <b>Total Financing</b>      | -      | <b>645</b> | <b>6,125</b> | -       | -       | -       | -       | <b>6,770</b> | -      | -      | <b>6,770</b> |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021    | FY 2022    | FY 2023    | FY 2024    | Total        |
|--------------------------------|---------|---------|------------|------------|------------|------------|--------------|
| Debt Service                   | -       | -       | 311        | 304        | 296        | 288        | 1,199        |
| <b>Total Impact</b>            | -       | -       | <b>311</b> | <b>304</b> | <b>296</b> | <b>288</b> | <b>1,199</b> |



# LOUDOUN COUNTY GOVERNMENT

FY 2017- FY 2022 Capital Improvements Program Projects

## Route 50 Corridor Improvements

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

Map Number 2018-067

Loudoun County Office of Mapping and Geographic Information



## Route 50 North Collector Road – Air & Space Museum Parkway to Tall Cedars Parkway

### Project Description

This project provides funding for planning, design, right of way acquisition, and construction of a roadway from Air and Space Museum Parkway to Tall Cedars Parkway. The project entails construction of a four-lane median divided roadway within a 120-foot right-of-way. Where portions of the roadway are located on MWAA property, the facility will be required to be placed in an easement.

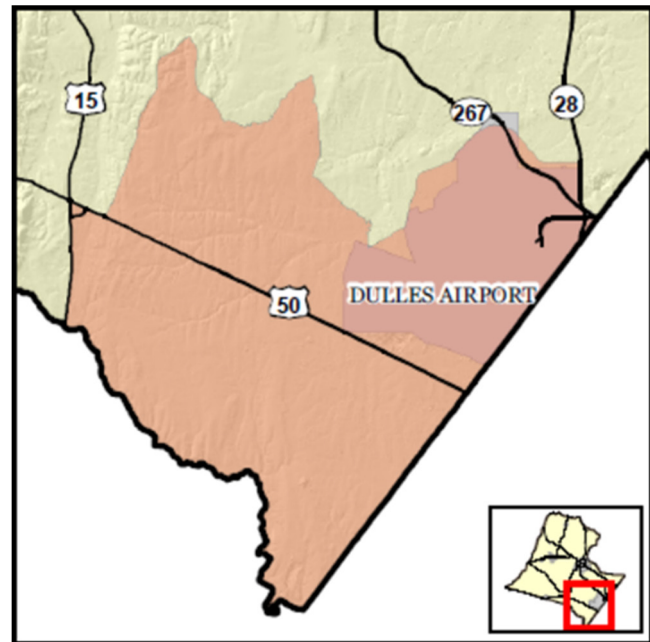
This project will be designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

This planned roadway is conceptual and not included in the 2010 Countywide Transportation plan.

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

### Election District

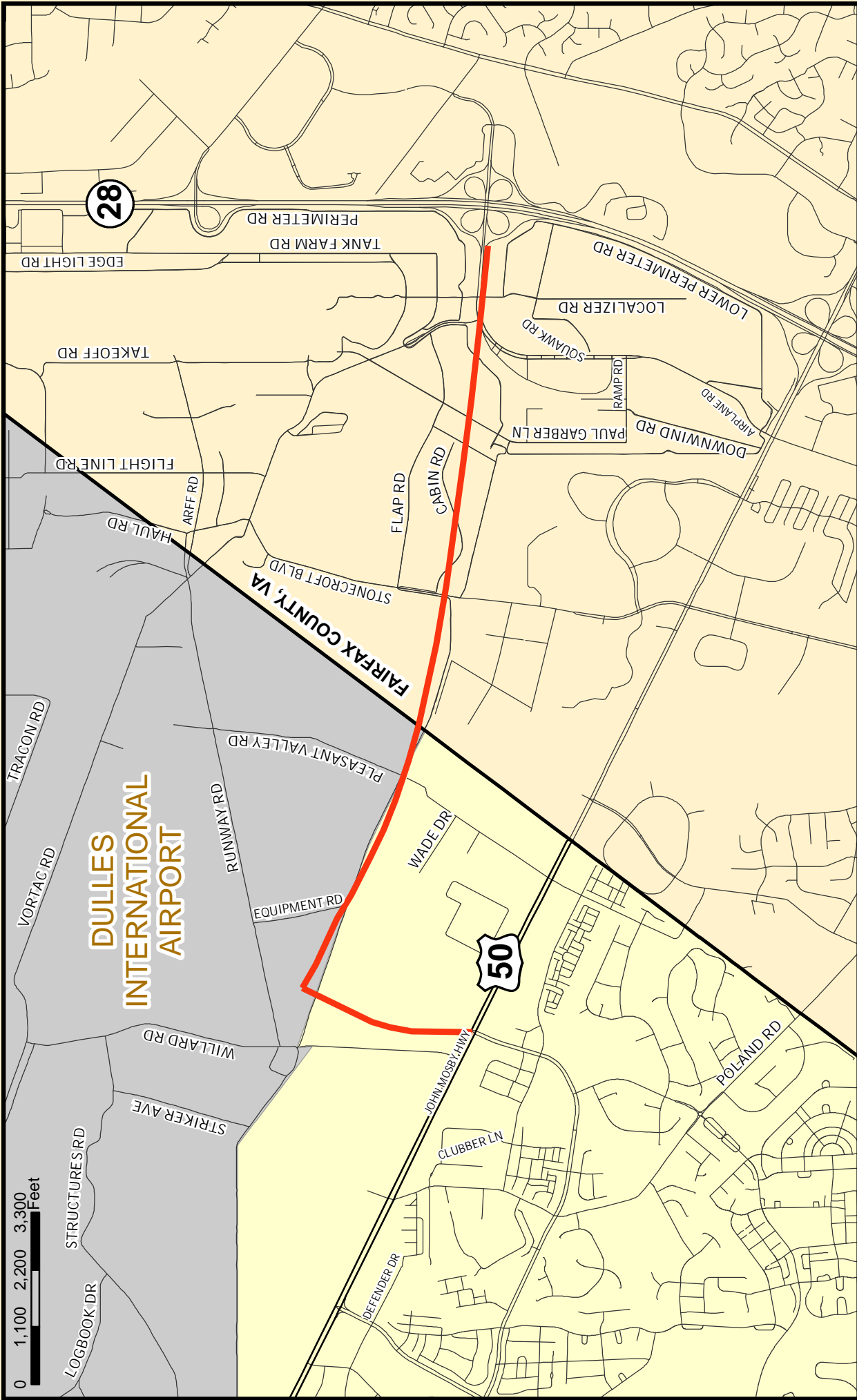
Dulles



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | 36,800  | 36,800       | -           | 36,800        |
| Professional Services       | -            | -       | -       | -       | 8,190   | -       | -       | 8,190        | -           | 8,190         |
| Construction                | -            | -       | -       | -       | -       | -       | -       | -            | 47,720      | 47,720        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | 8,190   | -       | 36,800  | 44,990       | 47,720      | 92,710        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | 5,695   | 5,695        | -           | 5,695         |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | 8,190   | -       | 31,105  | 39,295       | 47,720      | 87,015        |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | 8,190   | -       | 36,800  | 44,990       | 47,720      | 92,710        |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | -       | -       | -       | -       | 410     | 809     | 1,219 |
| <b>Total Impact</b>            |         |         |         |         |         |         |       |



# LOUDBOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects

Route 50 North Collector Road (Air & Space 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 2018-070  
Loudoun County Office of Mapping  
and Geographic Information



## Route 50 North Collector Road – Tall Cedars Parkway to Loudoun County Parkway

### Project Description

This project provides funding for planning, design, right of way acquisition and construction of a roadway from Tall Cedars Parkway extended north, to Loudoun County Parkway. The project entails construction of a four-lane median divided roadway within a 120-foot right-of-way. Where portions of the roadway are located on MWAA property, the facility will be required to be placed in an easement.

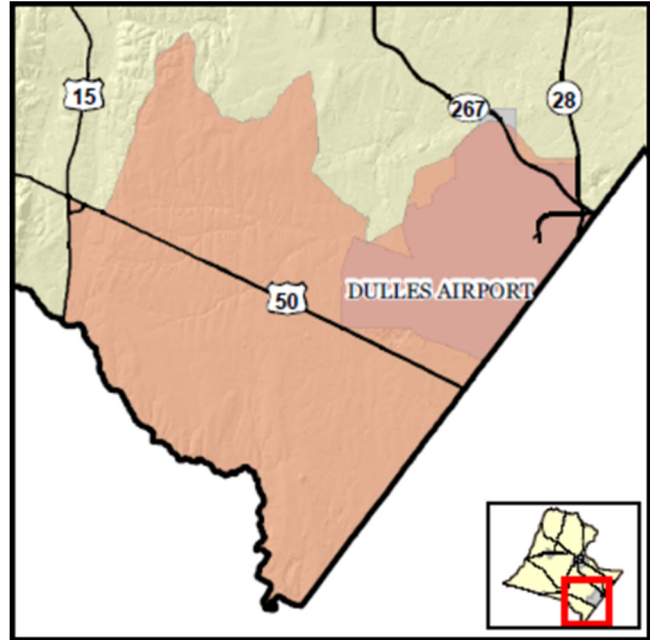
This project is being designed and constructed to VDOT standards and will be included in the VDOT system for road maintenance.

This planned roadway is conceptual and not included in the 2010 Countywide Transportation plan.

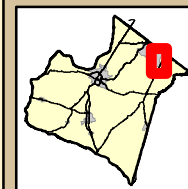
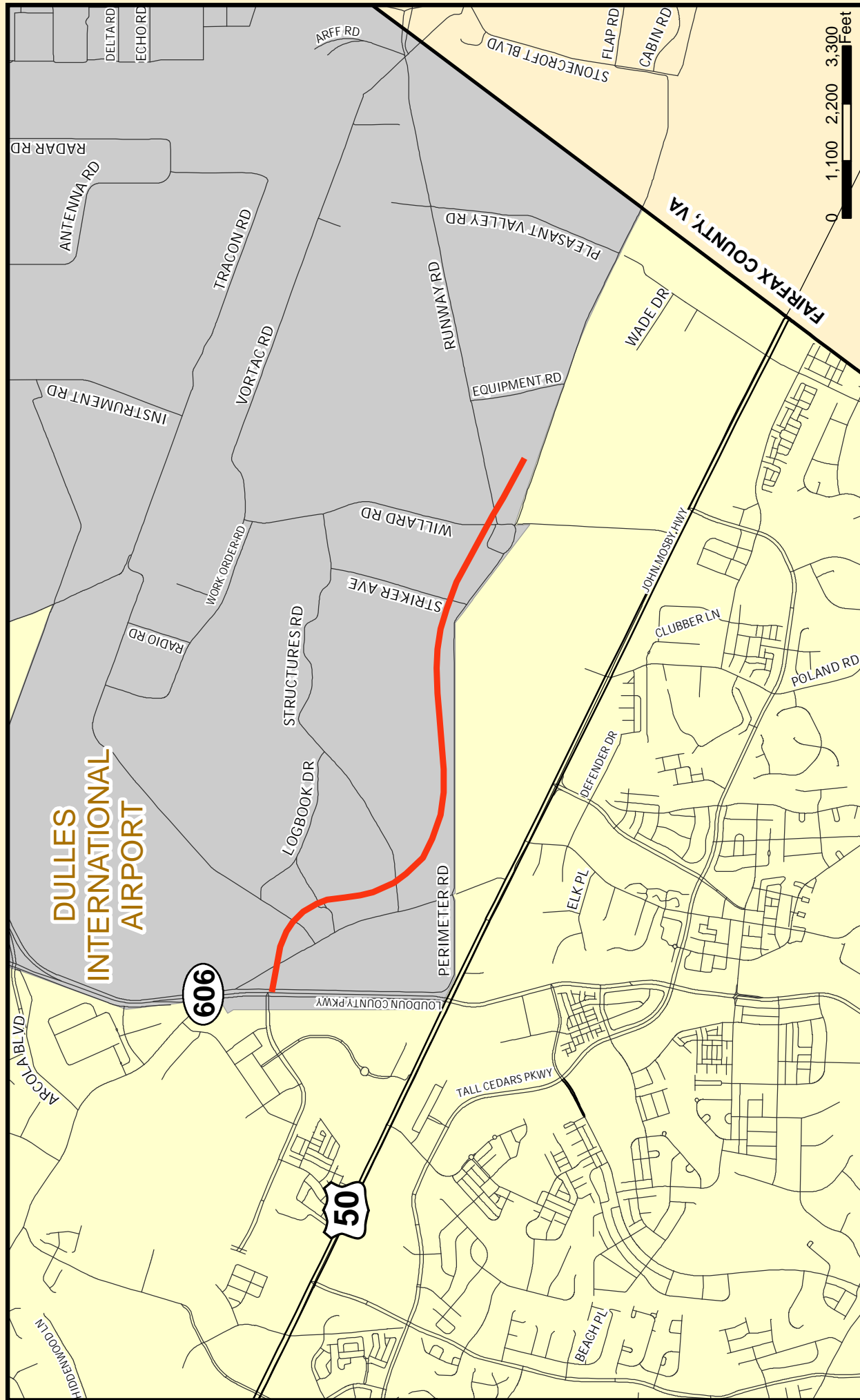
This project is funded using general obligation bonds that will be scheduled for placement on the November 2024 referendum.

### Election District

Dulles



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's   | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|---------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | 18,500        | 18,500        |
| Professional Services       | -            | -       | -       | -       | -       | -       | -       | -            | 6,845         | 6,845         |
| Construction                | -            | -       | -       | -       | -       | -       | -       | -            | 52,035        | 52,035        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | -       | -       | -       | -            | <b>77,380</b> | <b>77,380</b> |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | -       | -            | 77,380        | 77,380        |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| Smart Scale                 | -            | -       | -       | -       | -       | -       | -       | -            | -             | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | -       | -       | -       | -            | <b>77,380</b> | <b>77,380</b> |



**LOUDOUN COUNTY GOVERNMENT**

## FY 2019- FY 2024 Capital Improvements Program Projects

Route 50 North Collector Road (Tall Cedars Pkwy 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 2018-069

Loudoun County Office of Mapping  
and Geographic Information



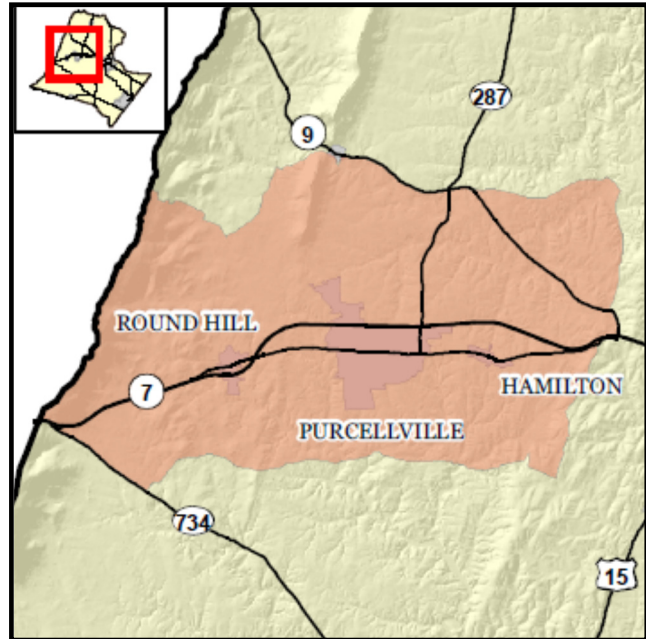
## Route 7 & Hillsboro Road – Interchange

### Project Description – C00196

This project provides for the preliminary design (30%), surveys, environmental and geotechnical due diligence, an Interchange Justification Report (IJR), and construction of an interchange at Route 7 and the Hillsboro Road (Route 690) overpass west of Purcellville. The estimated length of the project is 1.46 miles. 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 because 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.

This project is funded using general obligation bonds that will be scheduled for placement on the November 2019 referendum. All proposed uses of NVTAs 30% local funding on County road projects are subject to allocation of the funds to the County by NVTAs. Smart Scale funds are awarded on a competitive basis by VDOT. The amounts included reflect Loudoun County's award for the VDOT FY 2018 – FY 2023 Six-Year Improvement Plan.

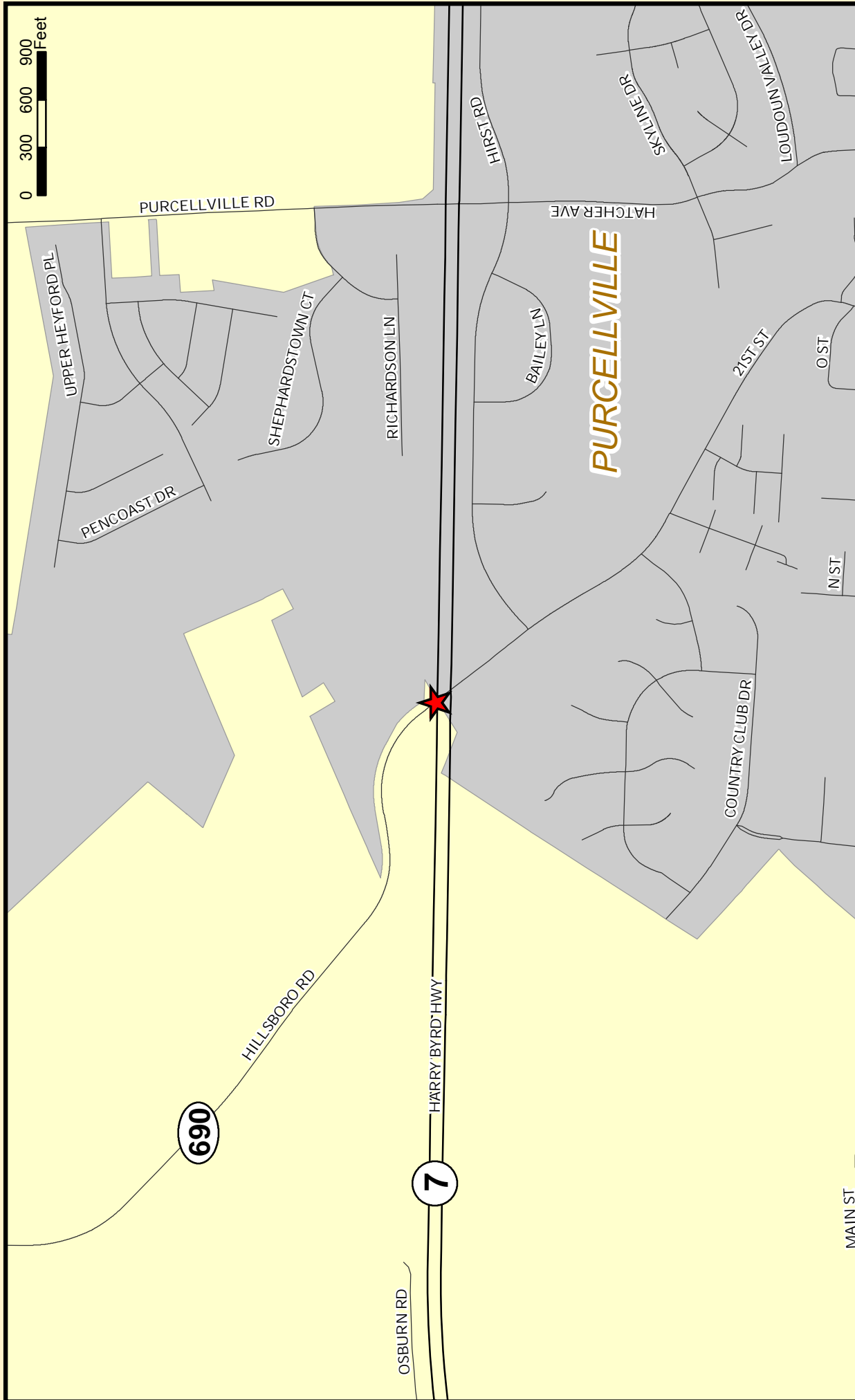


### Election District

Blue Ridge

| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019    | FY 2020      | FY 2021       | FY 2022      | FY 2023      | FY 2024  | 6 Year Total  | Future FY's | Project Total |
|-----------------------------|--------------|------------|--------------|---------------|--------------|--------------|----------|---------------|-------------|---------------|
| Land                        | 2,000        | -          | -            | -             | -            | -            | -        | -             | -           | 2,000         |
| Professional Services       | 5,500        | -          | -            | -             | -            | -            | -        | -             | -           | 5,500         |
| Construction                | -            | -          | 3,845        | 19,420        | 5,500        | 4,065        | -        | 32,830        | -           | 32,830        |
| Furniture, Fixtures & Equip | -            | -          | -            | -             | -            | -            | -        | -             | -           | -             |
| Other                       | -            | 405        | -            | -             | -            | -            | -        | 405           | -           | 405           |
| <b>Total Cost</b>           | <b>7,500</b> | <b>405</b> | <b>3,845</b> | <b>19,420</b> | <b>5,500</b> | <b>4,065</b> | <b>-</b> | <b>33,235</b> | <b>-</b>    | <b>40,735</b> |
| Local Tax Funding           | -            | -          | -            | -             | -            | -            | -        | -             | -           | -             |
| Local Tax Funding - Roads   | -            | 405        | -            | 2,320         | -            | -            | -        | 2,725         | -           | 2,725         |
| Fund Balance                | 1,500        | -          | -            | -             | -            | -            | -        | -             | -           | 1,500         |
| General Obligation Bonds    | 6,000        | -          | -            | 17,100        | -            | -            | -        | 17,100        | -           | 23,100        |
| Proffers (Cash)             | -            | -          | -            | -             | -            | -            | -        | -             | -           | -             |
| State Capital Assistance    | -            | -          | -            | -             | -            | -            | -        | -             | -           | -             |
| CMAQ                        | -            | -          | -            | -             | -            | -            | -        | -             | -           | -             |
| RSTP                        | -            | -          | -            | -             | -            | -            | -        | -             | -           | -             |
| Revenue Sharing             | -            | -          | -            | -             | -            | -            | -        | -             | -           | -             |
| NVTA 70%                    | -            | -          | -            | -             | -            | -            | -        | -             | -           | -             |
| NVTA 30%                    | -            | -          | 3,845        | -             | -            | -            | -        | 3,845         | -           | 3,845         |
| Lease Revenue Financing     | -            | -          | -            | -             | -            | -            | -        | -             | -           | -             |
| Smart Scale                 | -            | -          | -            | -             | 5,500        | 4,065        | -        | 9,565         | -           | 9,565         |
| <b>Total Financing</b>      | <b>7,500</b> | <b>405</b> | <b>3,845</b> | <b>19,420</b> | <b>5,500</b> | <b>4,065</b> | <b>-</b> | <b>33,235</b> | <b>-</b>    | <b>40,735</b> |

| Operating Impact (\$ in 1000s) | FY 2019  | FY 2020    | FY 2021    | FY 2022    | FY 2023    | FY 2024    | Total        |
|--------------------------------|----------|------------|------------|------------|------------|------------|--------------|
| Debt Service                   | -        | 200        | 195        | 190        | 603        | 782        | 1,970        |
| <b>Total Impact</b>            | <b>-</b> | <b>200</b> | <b>195</b> | <b>190</b> | <b>603</b> | <b>782</b> | <b>1,970</b> |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 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 2018-036  
Loudoun County Office of Mapping  
and Geographic Information

## Route 7 & Route 287 – Interchange

### Project Description

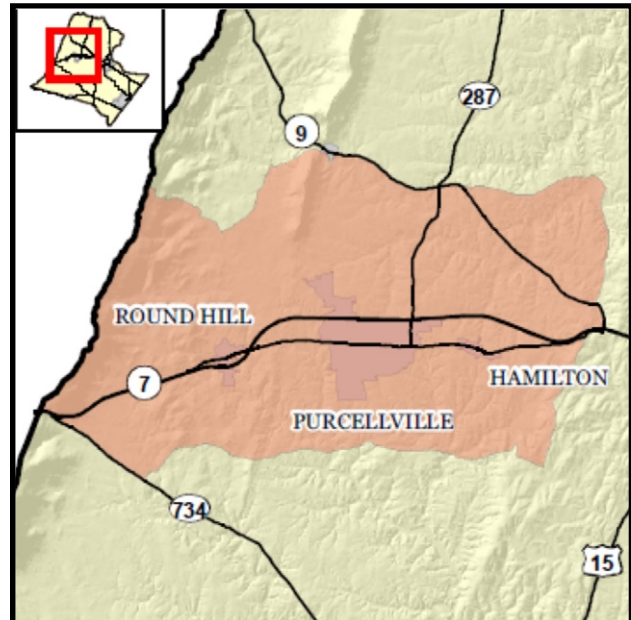
This project provides for the planning, design, and construction of improvements for the Route 7 and Berlin Turnpike (Route 287) Interchange with an estimated distance of 1.19 miles.

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

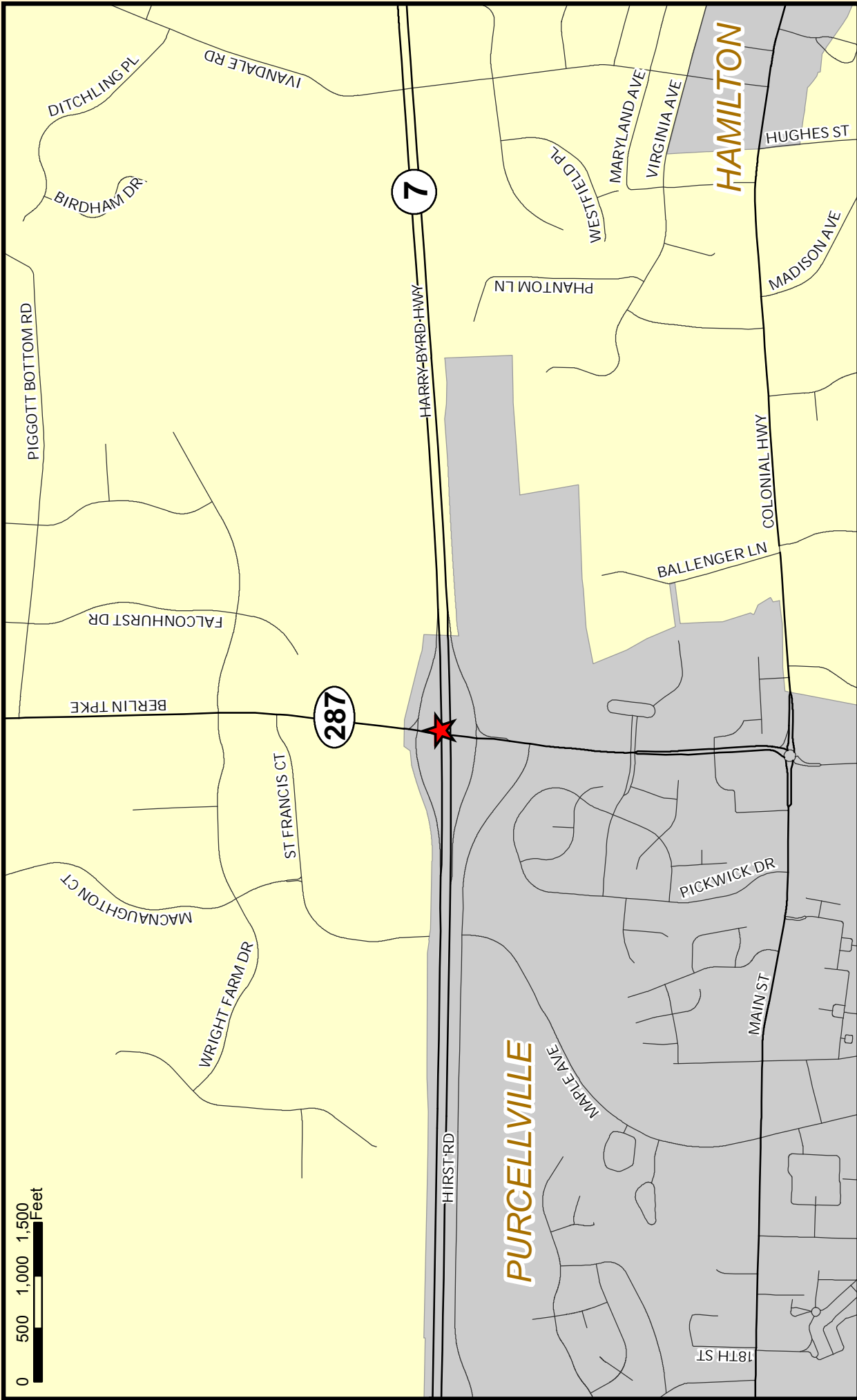
This project will be funded using local tax funding and Smart Scale. Smart Scale funds are awarded on a competitive basis by VDOT. The amounts reflect Loudoun County's award for the VDOT FY 2018 – FY 2023 Six Year Improvements Plan. VDOT has accelerated \$2 million in funding from FY 2022 into FY 2019 to begin design of the project.

### Election District

Blue Ridge



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019      | FY 2020 | FY 2021 | FY 2022      | FY 2023      | FY 2024 | 6 Year Total  | Future FY's | Project Total |
|-----------------------------|--------------|--------------|---------|---------|--------------|--------------|---------|---------------|-------------|---------------|
| Land                        | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| Professional Services       | -            | 2,000        | -       | -       | -            | -            | -       | 2,000         | -           | 2,000         |
| Construction                | -            | -            | -       | -       | 4,390        | 5,001        | -       | 9,391         | -           | 9,391         |
| Furniture, Fixtures & Equip | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| Other                       | -            | 115          | -       | -       | -            | -            | -       | 115           | -           | 115           |
| <b>Total Cost</b>           | -            | <b>2,115</b> | -       | -       | <b>4,390</b> | <b>5,001</b> | -       | <b>11,506</b> | -           | <b>11,506</b> |
| Local Tax Funding           | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| Local Tax Funding - Roads   | -            | 115          | -       | -       | -            | -            | -       | 115           | -           | 115           |
| Fund Balance                | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| General Obligation Bonds    | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| Proffers (Cash)             | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| State Capital Assistance    | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| CMAQ                        | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| RSTP                        | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| Revenue Sharing             | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| NVTA 70%                    | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| NVTA 30%                    | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| Lease Revenue Financing     | -            | -            | -       | -       | -            | -            | -       | -             | -           | -             |
| Smart Scale                 | -            | 2,000        | -       | -       | 4,390        | 5,001        | -       | 11,391        | -           | 11,391        |
| <b>Total Financing</b>      | -            | <b>2,115</b> | -       | -       | <b>4,390</b> | <b>5,001</b> | -       | <b>11,506</b> | -           | <b>11,506</b> |



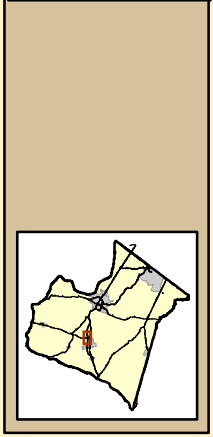
Map Number 2018-035  
Loudoun County Office of Mapping and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 Capital Improvement 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.





## Route 9 & Route 287 – Roundabout

### Project Description – C02095

This project provides for the design, right-of-way acquisition and construction of a roundabout on Route 9 at Berlin Turnpike (Route 287), at an estimated distance of one mile.

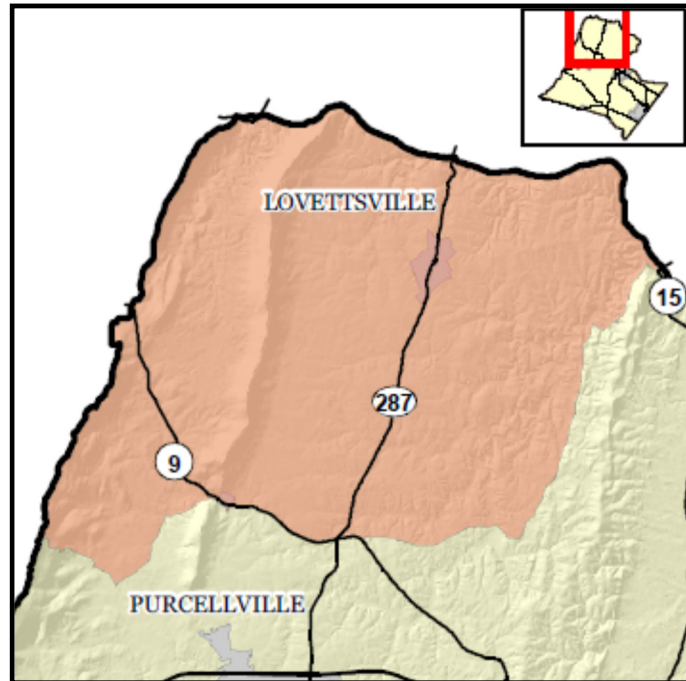
The intersection is currently signalized and experiences significant congestion. The right-of-way is narrow, and environmentally sensitive areas are in the vicinity of the project. A draft report presenting design alternatives was completed by VDOT in August 2015.

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

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

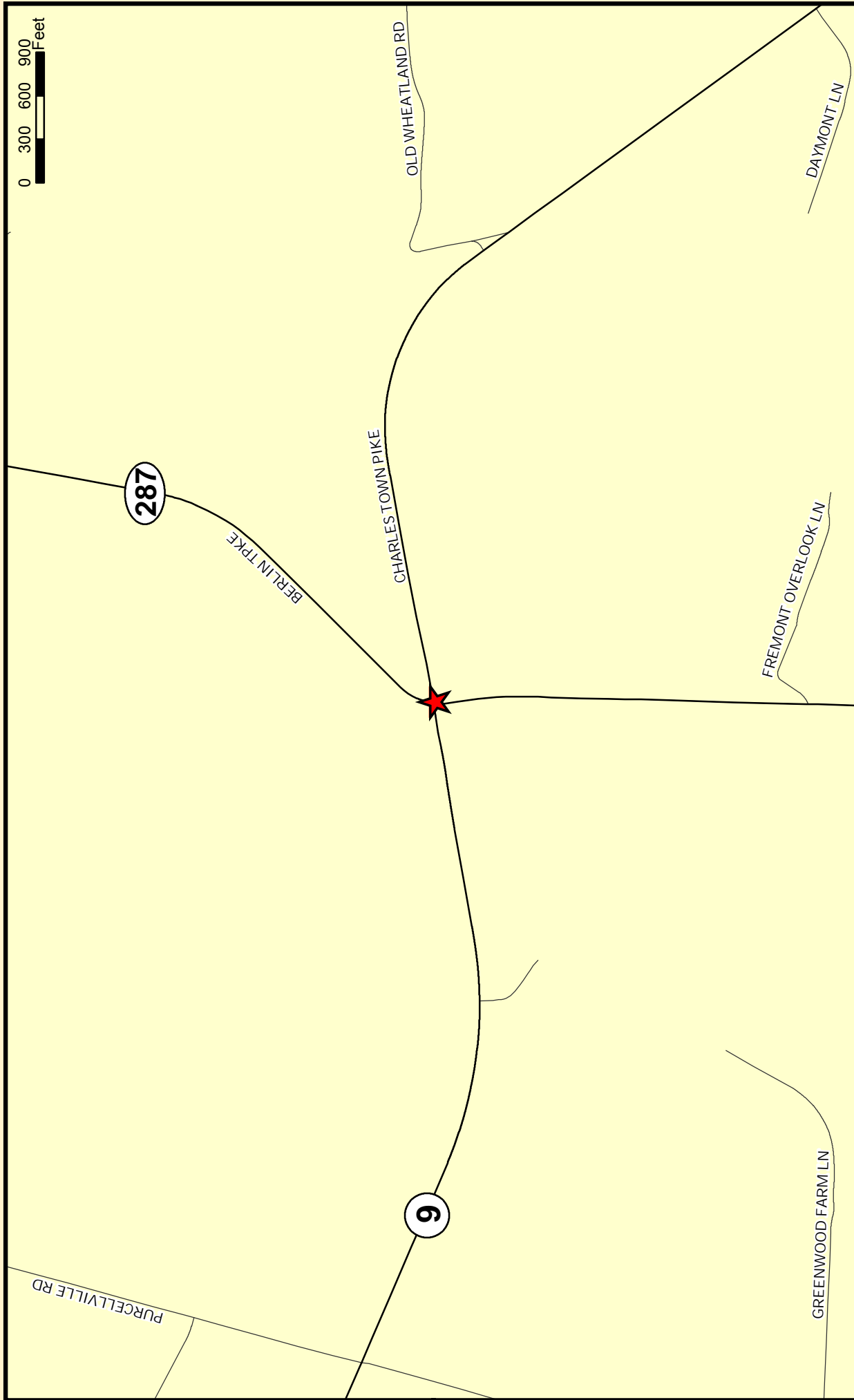
### Election District

Blue Ridge, Catoctin



|                             | Prior        |          |               |          |          |          |          | 6 Year        | Future   | Project       |
|-----------------------------|--------------|----------|---------------|----------|----------|----------|----------|---------------|----------|---------------|
| Capital (\$ in 1000s)       | Alloc.       | FY 2019  | FY 2020       | FY 2021  | FY 2022  | FY 2023  | FY 2024  | Total         | FY's     | Total         |
| Land                        | -            | -        | 955           | -        | -        | -        | -        | 955           | -        | 955           |
| Professional Services       | 1,228        | -        | -             | -        | -        | -        | -        | -             | -        | 1,228         |
| Construction                | -            | -        | 12,300        | -        | -        | -        | -        | 12,300        | -        | 12,300        |
| Furniture, Fixtures & Equip | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| Other                       | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| <b>Total Cost</b>           | <b>1,228</b> | <b>-</b> | <b>13,255</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>13,255</b> | <b>-</b> | <b>14,483</b> |
| Local Tax Funding           | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| Local Tax Funding - Roads   | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| Fund Balance                | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| General Obligation Bonds    | -            | -        | 13,255        | -        | -        | -        | -        | 13,255        | -        | 13,255        |
| Proffers (Cash)             | 228          | -        | -             | -        | -        | -        | -        | -             | -        | 228           |
| State Capital Assistance    | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| CMAQ                        | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| RSTP                        | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| Revenue Sharing             | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| NVTA 70%                    | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| NVTA 30%                    | 1,000        | -        | -             | -        | -        | -        | -        | -             | -        | 1,000         |
| Lease Revenue Financing     | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| Smart Scale                 | -            | -        | -             | -        | -        | -        | -        | -             | -        | -             |
| <b>Total Financing</b>      | <b>1,228</b> | <b>-</b> | <b>13,255</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>13,255</b> | <b>-</b> | <b>14,483</b> |

| Operating Impact (\$ in 1000s) | FY 2019  | FY 2020  | FY 2021  | FY 2022   | FY 2023   | FY 2024    | Total      |
|--------------------------------|----------|----------|----------|-----------|-----------|------------|------------|
| Debt Service                   | -        | -        | -        | 98        | 95        | 584        | 777        |
| <b>Total Impact</b>            | <b>-</b> | <b>-</b> | <b>-</b> | <b>98</b> | <b>95</b> | <b>584</b> | <b>777</b> |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 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 2018-037  
Loudoun County Office of Mapping  
and Geographic Information



## Ryan Road Widening – Evergreen Mills Road to Northstar Boulevard

### Project Description

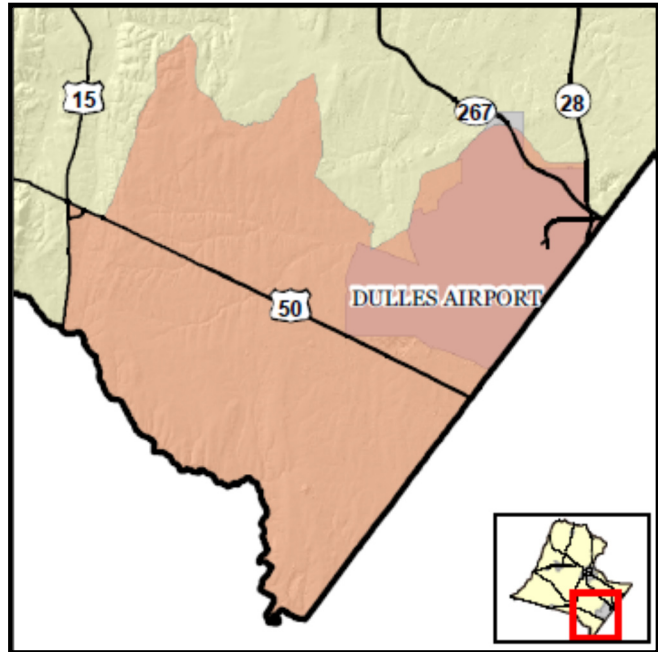
This project provides for the planning, design, right-of-way acquisition, and widening along Ryan Road between Evergreen Mills Road (Route 621) and Northstar Boulevard (Route 659).

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

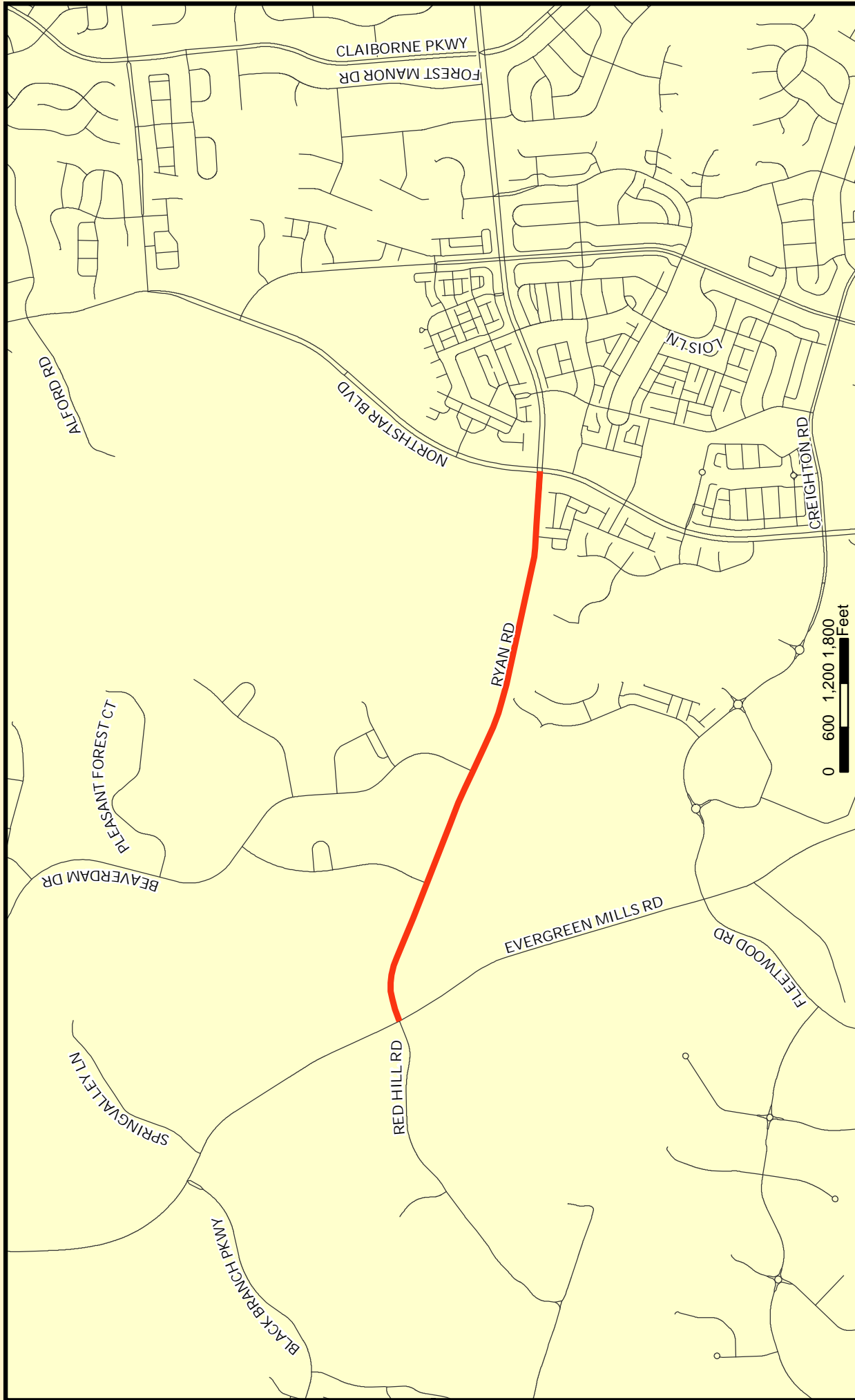
Authorization to see general obligation bonds will be scheduled for placement on the November 2022 referendum.

### Election District

Blue Ridge



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | 3,970       | 3,970         |
| Professional Services       | -            | -       | -       | -       | -       | -       | 1,835   | 1,835        | -           | 1,835         |
| Construction                | -            | -       | -       | -       | -       | -       | -       | -            | 15,175      | 15,175        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | -       | -       | 1,835   | 1,835        | 19,145      | 20,980        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | 1,835   | 1,835        | 19,145      | 20,980        |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | -       | -       | 1,835   | 1,835        | 19,145      | 20,980        |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 - FY 2024 Capital Improvement Program Projects

Ryan Road Widening (Evergreen Mills Rd 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 2018-057  
Loudoun County Office of Mapping  
and Geographic Information

## Seneca Ridge Drive Improvements – South Cottage Road to Augusta Drive

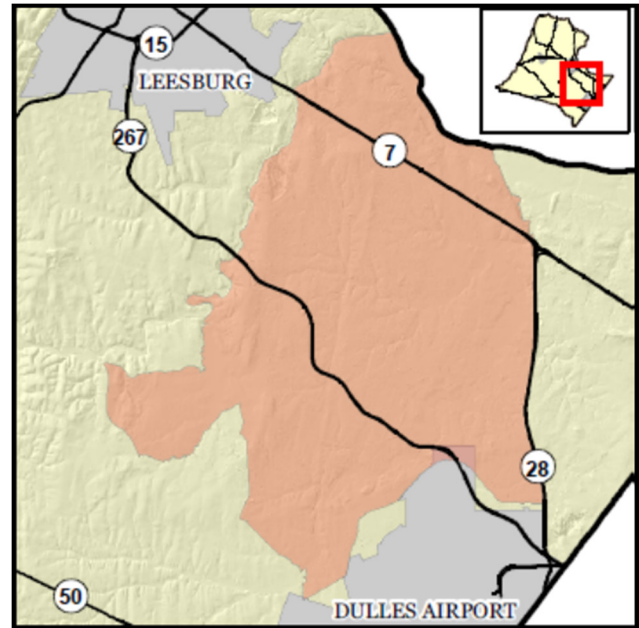
### Project Description

This project provides for the planning, design, right-of-way acquisition, and construction of roadway and intersection improvements along Seneca Ridge Drive (Route 1760) between South Cottage Road (1724) and Augusta Drive (Route 2700) to reduce congestion and improve pedestrian movements.

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

### Election District

Sterling, Algonkian



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019      | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|--------------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | 355          | -       | -       | -       | -       | -       | 355          | -           | 355           |
| Construction                | -            | 685          | -       | -       | -       | -       | -       | 685          | -           | 685           |
| Furniture, Fixtures & Equip | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | <b>1,040</b> | -       | -       | -       | -       | -       | <b>1,040</b> | -           | <b>1,040</b>  |
| Local Tax Funding           | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | 1,040        | -       | -       | -       | -       | -       | 1,040        | -           | 1,040         |
| Fund Balance                | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 30%                    | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Transit Fees                | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax          | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Sale of Land  | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | <b>1,040</b> | -       | -       | -       | -       | -       | <b>1,040</b> | -           | <b>1,040</b>  |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 - FY 2024 Capital Improvement Program Projects

Seneca Ridge Drive Improvements (S. Cottage Rd to Augusta Dr)

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



Map Number 2018-058  
Loudoun County Office of Mapping  
and Geographic Information



## Shellhorn Road – Loudoun County Parkway to Randolph Drive

### Project Description – C02125

This project provides for the planning, design, right-of-way acquisition, and construction of Shellhorn Road (Route 643) from Loudoun County Parkway (Route 606) to Randolph Drive (Route 1072). The project also entails the construction of a four-lane roadway within a 120-foot right-of-way with an estimated length of 2.37 miles.

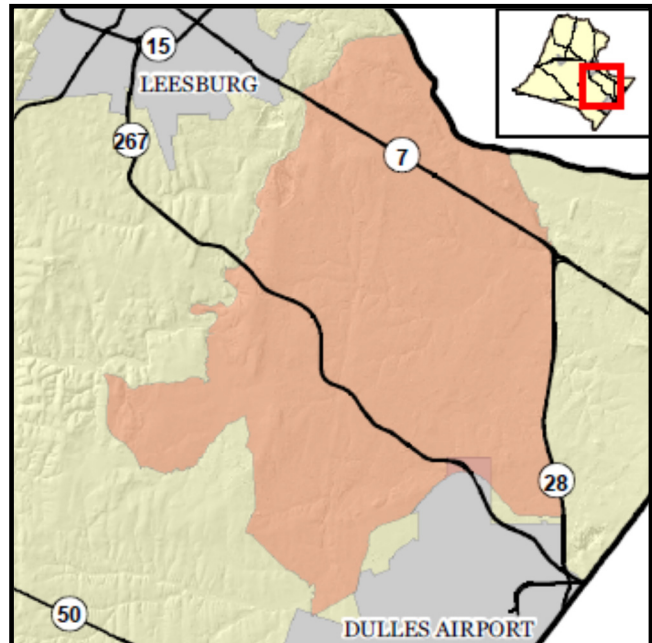
The road improvements are being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

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

State Revenue Sharing and NVT A 70% regional funds are applied for and awarded on a competitive basis. All proposed uses of State Revenue Sharing and NVT A 70% regional funding on County road projects are subject to award by VDOT and NVT A, respectively. This project is also funded using general obligation bonds that will be scheduled for placement on the November 2021 referendum.

### Election District

Broad Run

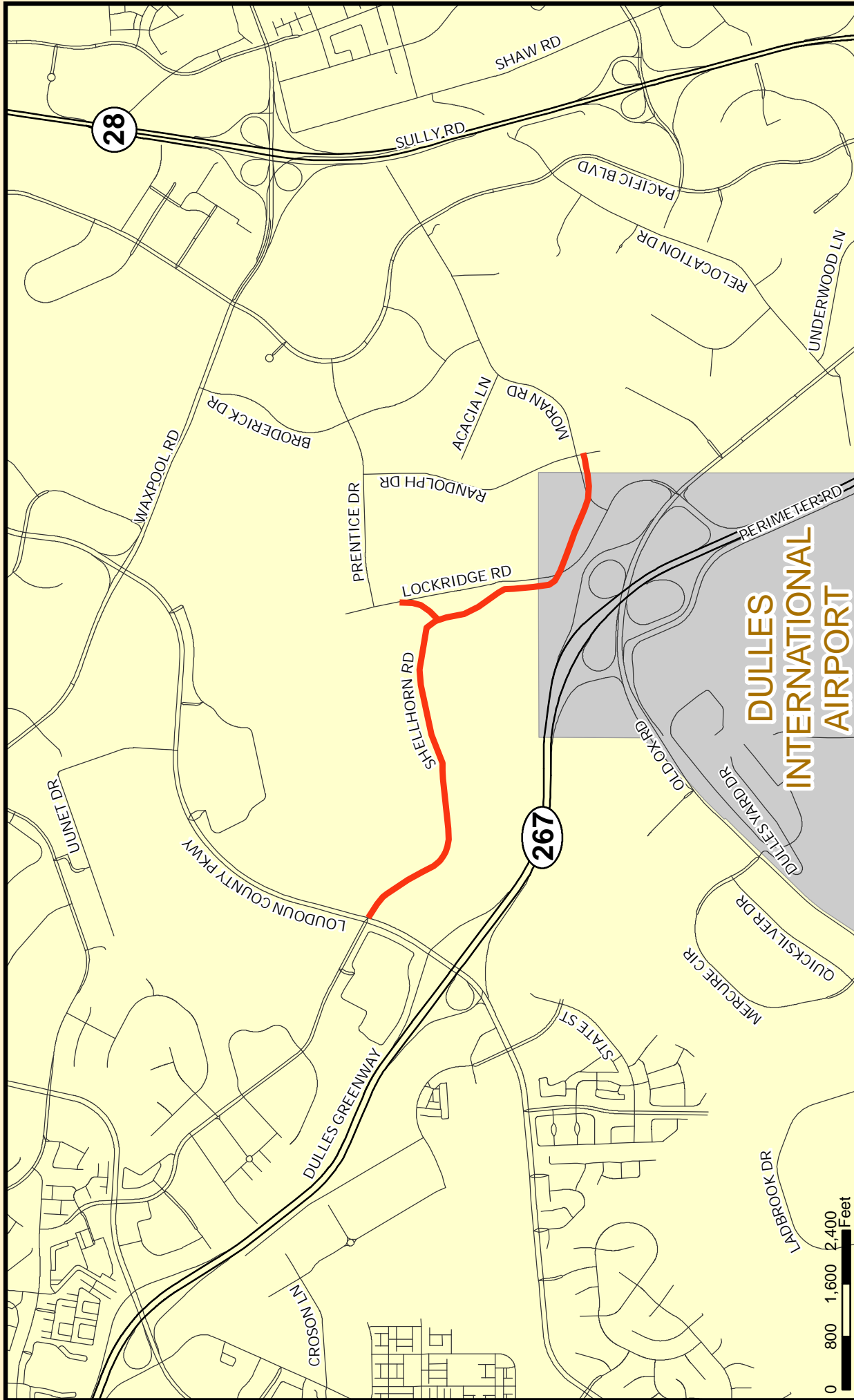


| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019  | FY 2020       | FY 2021      | FY 2022  | FY 2023        | FY 2024  | 6 Year Total   | Future FY's | Project Total  |
|-----------------------------|--------------|----------|---------------|--------------|----------|----------------|----------|----------------|-------------|----------------|
| Land                        | -            | -        | 10,000        | -            | -        | -              | -        | 10,000         | -           | 10,000         |
| Professional Services       | 8,000        | -        | -             | -            | -        | -              | -        | -              | -           | 8,000          |
| Construction                | -            | -        | -             | -            | -        | 102,750        | -        | 102,750        | -           | 102,750        |
| Furniture, Fixtures & Equip | -            | -        | -             | -            | -        | -              | -        | -              | -           | -              |
| Other                       | -            | -        | -             | 6,000        | -        | -              | -        | 6,000          | -           | 6,000          |
| <b>Total Cost</b>           | <b>8,000</b> | <b>-</b> | <b>10,000</b> | <b>6,000</b> | <b>-</b> | <b>102,750</b> | <b>-</b> | <b>118,750</b> | <b>-</b>    | <b>126,750</b> |
| Local Tax Funding           | -            | -        | -             | -            | -        | -              | -        | -              | -           | -              |
| Local Tax Funding - Roads   | -            | -        | -             | -            | -        | 10,963         | -        | 10,963         | -           | 10,963         |
| Fund Balance                | -            | -        | -             | -            | -        | -              | -        | -              | -           | -              |
| General Obligation Bonds    | 8,000        | -        | -             | -            | -        | 86,787         | -        | 86,787         | -           | 94,787         |
| Proffers (Cash)             | -            | -        | -             | -            | -        | -              | -        | -              | -           | -              |
| State Capital Assistance    | -            | -        | -             | -            | -        | -              | -        | -              | -           | -              |
| CMAQ                        | -            | -        | -             | -            | -        | -              | -        | -              | -           | -              |
| RSTP                        | -            | -        | -             | -            | -        | -              | -        | -              | -           | -              |
| Revenue Sharing             | -            | -        | -             | -            | -        | 5,000          | -        | 5,000          | -           | 5,000          |
| NVT A 70%                   | -            | -        | 10,000        | 6,000        | -        | -              | -        | 16,000         | -           | 16,000         |
| NVT A 30%                   | -            | -        | -             | -            | -        | -              | -        | -              | -           | -              |
| Lease Revenue Financing     | -            | -        | -             | -            | -        | -              | -        | -              | -           | -              |
| Smart Scale                 | -            | -        | -             | -            | -        | -              | -        | -              | -           | -              |
| <b>Total Financing</b>      | <b>8,000</b> | <b>-</b> | <b>10,000</b> | <b>6,000</b> | <b>-</b> | <b>102,750</b> | <b>-</b> | <b>118,750</b> | <b>-</b>    | <b>126,750</b> |

| Operating Impact (\$ in 1000s) | FY 2019  | FY 2020    | FY 2021    | FY 2022    | FY 2023    | FY 2024      | Total        |
|--------------------------------|----------|------------|------------|------------|------------|--------------|--------------|
| Debt Service                   | -        | 800        | 780        | 760        | 740        | 1,520        | 4,600        |
| <b>Total Impact</b>            | <b>-</b> | <b>800</b> | <b>780</b> | <b>760</b> | <b>740</b> | <b>1,520</b> | <b>4,600</b> |





Map Number 2018-010  
Loudoun County Office of Mapping  
and Geographic Information

# LOUDOUN COUNTY GOVERNMENT

FY 2019- FY 2024 Capital Improvements Program Projects  
**SHELLHORN RD - LOUDOUN COUNTY PKWY TO RANDOLPH DR**  
The road alignment depicted on this map is conceptual in nature  
and may be revised due to design and engineering considerations.



## Trailhead Drive & Braddock Road – Roundabout

### Project Description

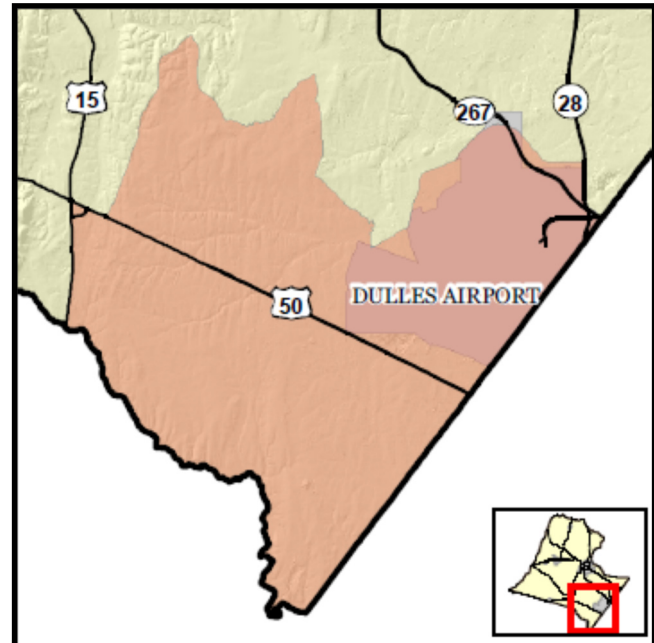
This project provides for the planning, design, right-of-way acquisition, and construction of a roundabout at the intersection of Trailhead Drive (Route 3395) and Braddock Road (Route 705).

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

Authorization to sell general obligation bonds will be scheduled for placement on the November 2022 referendum.

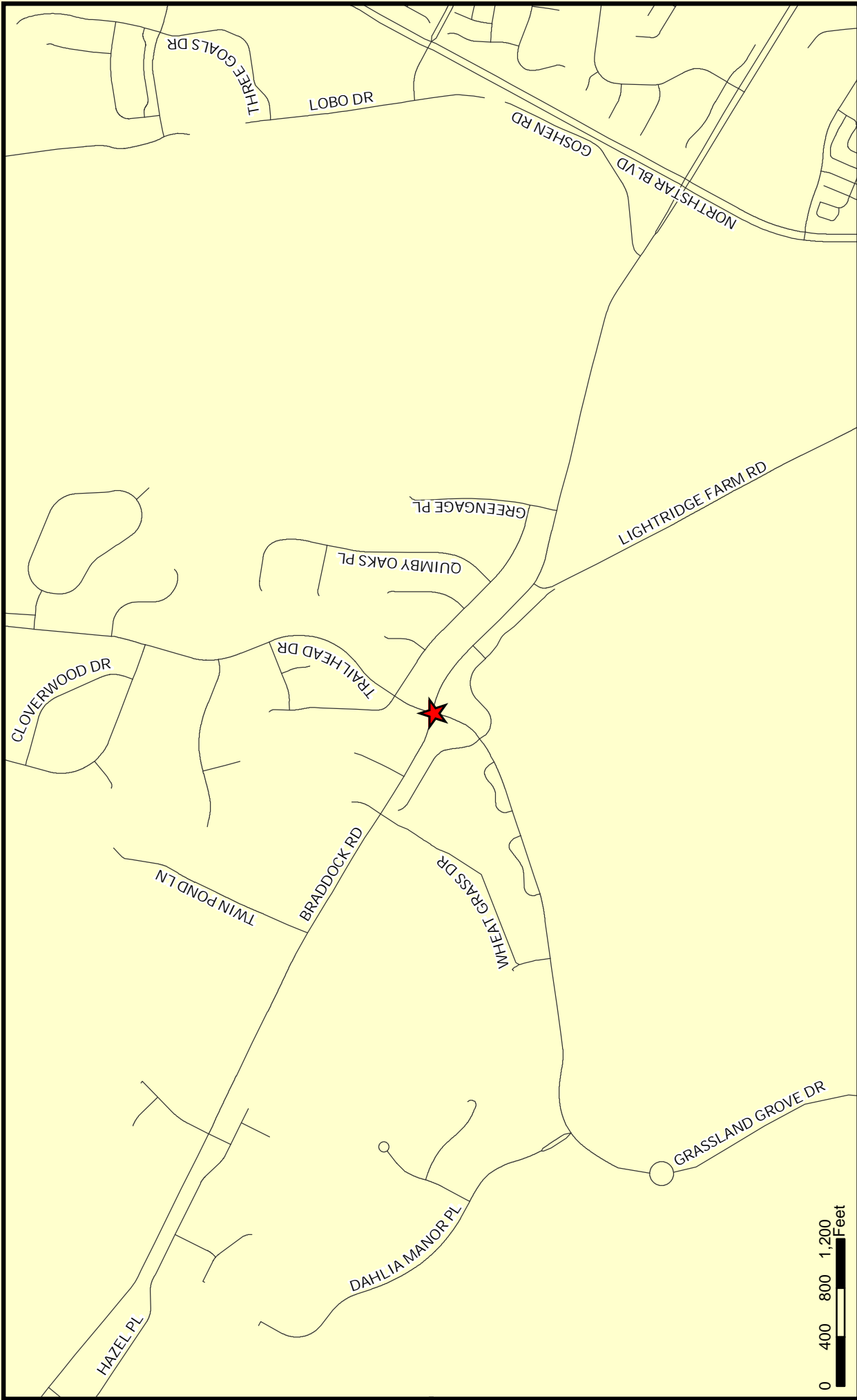
### Election District

Blue Ridge



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | 2,190  | 2,190   |
| Professional Services       | -      | -       | -       | -       | -       | -       | 1,015   | 1,015  | -      | 1,015   |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -      | 8,290  | 8,290   |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | 1,015   | 1,015  | 10,480 | 11,495  |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Tax Funding - Roads   | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | 1,015   | 1,015  | 10,480 | 11,495  |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| CMAQ                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| RSTP                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Revenue Sharing             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| NVTA 70%                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| NVTA 30%                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Smart Scale                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | 1,015   | 1,015  | 10,480 | 11,495  |





# LOUDOUN COUNTY GOVERNMENT

FY 2019 - FY 2024 Capital Improvement Program Projects

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



Map Number 2018-059  
 Loudoun County Office of Mapping  
 and Geographic Information

## Waxpool Road / Loudoun County Parkway Intersection

### Project Description – C02089

This project provides for the planning, design, right-of-way acquisition, and construction of intersection improvements at Loudoun County Parkway at Waxpool Road (Route 625) with an estimated length of 0.47 miles. The project entails modifications to accommodate the westbound Waxpool Road left turns onto southbound Loudoun County Parkway, as well as the 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.

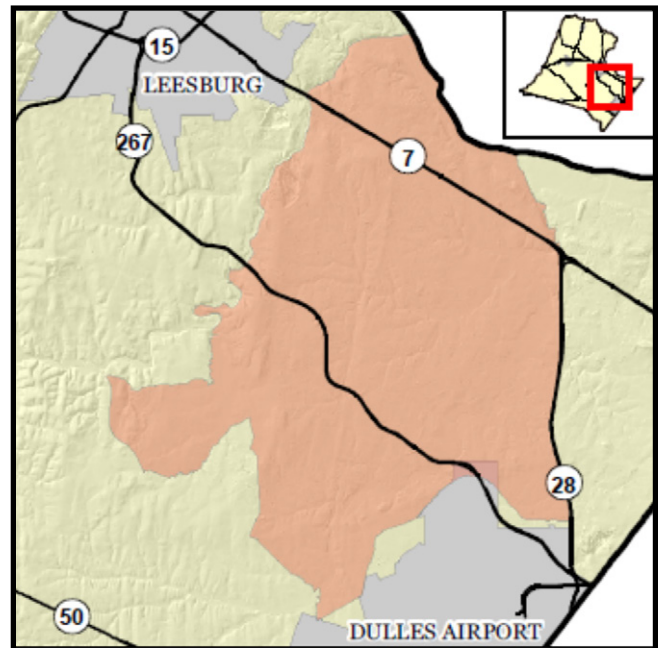
This road is being designed and constructed to VDOT standards and will become part of the VDOT system for maintenance.

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

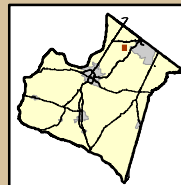
Smart Scale funds are awarded on a competitive basis by VDOT. The amounts reflect Loudoun County's award for the VDOT FY 2018 – FY 2023 Six-Year Improvement Plan. Congestion Mitigation and Air Quality (CMAQ) funds are also planned for this project.

### Election District

Broad Run



| Capital                     | (\$ in 1000s) | Prior Alloc. | FY 2019      | FY 2020  | FY 2021  | FY 2022  | FY 2023  | FY 2024  | 6 Year Total | Future FY's | Project Total |
|-----------------------------|---------------|--------------|--------------|----------|----------|----------|----------|----------|--------------|-------------|---------------|
| Land                        |               | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Professional Services       |               | 660          | -            | -        | -        | -        | -        | -        | -            | -           | 660           |
| Construction                |               | 2,060        | 3,568        | -        | -        | -        | -        | -        | 3,568        | -           | 5,628         |
| Furniture, Fixtures & Equip |               | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Other                       |               | -            | 60           | -        | -        | -        | -        | -        | 60           | -           | 60            |
| <b>Total Cost</b>           |               | <b>2,720</b> | <b>3,628</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>3,628</b> | <b>-</b>    | <b>6,348</b>  |
| Local Tax Funding           |               | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Local Tax Funding - Roads   |               | 146          | 60           | -        | -        | -        | -        | -        | 60           | -           | 206           |
| Fund Balance                |               | 361          | -            | -        | -        | -        | -        | -        | -            | -           | 361           |
| General Obligation Bonds    |               | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Proffers (Cash)             |               | 2,213        | -            | -        | -        | -        | -        | -        | -            | -           | 2,213         |
| State Capital Assistance    |               | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| CMAQ                        |               | -            | 3,291        | -        | -        | -        | -        | -        | 3,291        | -           | 3,291         |
| RSTP                        |               | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Revenue Sharing             |               | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| NVTA 70%                    |               | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| NVTA 30%                    |               | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Lease Revenue Financing     |               | -            | -            | -        | -        | -        | -        | -        | -            | -           | -             |
| Smart Scale                 |               | -            | 277          | -        | -        | -        | -        | -        | 277          | -           | 277           |
| <b>Total Financing</b>      |               | <b>2,720</b> | <b>3,628</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>3,628</b> | <b>-</b>    | <b>6,348</b>  |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 Capital Improvement Program Projects

WAXPOOL RD AND 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 2018-029  
Loudoun County Office of Mapping  
and Geographic Information

## Westwind Drive – State Street to Ladbrook Drive

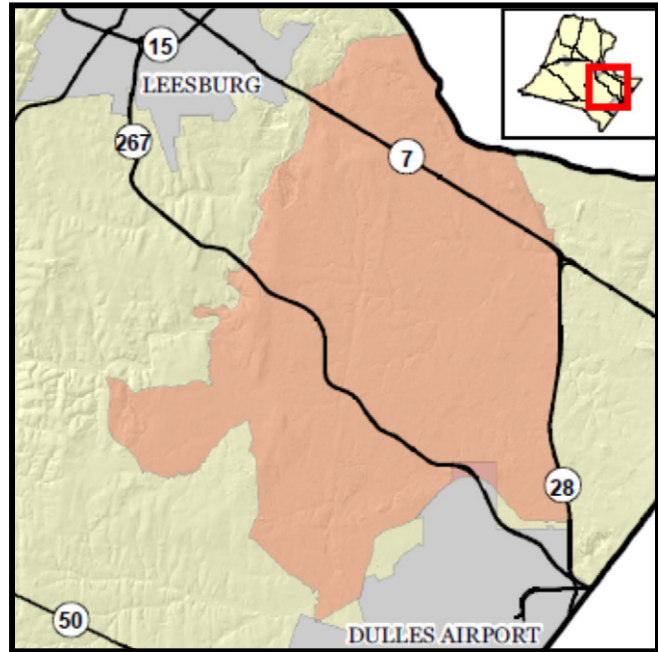
### Project Description

This project provides for the planning, design, right-of-way acquisition and construction of Westwind Drive (Route 2141) between State Street and Ladbrook Drive (Route 1276). The project entails the construction of a four-lane, median-divided roadway within a 120-foot right-of-way, an estimated length of 0.63 miles.

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.

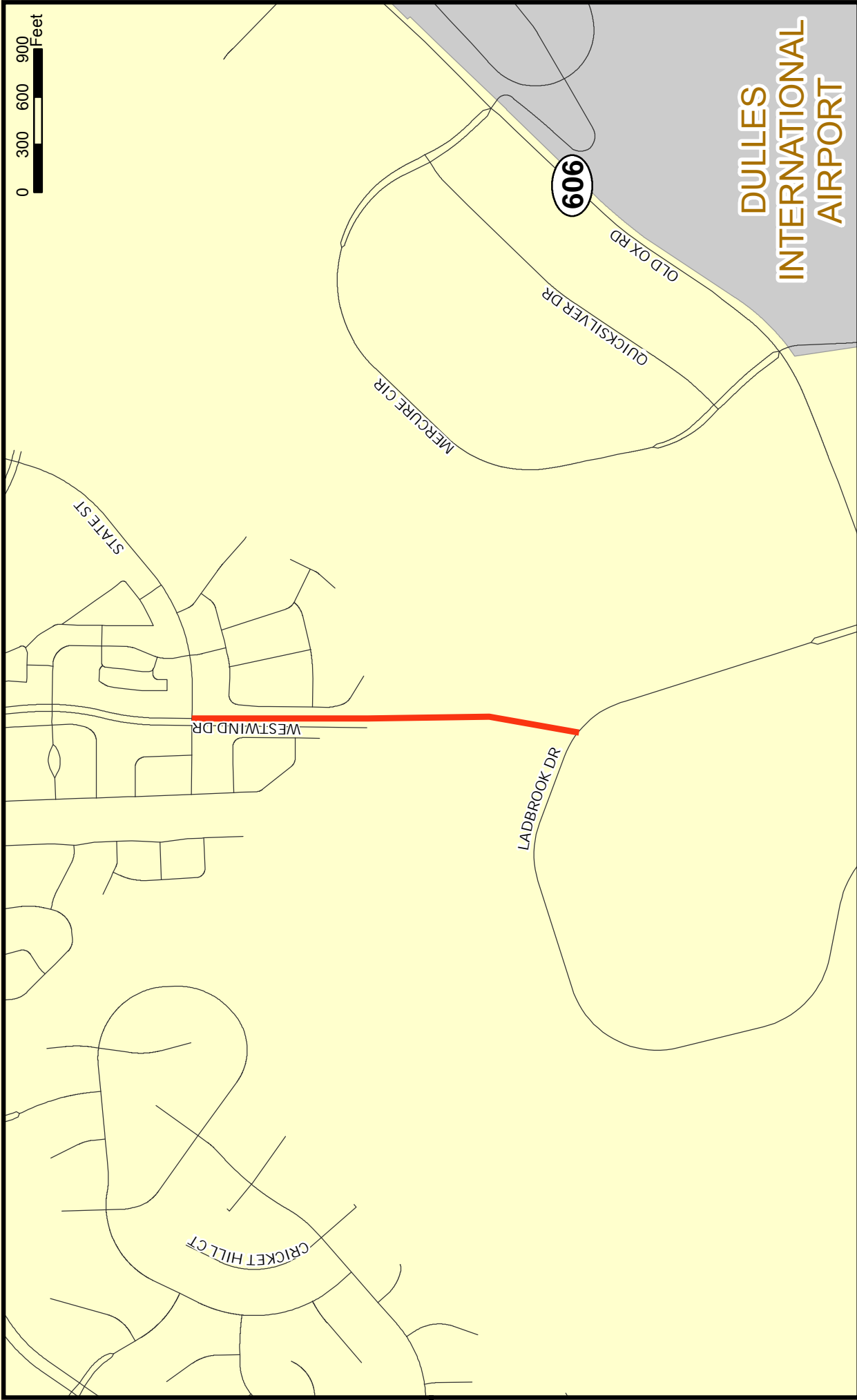
All proposed uses of NVTA 30% local funding on County road projects are subject to allocation of the funds by NVTA. Smart Scale funds are awarded on a competitive basis by VDOT. This project is also funded using general obligation bonds and authorization to sell general obligation bonds will be scheduled for placement on the November 2019 referendum. The amounts reflect Loudoun County's award for the VDOT FY 2018 – FY 2023 Six-Year Improvement Program.



### Election District

Dulles

| Capital (\$ in 1000s)          | Prior Alloc. | FY 2019      | FY 2020      | FY 2021      | FY 2022       | FY 2023      | FY 2024 | 6 Year Total  | Future FY's | Project Total |
|--------------------------------|--------------|--------------|--------------|--------------|---------------|--------------|---------|---------------|-------------|---------------|
| Land                           | -            | -            | 1,350        | 7,900        | -             | -            | -       | 9,250         | -           | 9,250         |
| Professional Services          | -            | 8,320        | -            | -            | -             | -            | -       | 8,320         | -           | 8,320         |
| Construction                   | -            | -            | 3,650        | -            | 20,135        | 9,436        | -       | 33,221        | -           | 33,221        |
| Furniture, Fixtures & Equip    | -            | -            | -            | -            | -             | -            | -       | -             | -           | -             |
| Other                          | -            | 510          | -            | -            | -             | -            | -       | 510           | -           | 510           |
| <b>Total Cost</b>              | -            | <b>8,830</b> | <b>5,000</b> | <b>7,900</b> | <b>20,135</b> | <b>9,436</b> | -       | <b>51,301</b> | -           | <b>51,301</b> |
| Local Tax Funding              | -            | 8,261        | -            | -            | -             | -            | -       | 8,261         | -           | 8,261         |
| Local Tax Funding - Roads      | -            | 430          | 5,000        | -            | -             | -            | -       | 5,430         | -           | 5,430         |
| Fund Balance                   | -            | -            | -            | -            | -             | -            | -       | -             | -           | -             |
| General Obligation Bonds       | -            | -            | -            | 7,900        | 9,750         | -            | -       | 17,650        | -           | 17,650        |
| Proffers (Cash)                | -            | -            | -            | -            | -             | -            | -       | -             | -           | -             |
| State Capital Assistance       | -            | -            | -            | -            | -             | -            | -       | -             | -           | -             |
| CMAQ                           | -            | -            | -            | -            | -             | -            | -       | -             | -           | -             |
| RSTP                           | -            | -            | -            | -            | -             | -            | -       | -             | -           | -             |
| Revenue Sharing                | -            | -            | -            | -            | -             | -            | -       | -             | -           | -             |
| NVTA 70%                       | -            | -            | -            | -            | -             | -            | -       | -             | -           | -             |
| NVTA 30%                       | -            | 139          | -            | -            | -             | -            | -       | 139           | -           | 139           |
| Lease Revenue Financing        | -            | -            | -            | -            | -             | -            | -       | -             | -           | -             |
| Smart Scale                    | -            | -            | -            | -            | 10,385        | 9,436        | -       | 19,821        | -           | 19,821        |
| <b>Total Financing</b>         | -            | <b>8,830</b> | <b>5,000</b> | <b>7,900</b> | <b>20,135</b> | <b>9,436</b> | -       | <b>51,301</b> | -           | <b>51,301</b> |
|                                |              |              |              |              |               |              |         |               |             |               |
| Operating Impact (\$ in 1000s) |              | FY 2019      | FY 2020      | FY 2021      | FY 2022       | FY 2023      | FY 2024 | Total         |             |               |
| Debt Service                   |              | -            | -            | -            | 790           | 1,170        | 1,718   | 3,678         |             |               |
| Total Impact                   |              | -            | -            | -            | 790           | 1,170        | 1,718   | 3,678         |             |               |



# LOUDOUN COUNTY GOVERNMENT

FY 2019 – FY 2024 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 2018-030  
Loudoun County Office of Mapping  
and Geographic Information





# Capital Improvement Program

FY 2019 Adopted Budget

## **Sidewalks, Traffic Signals, and Traffic Calming**





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

| Capital (\$ in 1000s)                          | Prior<br>Alloc. | FY 2019      | FY 2020      | FY 2021       | FY 2022       | FY 2023       | FY 2024       | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
|--|-----------------|--------------|--------------|---------------|---------------|---------------|---------------|-----------------|----------------|------------------|
| <b>Sidewalks, Signals, and Traffic Calming</b> |                 |              |              |               |               |               |               |                 |                |                  |
| <b>Projects</b>                                |                 |              |              |               |               |               |               |                 |                |                  |
| Contingency - Sidewalk                         | 2,000           | 1,000        | 1,000        | 1,000         | 1,000         | 1,000         | 1,000         | 6,000           | 4,000          | 12,000           |
| Contingency - Traffic Calming                  | 200             | 250          | 250          | 250           | 250           | 250           | 250           | 1,500           | 1,000          | 2,700            |
| Contingency - Traffic Signal                   | 1,000           | 750          | 750          | 750           | 750           | 750           | 750           | 4,500           | 3,000          | 8,500            |
| Belmont Ridge & Legacy Park - Traffic Signal   | -               | -            | -            | -             | -             | -             | 200           | 200             | 800            | 1,000            |
| Harmony Middle School - Sidewalk               | -               | -            | -            | -             | 1,260         | -             | 1,900         | 3,160           | -              | 3,160            |
| Intersection Improvements                      | -               | 1,612        | 2,215        | 6,355         | 13,165        | 13,690        | 14,235        | 51,272          | 62,900         | 114,172          |
| Poland Road - Shared Use Path                  | -               | -            | -            | -             | 1,220         | -             | 1,065         | 2,285           | -              | 2,285            |
| River Creek Pkwy- Sidewalk                     | -               | -            | -            | -             | 1,315         | -             | -             | 1,315           | -              | 1,315            |
| Sterling Blvd/W&OD Overpass                    | -               | -            | -            | 7,745         | -             | -             | -             | 7,745           | -              | 7,745            |
| Route 7 Pedestrian Improvements                | -               | 855          | -            | 1,000         | 1,000         | 4,200         | -             | 7,055           | -              | 7,055            |
| Loudoun Co. Parkway Shared-Use Path            | -               | -            | -            | -             | -             | -             | -             | -               | 8,435          | 8,435            |
| Ryan Rd & Olympia Dr - Traffic Signal          | -               | -            | -            | -             | -             | -             | 200           | 200             | 800            | 1,000            |
| Sidewalk & Trail Program                       | -               | -            | -            | -             | 1,110         | 1,925         | 10,020        | 13,055          | 56,450         | 69,505           |
| <b>Budgetary Cost</b>                          | <b>3,200</b>    | <b>4,467</b> | <b>4,215</b> | <b>17,100</b> | <b>21,070</b> | <b>21,815</b> | <b>29,620</b> | <b>98,287</b>   | <b>137,385</b> | <b>238,872</b>   |
| <b>Funding Source</b>                          |                 |              |              |               |               |               |               |                 |                |                  |
| Local Tax Funding - Roads                      | -               | 3,612        | 2,000        | 2,000         | 3,000         | 2,000         | 2,400         | 15,012          | 9,600          | 24,612           |
| General Obligation Bonds                       | -               | -            | 2,215        | 15,100        | 18,070        | 19,815        | 27,220        | 82,420          | 127,785        | 210,205          |
| Proffers (Cash)                                | -               | -            | -            | -             | -             | -             | -             | -               | -              | -                |
| NVTA 30%                                       | 3,200           | -            | -            | -             | -             | -             | -             | -               | -              | 3,200            |
| Lease Revenue Financing                        | -               | 855          | -            | -             | -             | -             | -             | 855             | -              | 855              |
| <b>Total Funding Source</b>                    | <b>3,200</b>    | <b>4,467</b> | <b>4,215</b> | <b>17,100</b> | <b>21,070</b> | <b>21,815</b> | <b>29,620</b> | <b>98,287</b>   | <b>137,385</b> | <b>238,872</b>   |

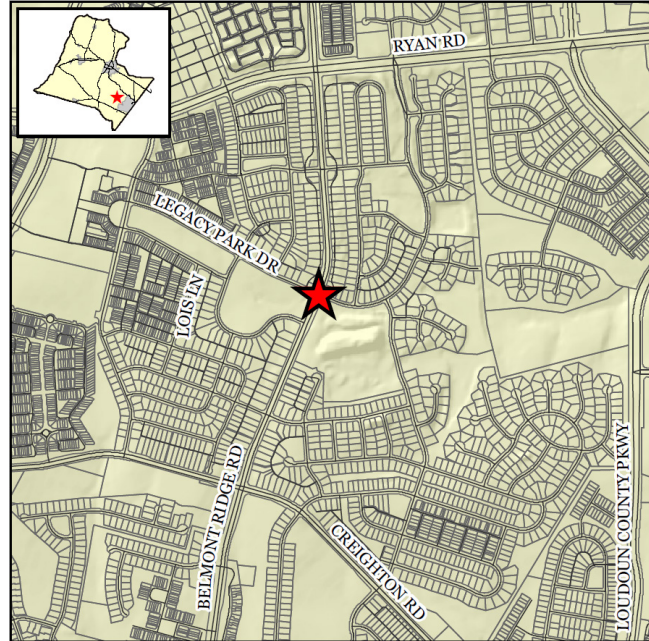
## Belmont Ridge Rd & Legacy Park Drive – Traffic Signal

### Project Description

This project provides for a warrant study, design, acquisition of easement, and construction of a traffic signal at Belmont Ridge Road (Route 659) and Legacy Park Drive (Route 2551).

### Election District

Blue Ridge



|                             |        | Prior   |         |         |         |         |         |       |      | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|-------|------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total | FY's | Total  |        |         |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| Professional Services       | -      | -       | -       | -       | -       | -       | 200     | 200   | -    | 200    |        |         |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -     | 800  | 800    |        |         |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| Total Cost                  | -      | -       | -       | -       | -       | -       | 200     | 200   | 800  | 1,000  |        |         |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| Local Tax Funding - Roads   | -      | -       | -       | -       | -       | -       | 200     | 200   | 800  | 1,000  |        |         |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| CMAQ                        | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| RSTP                        | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| Revenue Sharing             | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| NVTA 70%                    | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| NVTA 30%                    | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -     | -    | -      |        |         |
| Total Financing             | -      | -       | -       | -       | -       | -       | 200     | 200   | 800  | 1,000  |        |         |

## Contingency Accounts

### Project Description

This project provides funding for the three contingency accounts during the FY 2019 to FY 2024 CIP planning period.

#### Sidewalk Contingency – C02009

Provides \$1,000,000 in funding in each year of the FY 2019- FY 2024 CIP planning period to be used countywide for the design and construction of missing sidewalk segments.

#### Traffic Calming Contingency – C02008

Provides \$250,000 in funding in each year of the FY 2019- FY 2024 CIP planning period to be used countywide for the study, design, and construction of traffic calming measures.

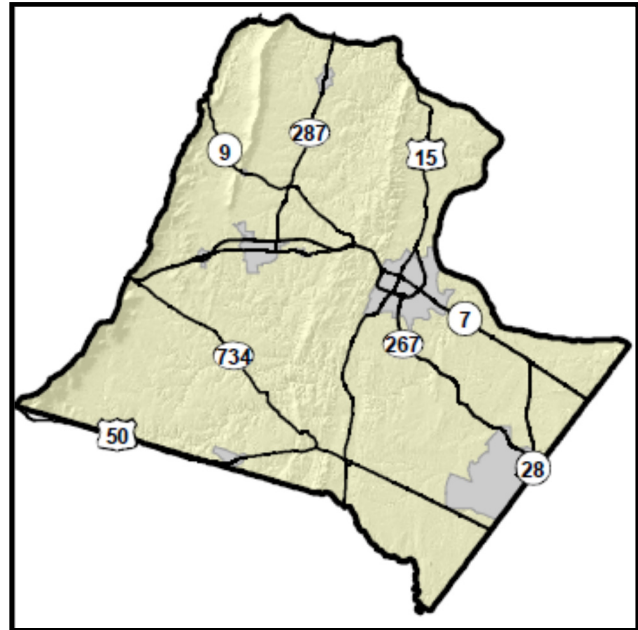
#### Traffic Signal Contingency – C02010

Provides \$750,000 in funding in each year of the FY 2019- FY 2024 CIP planning period to be used countywide for the study, design, and construction of traffic signals.

Contingency accounts are funded using local tax funding and NVTA 30% local funds.

### Election District

Countywide



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019      | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024      | 6 Year Total  | Future FY's  | Project Total |
|-----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|---------------|
| Land                        | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Professional Services       | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Construction                | 3,200        | 2,000        | 2,000        | 2,000        | 2,000        | 2,000        | 2,000        | 12,000        | 8,000        | 23,200        |
| Furniture, Fixtures & Equip | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Other                       | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| <b>Total Cost</b>           | <b>3,200</b> | <b>2,000</b> | <b>2,000</b> | <b>2,000</b> | <b>2,000</b> | <b>2,000</b> | <b>2,000</b> | <b>12,000</b> | <b>8,000</b> | <b>23,200</b> |
| Local Tax Funding           | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Local Tax Funding - Roads   | -            | 2,000        | 2,000        | 2,000        | 2,000        | 2,000        | 2,000        | 12,000        | 8,000        | 20,000        |
| Fund Balance                | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| General Obligation Bonds    | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Proffers (Cash)             | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| State Capital Assistance    | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| CMAQ                        | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| RSTP                        | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Revenue Sharing             | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| NVTA 70%                    | -            | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| NVTA 30%                    | 3,200        | -            | -            | -            | -            | -            | -            | -             | -            | 3,200         |
| <b>Total Financing</b>      | <b>3,200</b> | <b>2,000</b> | <b>2,000</b> | <b>2,000</b> | <b>2,000</b> | <b>2,000</b> | <b>2,000</b> | <b>12,000</b> | <b>8,000</b> | <b>23,200</b> |

## Intersection Improvements

### Project Description

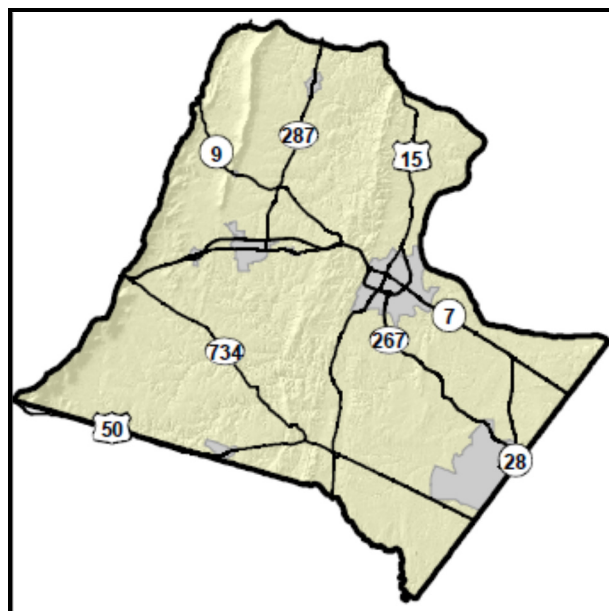
This new program provides funding for initiation of improvements of five intersections and one roundabout per year. Traffic signals require one year for design, one year for land acquisition, with construction starting in year three. Roundabouts require two years for design, one year for land acquisition, and two years for construction.

The type of intersection improvements will vary depending on the number and severity of vehicle accidents, and the volume of traffic. The proposed funding plan addresses the most urgent intersections in the first six years of the program as identified by a study which ranked intersections throughout the County for inclusion and prioritization in this program.

Authorization to sell general obligation bonds will be scheduled for placement on the November 2018 referendum. Expenditures for this ongoing project are expected to continue indefinitely.

### Election District

Countywide



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | 500     | 2,400   | 2,500   | 2,500   | 2,600   | 10,500       | 11,800      | 22,300        |
| Professional Services       | -            | 1,612   | 1,715   | 1,755   | 1,900   | 1,900   | 1,900   | 10,782       | 8,600       | 19,382        |
| Construction                | -            | -       | -       | 2,200   | 8,765   | 9,290   | 9,735   | 29,990       | 42,500      | 72,490        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | 1,612   | 2,215   | 6,355   | 13,165  | 13,690  | 14,235  | 51,272       | 62,900      | 114,172       |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | 1,612   | -       | -       | -       | -       | -       | 1,612        | -           | 1,612         |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | 2,215   | 6,355   | 13,165  | 13,690  | 14,235  | 49,660       | 62,900      | 112,560       |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | 1,612   | 2,215   | 6,355   | 13,165  | 13,690  | 14,235  | 51,272       | 62,900      | 114,172       |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| FTE                            | 2.00    | 1.00    | 1.00    | -       | -       | -       | 4.00  |
| Personnel                      | 241     | 196     | 357     | 312     | 321     | 331     | 1,758 |
| Debt Service                   | -       | -       | 221     | 853     | 1,810   | 2,685   | 5,569 |
| <b>Total Impact</b>            | 241     | 196     | 578     | 1,165   | 2,131   | 3,016   | 7,327 |



## Harmony Middle School – Sidewalk

### Project Description

This project provides funding to develop missing sidewalk segments to the east and west of Harmony Middle School on West Colonial Highway (Route 7 Business).

The project includes sidewalk and storm water drainage improvements along West Colonial Highway between Harmony Meadows Court and South Hughes Street (Route 709).

Authorization to sell general obligation bonds will be scheduled for placement on the November 2020 referendum.

### Election District

Catoctin



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | -       | 1,260   | -       | -       | 1,260        | -           | 1,260         |
| Construction                | -            | -       | -       | -       | -       | -       | 1,900   | 1,900        | -           | 1,900         |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | 1,260   | -       | 1,900   | 3,160        | -           | 3,160         |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | 1,260   | -       | 1,900   | 3,160        | -           | 3,160         |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | 1,260   | -       | 1,900   | 3,160        | -           | 3,160         |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | -       | -       | -       | -       | 128     | 125     | 253   |
| <b>Total Impact</b>            | -       | -       | -       | -       | 128     | 125     | 253   |

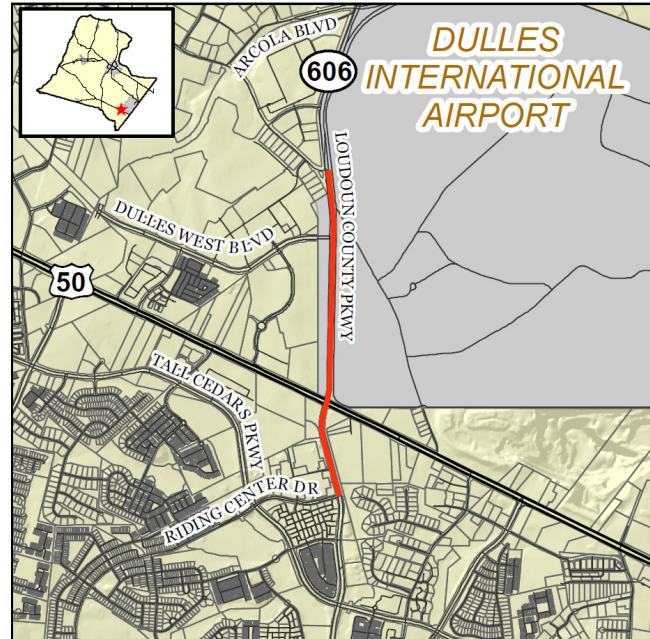
## Loudoun County Parkway – Riding Center Drive to Arcola Boulevard Shared Use Path

### Project Description

This project funds the construction of a ten foot-wide shared use path on the west side of Loudoun County Parkway between Riding Center Drive and Arcola Boulevard.

### Election District

Dulles



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | 680         | 680           |
| Professional Services       | -            | -       | -       | -       | -       | -       | -       | -            | 950         | 950           |
| Construction                | -            | -       | -       | -       | -       | -       | -       | -            | 6,805       | 6,805         |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | -       | -       | -       | -            | 8,435       | 8,435         |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | -       | -            | 8,435       | 8,435         |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | -       | -       | -       | -            | 8,435       | 8,435         |



## Poland Road – Shared Use Path

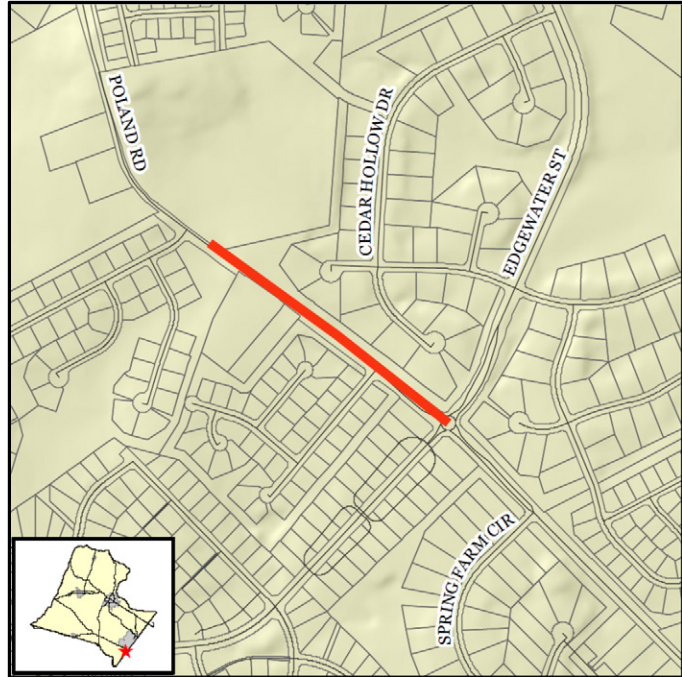
### Project Description

This project provides funding to develop a shared-use path along Poland Road (Route 742) between Edgewater Street (Route 2237) and the Poland Hill property.

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

### Election District

Dulles



|                                | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|--------------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)          | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services          | -      | -       | -       | -       | 1,220   | -       | -       | 1,220  | -      | 1,220   |
| Construction                   | -      | -       | -       | -       | -       | -       | 1,065   | 1,065  | -      | 1,065   |
| Furniture, Fixtures & Equip    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>              | -      | -       | -       | -       | 1,220   | -       | 1,065   | 2,285  | -      | 2,285   |
| Local Tax Funding              | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Tax Funding - Roads      | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                   | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds       | -      | -       | -       | -       | 1,220   | -       | 1,065   | 2,285  | -      | 2,285   |
| Proffers (Cash)                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| CMAQ                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| RSTP                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Revenue Sharing                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| NVTA 70%                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| NVTA 30%                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>         | -      | -       | -       | -       | 1,220   | -       | 1,065   | 2,285  | -      | 2,285   |
|                                |        |         |         |         |         |         |         |        |        |         |
| Operating Impact (\$ in 1000s) |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |        |         |
| Debt Service                   |        | -       | -       | -       | -       | 121     | 118     | 239    |        |         |
| <b>Total Impact</b>            |        | -       | -       | -       | -       | 121     | 118     | 239    |        |         |





## River Creek Parkway – Sidewalk

### Project Description

This project provides funding to develop missing sidewalk segments along River Creek Parkway (Route 773) between Parkers Ridge Drive (Route 3054) and Potomac Station Drive (Route 3064).

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

### Election District

Catoctin



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | -       | 1,315   | -       | -       | 1,315        | -           | 1,315         |
| Construction                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | 1,315   | -       | -       | 1,315        | -           | 1,315         |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | 1,315   | -       | -       | 1,315        | -           | 1,315         |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | 1,315   | -       | -       | 1,315        | -           | 1,315         |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | -       | -       | -       | -       | 131     | 128     | 258   |
| <b>Total Impact</b>            | -       | -       | -       | -       | 131     | 128     | 258   |

## Route 7 Pedestrian Improvements

### Project Description

This project funds improvements to three pedestrian crossings along Route 7.

### Locations

- Bartholomew Fair Drive (Route 1792)/Campus Drive (Route 391)
- Potomac View Drive (Route 637)
- Lakeland Drive (Route 821)

These crosswalks are designed to accommodate unmet pedestrian needs while maintaining acceptable traffic operations at each intersection along the 1.3 mile corridor.

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

### Election District

Sterling



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | 1,000   | -       | -       | 1,000        | -           | 1,000         |
| Professional Services       | -            | -       | -       | 1,000   | -       | -       | -       | 1,000        | -           | 1,000         |
| Construction                | -            | 855     | -       | -       | -       | 4,200   | -       | 5,055        | -           | 5,055         |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | 855     | -       | 1,000   | 1,000   | 4,200   | -       | 7,055        | -           | 7,055         |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -       | -       | -       | 1,000   | -       | -       | 1,000        | -           | 1,000         |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | 1,000   | -       | 4,200   | -       | 5,200        | -           | 5,200         |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 70%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTA 30%                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | 855     | -       | -       | -       | -       | -       | 855          | -           | 855           |
| <b>Total Financing</b>      | -            | 855     | -       | 1,000   | 1,000   | 4,200   | -       | 7,055        | -           | 7,055         |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | 21      | 87      | 84      | 182     | 173     | 383     | 930   |
| <b>Total Impact</b>            | 21      | 87      | 84      | 182     | 173     | 383     | 930   |

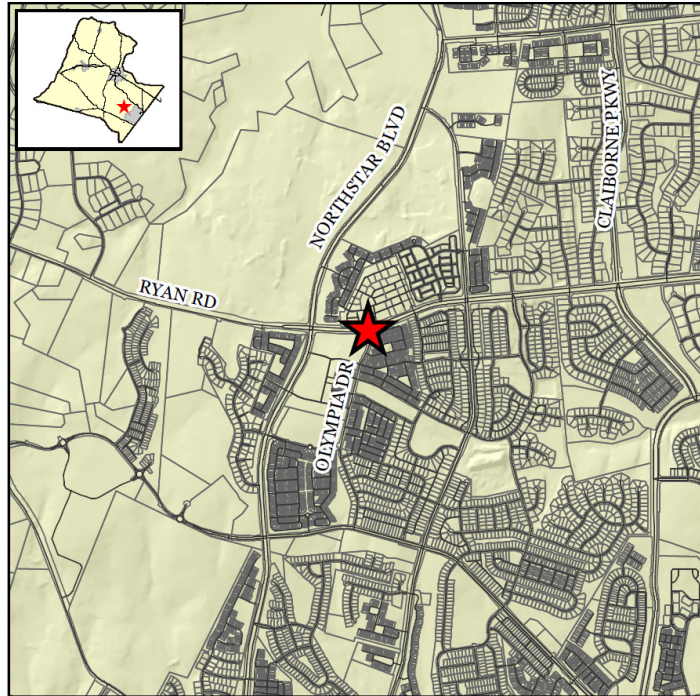
## Ryan Road & Olympia Drive – Traffic Signal

### Project Description

This project provides for a warrant study, design, acquisition of easement, and construction of a traffic signal at Ryan Road (Route 772) and Olympia Drive.

### Election District

Blue Ridge



| Capital (\$ in 1000s)       | Prior    |          |          |          |          |          |            |            | 6 Year     | Future     | Project      |
|-----------------------------|----------|----------|----------|----------|----------|----------|------------|------------|------------|------------|--------------|
|                             | Alloc.   | FY 2019  | FY 2020  | FY 2021  | FY 2022  | FY 2023  | FY 2024    |            | Total      | FY's       | Total        |
| Land                        | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| Professional Services       | -        | -        | -        | -        | -        | -        | 200        | 200        | 200        | -          | 200          |
| Construction                | -        | -        | -        | -        | -        | -        | -          | -          | -          | 800        | 800          |
| Furniture, Fixtures & Equip | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| Other                       | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| <b>Total Cost</b>           | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>200</b> | <b>200</b> | <b>200</b> | <b>800</b> | <b>1,000</b> |
| Local Tax Funding           | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| Local Tax Funding - Roads   | -        | -        | -        | -        | -        | -        | 200        | 200        | 200        | 800        | 1,000        |
| Fund Balance                | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| General Obligation Bonds    | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| Proffers (Cash)             | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| State Capital Assistance    | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| CMAQ                        | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| RSTP                        | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| Revenue Sharing             | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| NVTA 70%                    | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| NVTA 30%                    | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| Lease Revenue Financing     | -        | -        | -        | -        | -        | -        | -          | -          | -          | -          | -            |
| <b>Total Financing</b>      | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>200</b> | <b>200</b> | <b>200</b> | <b>800</b> | <b>1,000</b> |



## Sidewalk and Trail Program

### Project Description

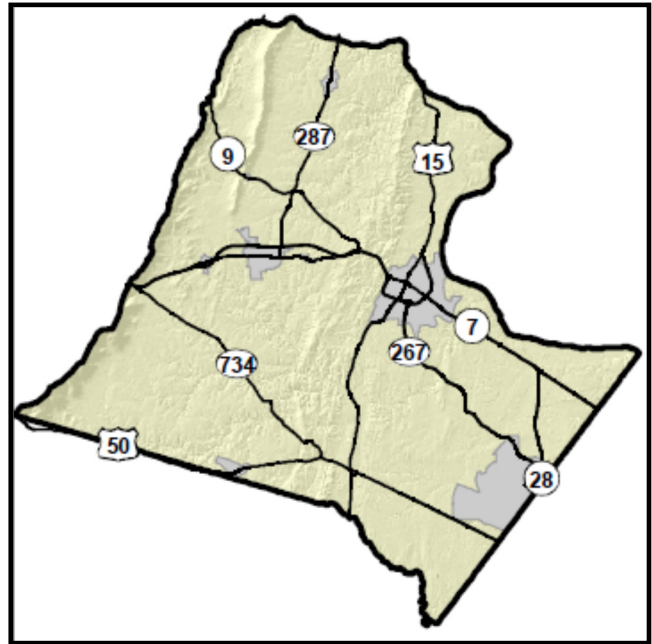
This project provides for planning, design, right-of-way acquisition, and construction of improvements to three miles of sidewalks and trails per year. Construction and improvements will vary depending on the project.

Expenditures for this ongoing project are expected to continue indefinitely.

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

### Election District

Countywide



| Capital (\$ in 1000s)                 | Prior Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | 6 Year Total | Future FY's | Project Total |
|---------------------------------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|-------------|---------------|
| Land                                  | -            | -              | -              | -              | -              | 770            | 802            | 1,572        | 4,516       | 6,087         |
| Professional Services                 | -            | -              | -              | -              | 1,110          | 1,155          | 1,202          | 3,467        | 6,776       | 10,243        |
| Construction                          | -            | -              | -              | -              | -              | -              | 8,016          | 8,016        | 45,158      | 53,174        |
| Furniture, Fixtures & Equip           | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Other                                 | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| <b>Total Cost</b>                     | -            | -              | -              | -              | 1,110          | 1,925          | 10,020         | 13,055       | 56,450      | 69,505        |
| Local Tax Funding                     | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Local Tax Funding - Roads             | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Fund Balance                          | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| General Obligation Bonds              | -            | -              | -              | -              | 1,110          | 1,925          | 10,020         | 13,055       | 56,450      | 69,505        |
| Proffers (Cash)                       | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| State Capital Assistance              | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| CMAQ                                  | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| RSTP                                  | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Revenue Sharing                       | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| NVTA 70%                              | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| NVTA 30%                              | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Transit Fees                          | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Lease Revenue Financing               | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Local Gasoline Tax                    | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Proceeds from Sale of Land            | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| Smart Scale                           | -            | -              | -              | -              | -              | -              | -              | -            | -           | -             |
| <b>Total Financing</b>                | -            | -              | -              | -              | 1,110          | 1,925          | 10,020         | 13,055       | 56,450      | 69,505        |
| <b>Operating Impact (\$ in 1000s)</b> |              | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b> |             |               |
| Debt Service                          |              | -              | -              | -              | -              | 111            | 299            | 410          |             |               |
| <b>Total Impact</b>                   |              |                |                |                |                |                |                |              |             |               |



## Sterling Boulevard/W&OD Trail – Overpass

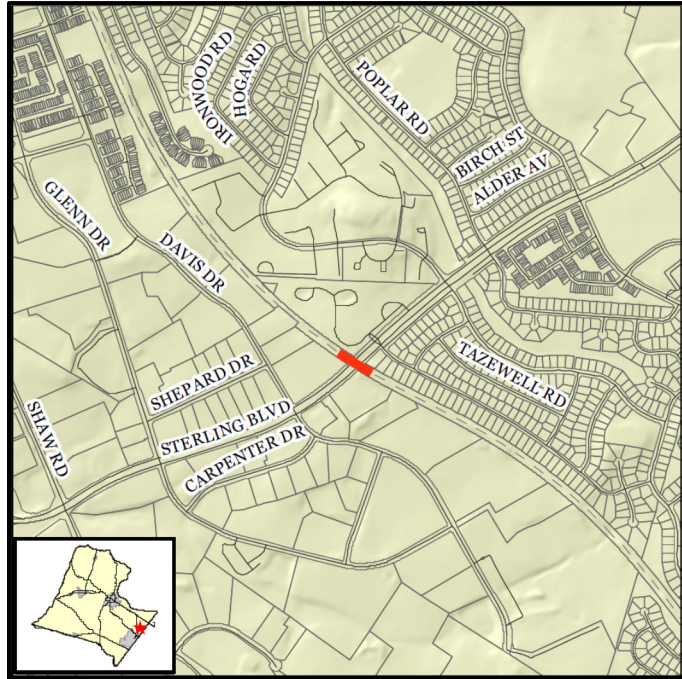
### Project Description

This project provides for the design, right-of-way acquisition, and construction of an overpass across Sterling Boulevard (Route 846) at the W&OD Trail. This project will serve walkers, bicyclists, joggers, horseback riders, roller bladders, and other users. The overpass will separate these activities from roadway traffic.

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

### Election District

Sterling



| Capital (\$ in 1000s)          | Prior  |         |         |         |         |         |         | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
|--------------------------------|--------|---------|---------|---------|---------|---------|---------|-----------------|----------------|------------------|
|                                | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 |                 |                |                  |
| Land                           | -      | -       | -       | 345     | -       | -       | -       | 345             | -              | 345              |
| Professional Services          | -      | -       | -       | 500     | -       | -       | -       | 500             | -              | 500              |
| Construction                   | -      | -       | -       | 6,900   | -       | -       | -       | 6,900           | -              | 6,900            |
| Furniture, Fixtures & Equip    | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Other                          | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| <b>Total Cost</b>              | -      | -       | -       | 7,745   | -       | -       | -       | 7,745           | -              | 7,745            |
| Local Tax Funding              | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Local Tax Funding - Roads      | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Fund Balance                   | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| General Obligation Bonds       | -      | -       | -       | 7,745   | -       | -       | -       | 7,745           | -              | 7,745            |
| Proffers (Cash)                | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| State Capital Assistance       | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| CMAQ                           | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| RSTP                           | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Revenue Sharing                | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| NVTA 70%                       | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| NVTA 30%                       | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Lease Revenue Financing        | -      | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| <b>Total Financing</b>         | -      | -       | -       | 7,745   | -       | -       | -       | 7,745           | -              | 7,745            |
|                                |        |         |         |         |         |         |         |                 |                |                  |
| Operating Impact (\$ in 1000s) |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total           |                |                  |
| Debt Service                   |        | -       | -       | -       | 82      | 469     | 764     | 1,314           |                |                  |
| <b>Total Impact</b>            |        | -       | -       | -       | 82      | 469     | 764     | 1,314           |                |                  |





# Capital Improvement Program

FY 2019 Adopted Budget

## Towns





| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |               |               |              |              |              |              |              |               |               |               |
|--|---------------|---------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|
| Capital (\$ in 1000s)  | Prior Alloc.  | FY 2019       | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024      | 6 Year Total  | Future FY's   | Project Total |
| <b>Towns</b>   |               |               |              |              |              |              |              |               |               |               |
| <b>Projects</b>  |               |               |              |              |              |              |              |               |               |               |
| Hillsboro - Traffic Calming and Pedestrian Safe                              | 5,282         | 12,112        | -            | -            | -            | -            | -            | 12,112        | -             | 17,394        |
| Leesburg - Evergreen Mill Road Widening                                      | -             | 4,200         | -            | 1,800        | -            | -            | -            | 6,000         | -             | 6,000         |
| Leesburg - NVTA Local Distribution   | 9,728         | 2,429         | 2,534        | 2,607        | 2,683        | 2,759        | 2,837        | 15,849        | 11,348        | 36,925        |
| Leesburg - Tuscarora Creek Trail   | -             | 1,800         | -            | -            | -            | -            | -            | 1,800         | -             | 1,800         |
| Lovettsville - Broadway Streetscape Phase 2A                                 | 150           | 180           | 700          | -            | -            | -            | -            | 880           | -             | 1,030         |
| Purcellville - NVTA Local Distribution                                       | 2,050         | 490           | 511          | 526          | 542          | 558          | 574          | 3,201         | 2,296         | 7,547         |
| Purcellville - Pedestrian Linkages   | -             | 210           | -            | -            | -            | -            | -            | 210           | -             | 210           |
| <b>Budgetary Cost</b>  | <b>17,210</b> | <b>21,421</b> | <b>3,745</b> | <b>4,933</b> | <b>3,225</b> | <b>3,317</b> | <b>3,411</b> | <b>40,052</b> | <b>13,644</b> | <b>70,906</b> |
| <b>Funding Source</b>  |               |               |              |              |              |              |              |               |               |               |
| Local Tax Funding  | -             | -             | -            | 1,800        | -            | -            | -            | 1,800         | -             | 1,800         |
| Local Tax Funding - Roads  | 800           | -             | -            | -            | -            | -            | -            | -             | -             | 800           |
| Fund Balance   | 789           | -             | -            | -            | -            | -            | -            | -             | -             | 789           |
| Proffers (Cash)  | 482           | -             | -            | -            | -            | -            | -            | -             | -             | 482           |
| NVTA 70%   | -             | 12,112        | -            | -            | -            | -            | -            | 12,112        | -             | 12,112        |
| NVTA 30%   | 15,139        | 9,309         | 3,745        | 3,133        | 3,225        | 3,317        | 3,411        | 26,140        | 13,644        | 54,923        |
| Transit Fees   | -             | -             | -            | -            | -            | -            | -            | -             | -             | -             |
| <b>Total Funding Source</b>  | <b>17,210</b> | <b>21,421</b> | <b>3,745</b> | <b>4,933</b> | <b>3,225</b> | <b>3,317</b> | <b>3,411</b> | <b>40,052</b> | <b>13,644</b> | <b>70,906</b> |







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

### Project Description – C02016

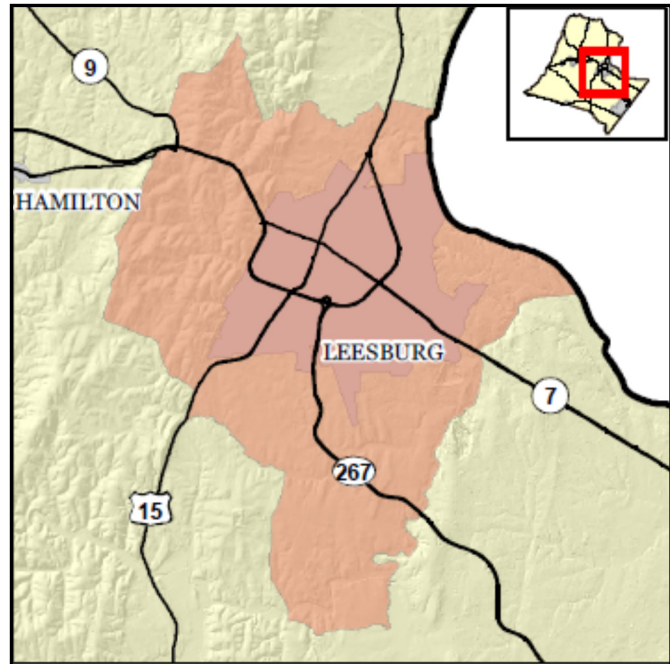
This project reports funding transfers made to the Town of Leesburg from the County's share of the NVTA 30% local funds. The Town of Leesburg is entitled to a portion of the County's 30% NVTA Local funds based upon the percentage of revenues generated within the Town from the sales, grants, and hotel tax levies enacted by HB 2313 to fund NVTA regional transportation 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 FY 2019 30% local funds on the following projects through FY 2024:

- 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.

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.



### Election District

Leesburg, Catoctin

| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019      | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024      | 6 Year Total  | Future FY's   | Project Total |
|-----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|
| Land                        | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Professional Services       | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Construction                | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Furniture, Fixtures & Equip | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Other                       | 9,728        | 2,429        | 2,534        | 2,607        | 2,683        | 2,759        | 2,837        | 15,849        | 11,348        | 36,925        |
| <b>Total Cost</b>           | <b>9,728</b> | <b>2,429</b> | <b>2,534</b> | <b>2,607</b> | <b>2,683</b> | <b>2,759</b> | <b>2,837</b> | <b>15,849</b> | <b>11,348</b> | <b>36,925</b> |
| Local Tax Funding           | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Local Tax Funding - Roads   | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Fund Balance                | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| General Obligation Bonds    | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Proffers (Cash)             | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| State Capital Assistance    | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| CMAQ                        | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| RSTP                        | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Revenue Sharing             | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| NVTA 70%                    | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| NVTA 30%                    | 9,728        | 2,429        | 2,534        | 2,607        | 2,683        | 2,759        | 2,837        | 15,849        | 11,348        | 36,925        |
| Transit Fees                | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Lease Revenue Financing     | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Local Gasoline Tax          | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Proceeds from Sale of Land  | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| Smart Scale                 | -            | -            | -            | -            | -            | -            | -            | -             | -             | -             |
| <b>Total Financing</b>      | <b>9,728</b> | <b>2,429</b> | <b>2,534</b> | <b>2,607</b> | <b>2,683</b> | <b>2,759</b> | <b>2,837</b> | <b>15,849</b> | <b>11,348</b> | <b>36,925</b> |



## Town of Leesburg

### Tuscarora Creek Trail

#### Project Description

Each year, the County solicits capital project funding requests from towns within the County for facilities: 1) Owned by, or located within a town but operated by the County; or 2) for local pedestrian or 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 2019 for the following project in the Town of Leesburg:

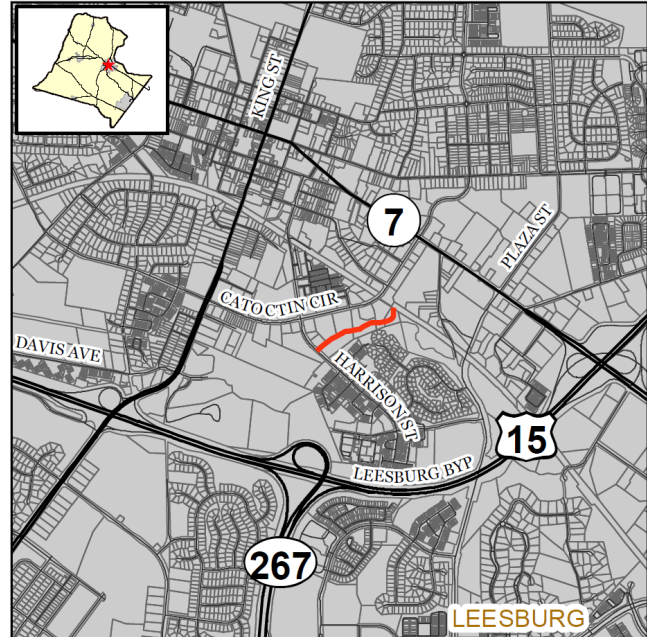
#### Tuscarora Creek Trail:

This project will design and construct a new ten foot-wide, 1,600 linear foot trail along the north side of Tuscarora Creek between Harrison Street and the Washington and Old Dominion (W&OD) Trail. The trail will provide pedestrian and bicycle access to connect a variety of public parks and facilities in the area including Brandon Park, Catotcin Skate Park, W&OD Trail, and the Douglass Community Center.

All proposed uses of NVTa 30% local funding on County road projects are subject to allocation of the funds to the County by NVTa.

#### Election District

Leesburg



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019      | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|--------------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Furniture, Fixtures & Equip | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | 1,800        | -       | -       | -       | -       | -       | 1,800        | -           | 1,800         |
| <b>Total Cost</b>           | -            | <b>1,800</b> | -       | -       | -       | -       | -       | <b>1,800</b> | -           | <b>1,800</b>  |
| Local Tax Funding           | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| CMAQ                        | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| RSTP                        | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Revenue Sharing             | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTa 70%                    | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| NVTa 30%                    | -            | 1,800        | -       | -       | -       | -       | -       | 1,800        | -           | 1,800         |
| Transit Fees                | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax          | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Sale of Land  | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| Smart Scale                 | -            | -            | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | <b>1,800</b> | -       | -       | -       | -       | -       | <b>1,800</b> | -           | <b>1,800</b>  |





## Town of Lovettsville

### Broadway Streetscape Phase 2A

#### Project Description – C02164

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 or 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 Lovettsville:

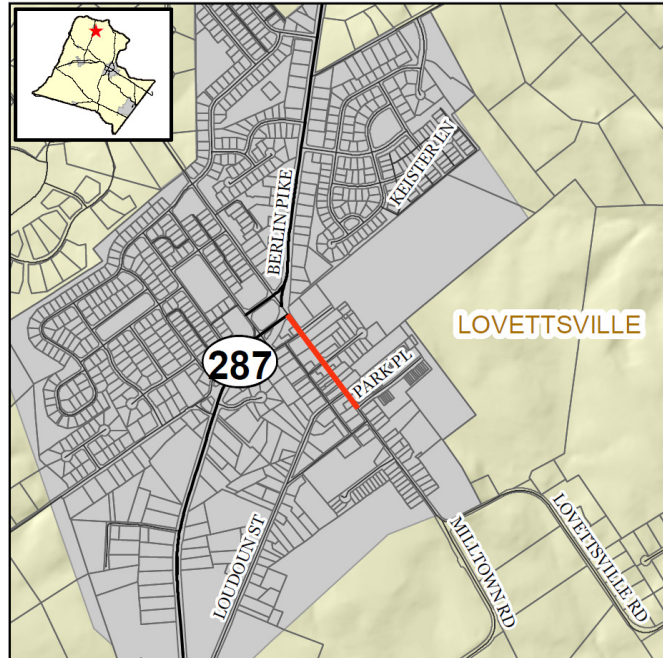
#### Lovettsville Sidewalk Improvements

The project provides for the ongoing design, right-of-way acquisition, and construction of sidewalk improvements along Broadway Street in the Town of Lovettsville from Park Place to Light Street. The proposed improvements help provide sidewalk and pedestrian access to County facilities, such as the Lovettsville Library and Lovettsville Community Center.

All proposed uses of NVTa 30% local funding on County road projects are subject to allocation of the funds to the County by NVTa.

#### Election District

Catoctin



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019    | FY 2020    | FY 2021  | FY 2022  | FY 2023  | FY 2024  | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|------------|------------|----------|----------|----------|----------|--------------|-------------|---------------|
| Land                        | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| Professional Services       | 150          | -          | -          | -        | -        | -        | -        | -            | -           | 150           |
| Construction                | -            | -          | 700        | -        | -        | -        | -        | 700          | -           | 700           |
| Furniture, Fixtures & Equip | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| Other                       | -            | 180        | -          | -        | -        | -        | -        | 180          | -           | 180           |
| <b>Total Cost</b>           | <b>150</b>   | <b>180</b> | <b>700</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>880</b>   | <b>-</b>    | <b>1,030</b>  |
| Local Tax Funding           | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| Fund Balance                | 150          | -          | -          | -        | -        | -        | -        | -            | -           | 150           |
| General Obligation Bonds    | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| Proffers (Cash)             | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| State Capital Assistance    | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| CMAQ                        | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| RSTP                        | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| Revenue Sharing             | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| NVTa 70%                    | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| NVTa 30%                    | -            | 180        | 700        | -        | -        | -        | -        | 880          | -           | 880           |
| Transit Fees                | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| Lease Revenue Financing     | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| Local Gasoline Tax          | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| Proceeds from Sale of Land  | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| Smart Scale                 | -            | -          | -          | -        | -        | -        | -        | -            | -           | -             |
| <b>Total Financing</b>      | <b>150</b>   | <b>180</b> | <b>700</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>880</b>   | <b>-</b>    | <b>1,030</b>  |

## Town of Purcellville

### NVTa Local Funding (30%)

#### Project Description – C02017

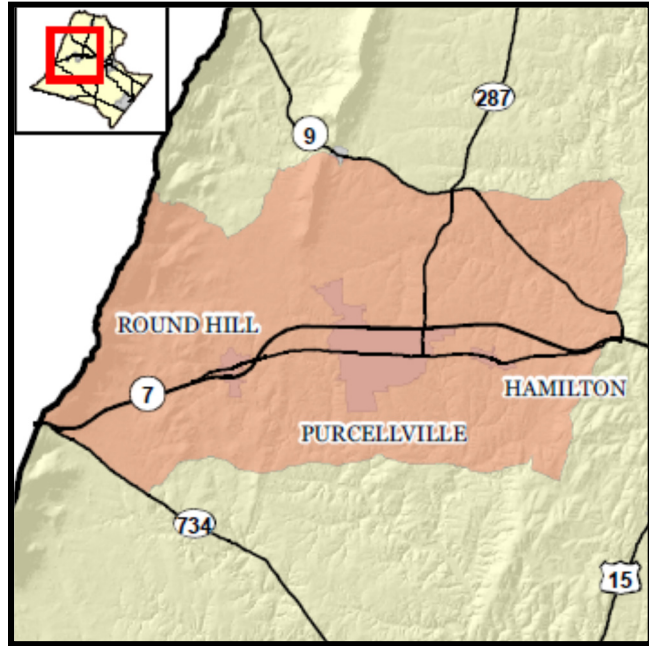
This project reports funding transfers made to the Town of Purcellville from the County's share of the NVTa 30% local funds. The Town of Purcellville is entitled to a portion of the County's funds based upon the percentage of revenues generated within the Town from the sales, grants, and hotel tax levies enacted by HB 2313 to fund NVTa regional transportation 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 local funds. The Town is using its portion of the 30% local funds for the following projects from FY 2019 to FY 2024:

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

The project is the responsibility of the Town of Purcellville and the Virginia Department of Transportation (VDOT).

This project is funded using NVTa 30% local funds. The figures depicted represent the estimated portion of the County's 30% Local NVTa revenues available 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.



#### Election District

Blue Ridge, Catoclin

| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019    | FY 2020    | FY 2021    | FY 2022    | FY 2023    | FY 2024    | 6 Year Total | Future FY's  | Project Total |
|-----------------------------|--------------|------------|------------|------------|------------|------------|------------|--------------|--------------|---------------|
| Land                        | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Professional Services       | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Construction                | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Furniture, Fixtures & Equip | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Other                       | 2,050        | 490        | 511        | 526        | 542        | 558        | 574        | 3,201        | 2,296        | 7,547         |
| <b>Total Cost</b>           | <b>2,050</b> | <b>490</b> | <b>511</b> | <b>526</b> | <b>542</b> | <b>558</b> | <b>574</b> | <b>3,201</b> | <b>2,296</b> | <b>7,547</b>  |
| Local Tax Funding           | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Local Tax Funding - Roads   | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Fund Balance                | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| General Obligation Bonds    | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Proffers (Cash)             | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| State Capital Assistance    | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| CMAQ                        | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| RSTP                        | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Revenue Sharing             | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| NVTa 70%                    | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| NVTa 30%                    | 2,050        | 490        | 511        | 526        | 542        | 558        | 574        | 3,201        | 2,296        | 7,547         |
| Transit Fees                | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Lease Revenue Financing     | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Local Gasoline Tax          | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Proceeds from Sale of Land  | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| Smart Scale                 | -            | -          | -          | -          | -          | -          | -          | -            | -            | -             |
| <b>Total Financing</b>      | <b>2,050</b> | <b>490</b> | <b>511</b> | <b>526</b> | <b>542</b> | <b>558</b> | <b>574</b> | <b>3,201</b> | <b>2,296</b> | <b>7,547</b>  |





## Town of Purcellville Pedestrian Linkages

### 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.

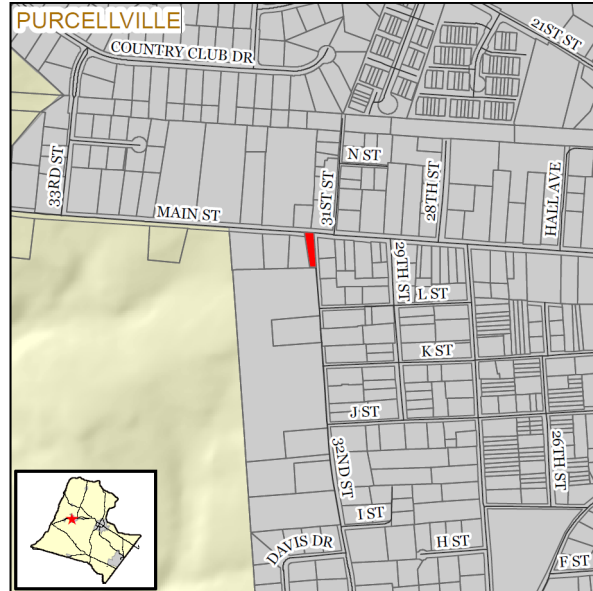
In FY 2019, this project provides funding for the Pedestrian Linkages Project in the Town of Purcellville.

This project would place a five foot-wide walkway along south 32<sup>nd</sup> Street from West Main Street to the beginning of the Ball Property line.

All proposed uses of NVTA 30% local funding on County road projects are subject to allocation of the funds to the County by NVTA.

### Election District

Blue Ridge, Catoctin



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019    | FY 2020  | FY 2021  | FY 2022  | FY 2023  | FY 2024  | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|------------|----------|----------|----------|----------|----------|--------------|-------------|---------------|
| Land                        | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Professional Services       | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Construction                | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Furniture, Fixtures & Equip | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Other                       | -            | 210        | -        | -        | -        | -        | -        | 210          | -           | 210           |
| <b>Total Cost</b>           | <b>-</b>     | <b>210</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>210</b>   | <b>-</b>    | <b>210</b>    |
| Local Tax Funding           | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Local Tax Funding - Roads   | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Fund Balance                | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| General Obligation Bonds    | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Proffers (Cash)             | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| State Capital Assistance    | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| CMAQ                        | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| RSTP                        | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Revenue Sharing             | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| NVTA 70%                    | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| NVTA 30%                    | -            | 210        | -        | -        | -        | -        | -        | 210          | -           | 210           |
| Transit Fees                | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Lease Revenue Financing     | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Local Gasoline Tax          | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Proceeds from Sale of Land  | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| Smart Scale                 | -            | -          | -        | -        | -        | -        | -        | -            | -           | -             |
| <b>Total Financing</b>      | <b>-</b>     | <b>210</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>210</b>   | <b>-</b>    | <b>210</b>    |





# Capital Improvement Program

FY 2019 Adopted Budget

## Transit



| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |              |               |               |               |               |               |                 |                |                  |
|--|-----------------|--------------|---------------|---------------|---------------|---------------|---------------|-----------------|----------------|------------------|
| Capital (\$ in 1000s)  | Prior<br>Alloc. | FY 2019      | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024       | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
| <b>Transit</b>   |                 |              |               |               |               |               |               |                 |                |                  |
| <b>Projects</b>  |                 |              |               |               |               |               |               |                 |                |                  |
| Metro Capital Contribution   | -               | -            | 16,400        | 24,900        | 28,300        | 29,100        | 29,700        | 128,400         | 112,000        | 240,400          |
| Metro Station Area Pedestrian Improvements                                   | 5,717           | -            | -             | -             | 5,400         | 9,760         | 9,760         | 24,920          | -              | 30,637           |
| Transit Buses - Acquisition  | 34,523          | 3,200        | 2,500         | 1,410         | 2,090         | 1,000         | 1,000         | 11,200          | 4,000          | 49,723           |
| Western Loudoun Park and Ride Lot  | 4,376           | 300          | -             | 700           | 1,300         | 1,633         | -             | 3,933           | -              | 8,309            |
| <b>Budgetary Cost</b>  | <b>44,616</b>   | <b>3,500</b> | <b>18,900</b> | <b>27,010</b> | <b>37,090</b> | <b>41,493</b> | <b>40,460</b> | <b>168,453</b>  | <b>116,000</b> | <b>329,069</b>   |
| <b>Funding Source</b>  |                 |              |               |               |               |               |               |                 |                |                  |
| Local Tax Funding  | 555             | -            | 4,400         | 7,879         | 10,789        | 11,099        | 11,196        | 45,363          | 38,000         | 83,918           |
| Local Tax Funding - Roads  | 335             | -            | -             | -             | -             | -             | -             | -               | -              | 335              |
| Lease Revenue Financing  | 6,859           | -            | -             | -             | -             | -             | -             | -               | -              | 6,859            |
| Proffers (Cash)  | 5,160           | 500          | 424           | -             | -             | -             | -             | 924             | -              | 6,084            |
| State Capital Assistance   | 19,065          | 500          | 500           | -             | -             | -             | -             | 1,000           | -              | 20,065           |
| CMAQ   | 9,538           | 150          | -             | -             | 5,400         | 3,960         | 3,960         | 13,470          | -              | 23,008           |
| RSTP   | -               | -            | -             | -             | -             | 5,800         | 5,800         | 11,600          | -              | 11,600           |
| NVTA 70%   | 1,860           | -            | -             | -             | -             | -             | -             | -               | -              | 1,860            |
| NVTA 30%   | -               | -            | 12,000        | 17,021        | 17,511        | 18,001        | 18,504        | 83,037          | 74,000         | 157,037          |
| Transit Fees   | -               | -            | 76            | -             | -             | 1,000         | 1,000         | 2,076           | 4,000          | 6,076            |
| Local Gasoline Tax   | 1,244           | -            | -             | -             | -             | -             | -             | -               | -              | 1,244            |
| Smart Scale  | -               | 2,350        | 1,500         | 2,110         | 3,390         | 1,633         | -             | 10,983          | -              | 10,983           |
| <b>Total Funding Source</b>  | <b>44,616</b>   | <b>3,500</b> | <b>18,900</b> | <b>27,010</b> | <b>37,090</b> | <b>41,493</b> | <b>40,460</b> | <b>168,453</b>  | <b>116,000</b> | <b>329,069</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 Washington Metropolitan Area Transit Authority (WMATA). The CFA outlines the obligations between the County and WMATA, including the annual contribution for system performance funds, fund contractual obligations WMATA makes during the term of the CFA, and long-term debt service beyond the expiration of the agreement.

This project provides an annual capital contribution to WMATA beginning in FY 2020.

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

### Election District

Countywide



| Capital (\$ in 1000s)       | Prior    |          |               |               |               |               |               | 6 Year         | Future         | Project        |
|-----------------------------|----------|----------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|
|                             | Alloc.   | FY 2019  | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024       | Total          | FY's           | Total          |
| Land                        | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| Professional Services       | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| Construction                | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| Furniture, Fixtures & Equip | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| Other                       | -        | -        | 16,400        | 24,900        | 28,300        | 29,100        | 29,700        | 128,400        | 112,000        | 240,400        |
| <b>Total Cost</b>           | <b>-</b> | <b>-</b> | <b>16,400</b> | <b>24,900</b> | <b>28,300</b> | <b>29,100</b> | <b>29,700</b> | <b>128,400</b> | <b>112,000</b> | <b>240,400</b> |
| Local Tax Funding           | -        | -        | 4,400         | 7,879         | 10,789        | 11,099        | 11,196        | 45,363         | 38,000         | 83,363         |
| Local Tax Funding - Roads   | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| Fund Balance                | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| General Obligation Bonds    | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| Proffers (Cash)             | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| State Capital Assistance    | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| CMAQ                        | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| RSTP                        | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| Revenue Sharing             | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| NVTA 70%                    | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| NVTA 30%                    | -        | -        | 12,000        | 17,021        | 17,511        | 18,001        | 18,504        | 83,037         | 74,000         | 157,037        |
| Transit Fees                | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| Lease Revenue Financing     | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| Local Gasoline Tax          | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| Proceeds from Sale of Land  | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| Smart Scale                 | -        | -        | -             | -             | -             | -             | -             | -              | -              | -              |
| <b>Total Financing</b>      | <b>-</b> | <b>-</b> | <b>16,400</b> | <b>24,900</b> | <b>28,300</b> | <b>29,100</b> | <b>29,700</b> | <b>128,400</b> | <b>112,000</b> | <b>240,400</b> |

## Metro Station Area Pedestrian Improvements

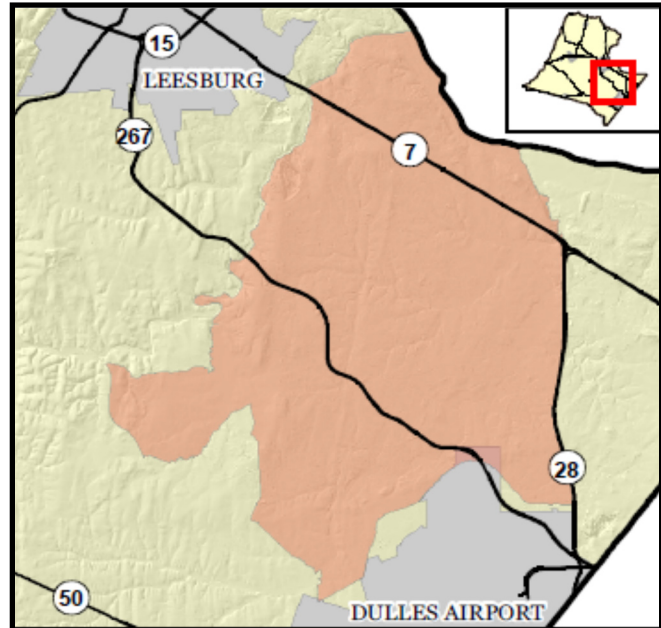
### Project Description – C02159

This project provides for sidewalks, shared-use trails, crosswalks, and intersection improvements to enhance pedestrian access to Silver Line Metro Stations in Loudoun County.

This project is funded using Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) grant funds.

### Election District

Countywide



|                             | Prior        |          |          |          |              |              |              | 6 Year        | Future   | Project       |
|-----------------------------|--------------|----------|----------|----------|--------------|--------------|--------------|---------------|----------|---------------|
| Capital (\$ in 1000s)       | Alloc.       | FY 2019  | FY 2020  | FY 2021  | FY 2022      | FY 2023      | FY 2024      | Total         | FY's     | Total         |
| Land                        | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| Professional Services       | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| Construction                | 5,717        | -        | -        | -        | 5,400        | 9,760        | 9,760        | 24,920        | -        | 30,637        |
| Furniture, Fixtures & Equip | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| Other                       | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| <b>Total Cost</b>           | <b>5,717</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>5,400</b> | <b>9,760</b> | <b>9,760</b> | <b>24,920</b> | <b>-</b> | <b>30,637</b> |
| Local Tax Funding           | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| Local Tax Funding - Roads   | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| Fund Balance                | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| General Obligation Bonds    | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| Proffers (Cash)             | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| State Capital Assistance    | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| CMAQ                        | 5,717        | -        | -        | -        | 5,400        | 3,960        | 3,960        | 13,320        | -        | 19,037        |
| RSTP                        | -            | -        | -        | -        | -            | 5,800        | 5,800        | 11,600        | -        | 11,600        |
| Revenue Sharing             | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| NVTA 70%                    | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| NVTA 30%                    | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| Transit Fees                | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| Lease Revenue Financing     | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| Local Gasoline Tax          | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| Proceeds from Sale of Land  | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| Smart Scale                 | -            | -        | -        | -        | -            | -            | -            | -             | -        | -             |
| <b>Total Financing</b>      | <b>5,717</b> | <b>-</b> | <b>-</b> | <b>-</b> | <b>5,400</b> | <b>9,760</b> | <b>9,760</b> | <b>24,920</b> | <b>-</b> | <b>30,637</b> |



## Transit Bus Acquisition

### Project Description – C02161

This project procures buses in support of the County's transit service. The first bus acquisition schedule was approved by the Board of Supervisors in FY 2004 and 22 buses were initially purchased. With the arrival of the Silver Line, the County is transitioning to transit-style buses, as recommended by the County's Transit Development Plan, to provide connections to Metrorail stations.

Transit buses will transport passengers to the most convenient Metrorail Stations on the Silver Line, initially the Wiehle-Reston East Station. Bus service will further transition to feeder service to Metrorail Stations within Loudoun County when they open for service in 2020.

The program's operations and maintenance expenses are funded through a combination of fare revenues, advertising fees, state operating assistance, and local tax funding.

The transit bus acquisition program is funded through a combination of State Capital Assistance grants, cash proffers, Smart Scale and excess prior year transit bus fee revenues. Smart Scale funds are awarded by VDOT on a competitive basis.



### Election District

Countywide

| Capital (\$ in 1000s)       | Prior Alloc.  | FY 2019      | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024      | 6 Year Total  | Future FY's  | Project Total |
|-----------------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|--------------|---------------|
| Land                        | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Professional Services       | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Construction                | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Furniture, Fixtures & Equip | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Other                       | 34,523        | 3,200        | 2,500        | 1,410        | 2,090        | 1,000        | 1,000        | 11,200        | 4,000        | 49,723        |
| <b>Total Cost</b>           | <b>34,523</b> | <b>3,200</b> | <b>2,500</b> | <b>1,410</b> | <b>2,090</b> | <b>1,000</b> | <b>1,000</b> | <b>11,200</b> | <b>4,000</b> | <b>49,723</b> |
| Local Tax Funding           | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Local Tax Funding - Roads   | 335           | -            | -            | -            | -            | -            | -            | -             | -            | 335           |
| Fund Balance                | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| General Obligation Bonds    | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Proffers (Cash)             | 5,160         | 500          | 424          | -            | -            | -            | -            | 924           | -            | 6,084         |
| State Capital Assistance    | 19,065        | 500          | 500          | -            | -            | -            | -            | 1,000         | -            | 20,065        |
| CMAQ                        | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| RSTP                        | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Revenue Sharing             | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| NVTA 70%                    | 1,860         | -            | -            | -            | -            | -            | -            | -             | -            | 1,860         |
| NVTA 30%                    | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Transit Fees                | -             | -            | 76           | -            | -            | 1,000        | 1,000        | 2,076         | 4,000        | 6,076         |
| Lease Revenue Financing     | 6,859         | -            | -            | -            | -            | -            | -            | -             | -            | 6,859         |
| Local Gasoline Tax          | 1,244         | -            | -            | -            | -            | -            | -            | -             | -            | 1,244         |
| Proceeds from Sale of Land  | -             | -            | -            | -            | -            | -            | -            | -             | -            | -             |
| Smart Scale                 | -             | 2,200        | 1,500        | 1,410        | 2,090        | -            | -            | 7,200         | -            | 7,200         |
| <b>Total Financing</b>      | <b>34,523</b> | <b>3,200</b> | <b>2,500</b> | <b>1,410</b> | <b>2,090</b> | <b>1,000</b> | <b>1,000</b> | <b>11,200</b> | <b>4,000</b> | <b>49,723</b> |



## Western Loudoun Park and Ride Lot

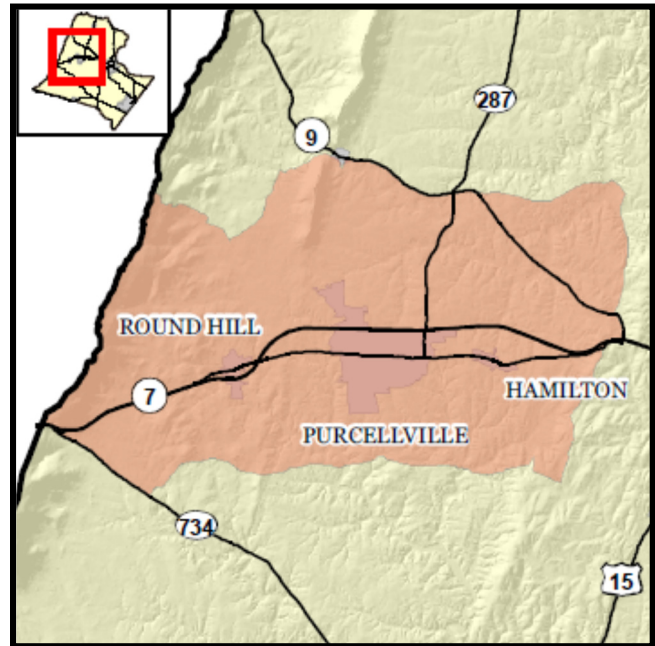
### Project Description – C02085

This project provides for the design and construction of a minimum 250-space surface park and ride lot on a site adjacent to the proposed Fields Farm Park.

This project is funded using Smart Scale. Smart Scale funds are awarded by VDOT on a competitive basis. Congestion Mitigation and Air Quality (CMAQ) funds are also planned for this project.

### Election District

Blue Ridge



|                             | Prior        |            |          |            |              |              |          | 6 Year       | Future   | Project      |
|-----------------------------|--------------|------------|----------|------------|--------------|--------------|----------|--------------|----------|--------------|
| Capital (\$ in 1000s)       | Alloc.       | FY 2019    | FY 2020  | FY 2021    | FY 2022      | FY 2023      | FY 2024  | Total        | FY's     | Total        |
| Land                        | 555          | -          | -        | -          | -            | -            | -        | -            | -        | 555          |
| Professional Services       | 675          | -          | -        | -          | -            | -            | -        | -            | -        | 675          |
| Construction                | 3,146        | 300        | -        | 700        | 1,300        | 1,633        | -        | 3,933        | -        | 7,079        |
| Furniture, Fixtures & Equip | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| Other                       | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| <b>Total Cost</b>           | <b>4,376</b> | <b>300</b> | <b>-</b> | <b>700</b> | <b>1,300</b> | <b>1,633</b> | <b>-</b> | <b>3,933</b> | <b>-</b> | <b>8,309</b> |
| Local Tax Funding           | 555          | -          | -        | -          | -            | -            | -        | -            | -        | 555          |
| Local Tax Funding - Roads   | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| Fund Balance                | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| General Obligation Bonds    | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| Proffers (Cash)             | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| State Capital Assistance    | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| CMAQ                        | 3,821        | 150        | -        | -          | -            | -            | -        | 150          | -        | 3,971        |
| RSTP                        | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| Revenue Sharing             | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| NVTA 70%                    | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| NVTA 30%                    | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| Transit Fees                | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| Lease Revenue Financing     | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| Local Gasoline Tax          | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| Proceeds from Sale of Land  | -            | -          | -        | -          | -            | -            | -        | -            | -        | -            |
| Smart Scale                 | -            | 150        | -        | 700        | 1,300        | 1,633        | -        | 3,783        | -        | 3,783        |
| <b>Total Financing</b>      | <b>4,376</b> | <b>300</b> | <b>-</b> | <b>700</b> | <b>1,300</b> | <b>1,633</b> | <b>-</b> | <b>3,933</b> | <b>-</b> | <b>8,309</b> |



# Capital Improvement Program

FY 2019 Adopted Budget

## Schools Capital Projects

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# SCHOOLS CAPITAL PROJECTS

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|--|-----------------|---------------|----------------|---------------|---------------|----------------|---------------|-----------------|------------------|------------------|
| Capital (\$ in 1000s)  | Prior<br>Alloc. | FY 2019       | FY 2020        | FY 2021       | FY 2022       | FY 2023        | FY 2024       | 6 Year<br>Total | Future<br>FY's   | Project<br>Total |
| <b>School Projects</b>   |                 |               |                |               |               |                |               |                 |                  |                  |
| <b>Projects</b>  |                 |               |                |               |               |                |               |                 |                  |                  |
| Elementary School  | -               | 10,210        | 84,750         | 12,415        | -             | 2,815          | 30,880        | 141,070         | 596,170          | 737,240          |
| Middle School  | -               | -             | -              | -             | 11,585        | 88,775         | -             | 100,360         | 250,260          | 350,620          |
| High School  | 122,302         | 14,765        | 61,364         | -             | 335           | 13,655         | 3,770         | 93,889          | 280,665          | 496,856          |
| Division/Other School Projects   | 5,265           | 22,700        | 21,109         | 17,940        | 31,720        | 14,085         | 41,425        | 148,979         | 72,555           | 226,799          |
| <b>Budgetary Cost</b>  | <b>127,567</b>  | <b>47,675</b> | <b>167,223</b> | <b>30,355</b> | <b>43,640</b> | <b>119,330</b> | <b>76,075</b> | <b>484,298</b>  | <b>1,199,650</b> | <b>1,811,515</b> |
| <b>Funding Source</b>  |                 |               |                |               |               |                |               |                 |                  |                  |
| Local Tax Funding  | 12,565          | 10,750        | 7,365          | 2,695         | 335           | 3,205          | -             | 24,350          | -                | 36,915           |
| General Obligation Bonds   | 113,252         | 33,123        | 151,458        | 14,640        | 35,090        | 103,695        | 67,100        | 405,106         | 1,161,465        | 1,679,823        |
| Lease Revenue Financing  | -               | 3,802         | 8,400          | 13,020        | 8,215         | 12,430         | 8,975         | 54,842          | 38,185           | 93,027           |
| Proffers (Cash)  | 1,750           | -             | -              | -             | -             | -              | -             | -               | -                | 1,750            |
| <b>Total Funding Source</b>  | <b>127,567</b>  | <b>47,675</b> | <b>167,223</b> | <b>30,355</b> | <b>43,640</b> | <b>119,330</b> | <b>76,075</b> | <b>484,298</b>  | <b>1,199,650</b> | <b>1,811,515</b> |





# Capital Improvement Program

FY 2019 Adopted Budget

## Elementary Schools



| Capital Improvement Program by Functional Area                |              |               |               |               |         |              |               |                |                |                |
|---|--------------|---------------|---------------|---------------|---------|--------------|---------------|----------------|----------------|----------------|
| Schedule of Appropriations                                    |              |               |               |               |         |              |               |                |                |                |
| Capital (\$ in 1000s)   | Prior Alloc. | FY 2019       | FY 2020       | FY 2021       | FY 2022 | FY 2023      | FY 2024       | 6 Year Total   | Future FY's    | Project Total  |
| <b>Elementary School</b>                                      |              |               |               |               |         |              |               |                |                |                |
| <b>Projects</b>   |              |               |               |               |         |              |               |                |                |                |
| Algonkian ES Renovation                                       | -            | -             | -             | -             | -       | 2,815        | 21,575        | 24,390         | -              | 24,390         |
| Cool Spring ES Renovation                                     | -            | -             | -             | -             | -       | -            | 2,940         | 2,940          | 22,115         | 25,055         |
| ES-23 Dulles North  | -            | 5,105         | 39,130        | -             | -       | -            | -             | 44,235         | -              | 44,235         |
| ES-24 Central Loudoun   | -            | -             | -             | -             | -       | -            | 6,365         | 6,365          | 47,830         | 54,195         |
| ES-29 Dulles South  | -            | 5,105         | 39,130        | -             | -       | -            | -             | 44,235         | -              | 44,235         |
| ES - Three Classroom Addition - Countywide                    | -            | -             | -             | 12,415        | -       | -            | -             | 12,415         | -              | 12,415         |
| Future ES Renovations and Construction                        | -            | -             | -             | -             | -       | -            | -             | -              | 526,225        | 526,225        |
| Three Classroom Addition - Stuart W. Weller ES/Dominion Trail | -            | -             | 6,490         | -             | -       | -            | -             | 6,490          | -              | 6,490          |
| <b>Budgetary Cost</b>   | -            | <b>10,210</b> | <b>84,750</b> | <b>12,415</b> | -       | <b>2,815</b> | <b>30,880</b> | <b>141,070</b> | <b>596,170</b> | <b>737,240</b> |
| <b>Funding Source</b>   |              |               |               |               |         |              |               |                |                |                |
| Local Tax Funding   | -            | -             | 6,490         | -             | -       | -            | -             | 6,490          | -              | 6,490          |
| General Obligation Bonds                                      | -            | 10,210        | 78,260        | 12,415        | -       | 2,815        | 30,880        | 134,580        | 596,170        | 730,750        |
| <b>Total Funding Source</b>                                   | -            | <b>10,210</b> | <b>84,750</b> | <b>12,415</b> | -       | <b>2,815</b> | <b>30,880</b> | <b>141,070</b> | <b>596,170</b> | <b>737,240</b> |



# Algonkian Elementary School Renovation

## Project Description

Renovations, repairs and updates will be undertaken to critical systems (which include heat, air conditioning, boiler and water systems in addition to pipes, lighting fixtures and other related utilities) and renewal and restoration items (typically surfaces, roofs, carpet, painting, windows and similar aspects of a facility) as needed. The purpose is to protect the capital investment in the school facility while extending the lifecycle of the critical systems and renewal items an additional 30 years.

This project was previously identified as "Elementary School Renovation 1" in the FY 2018 CIP.

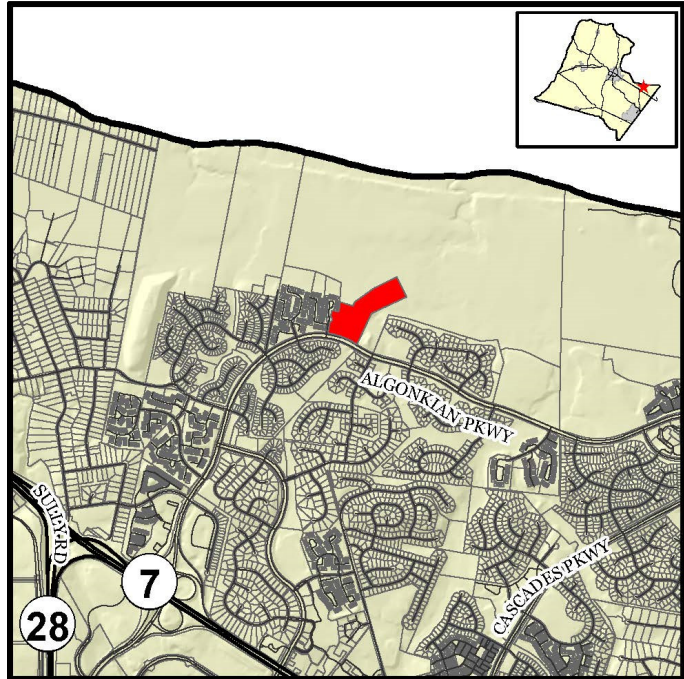
Authorization to sell general obligation bonds will be scheduled for placement on the November 2021 referendum.

## Project Location

Algonkian

## Project Completion / Open Date

Fall 2025 (2025-26 School Year)



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | -       | -       | 2,815   | -       | 2,815        | -           | 2,815         |
| Construction                | -            | -       | -       | -       | -       | -       | 21,575  | 21,575       | -           | 21,575        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | -       | 2,815   | 21,575  | 24,390       | -           | 24,390        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | 2,815   | 21,575  | 24,390       | -           | 24,390        |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | -       | 2,815   | 21,575  | 24,390       | -           | 24,390        |

| Operating Impact (\$ in 1000s) | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |
|--------------------------------|---------|---------|---------|---------|---------|---------|-------|
| Debt Service                   | -       | -       | -       | -       | -       | 281     | 281   |
| <b>Total Impact</b>            | -       | -       | -       | -       | -       | 281     | 281   |

## Cool Spring Elementary School Renovation

### Project Description

Renovations, repairs and updates will be undertaken to critical systems (which include heat, air conditioning, boiler and water systems in addition to pipes, lighting fixtures and other related utilities) and renewal and restoration items (typically surfaces, roofs, carpet, painting, windows and similar aspects of a facility) as needed. The purpose is to protect the capital investment in the school facility while extending the lifecycle of the critical systems and renewal items an additional 30 years.

This project was previously identified as "Elementary School Renovation 2" in the FY 2018 CIP.

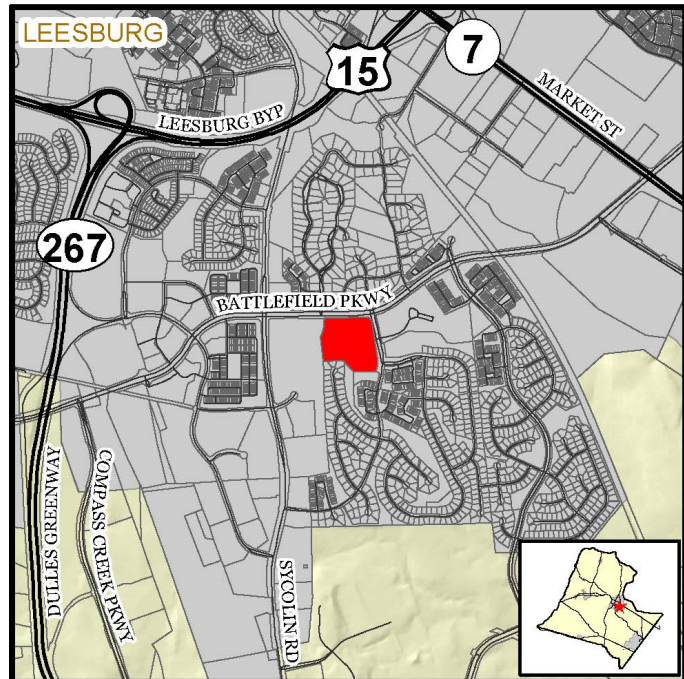
Authorization to sell general obligation bonds will be scheduled for placement on the November 2022 referendum.

### Project Location

Leesburg

### Project Completion / Open Date

Fall 2026 (2026-27 School Year)



| Capital (\$ in 1000s)       | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
|                             | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | 2,940   | 2,940  | -      | 2,940   |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -      | 19,600 | 19,600  |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | 2,515  | 2,515   |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | 2,940   | 2,940  | 22,115 | 25,055  |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | 2,940   | 2,940  | 22,115 | 25,055  |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | 2,940   | 2,940  | 22,115 | 25,055  |

## (ES-23) Dulles North Area Elementary School

### Project Description

The elementary school will be built using the prototypical two-story elementary school design. The estimated 106,323-square-foot building will serve students in kindergarten through grade five. With an anticipated program capacity of 937, the elementary school will include classrooms, a media center, cafeteria, multipurpose room and two unlighted outdoor physical education fields.

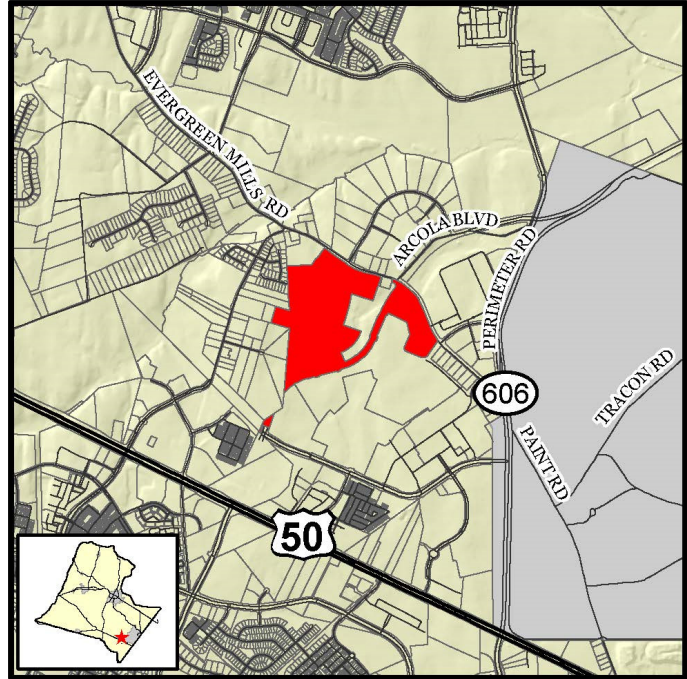
This project is funded using general obligation bonds that will be scheduled for placement on the November 2018 referendum.

### Project Location

ES-23 will be located on a proffered site within the Arcola Center development (Dulles North Planning District).

### Project Completion / Open Date

Fall 2021 (2021-22 School Year)



| Capital (\$ in 1000s)          | Prior Alloc. | FY 2019      | FY 2020       | FY 2021      | FY 2022      | FY 2023      | FY 2024      | 6 Year Total  | Future FY's | Project Total |
|--------------------------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|---------------|-------------|---------------|
| Land                           | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| Professional Services          | -            | 5,105        | -             | -            | -            | -            | -            | 5,105         | -           | 5,105         |
| Construction                   | -            | -            | 39,130        | -            | -            | -            | -            | 39,130        | -           | 39,130        |
| Furniture, Fixtures & Equip    | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| Other                          | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| <b>Total Cost</b>              | -            | <b>5,105</b> | <b>39,130</b> | -            | -            | -            | -            | <b>44,235</b> | -           | <b>44,235</b> |
| Local Tax Funding              | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| Fund Balance                   | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| General Obligation Bonds       | -            | 5,105        | 39,130        | -            | -            | -            | -            | 44,235        | -           | 44,235        |
| Lease Revenue Financing        | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| Proffers (Cash)                | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| Proffers (In-Kind)             | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| State Capital Assistance       | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| Fees                           | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| Local Gasoline Tax             | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| Proceeds from Land Sale        | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| Federal Funding                | -            | -            | -             | -            | -            | -            | -            | -             | -           | -             |
| <b>Total Financing</b>         | -            | <b>5,105</b> | <b>39,130</b> | -            | -            | -            | -            | <b>44,235</b> | -           | <b>44,235</b> |
|                                |              |              |               |              |              |              |              |               |             |               |
| Operating Impact (\$ in 1000s) |              | FY 2019      | FY 2020       | FY 2021      | FY 2022      | FY 2023      | FY 2024      | Total         |             |               |
| Debt Service                   |              | -            | 510           | 1,998        | 3,478        | 4,680        | 4,549        | 15,215        |             |               |
| <b>Total Impact</b>            |              | -            | <b>510</b>    | <b>1,998</b> | <b>3,478</b> | <b>4,680</b> | <b>4,549</b> | <b>15,215</b> |             |               |

## (ES-24) Central Loudoun Area Elementary School

### Project Description

The elementary school will be built using the prototypical two-story elementary school design. The estimated 106,323-square-foot building will serve students in kindergarten through grade five. With an anticipated program capacity of 937, the elementary school will include classrooms, a media center, cafeteria, multipurpose room and two unlighted outdoor physical education fields.

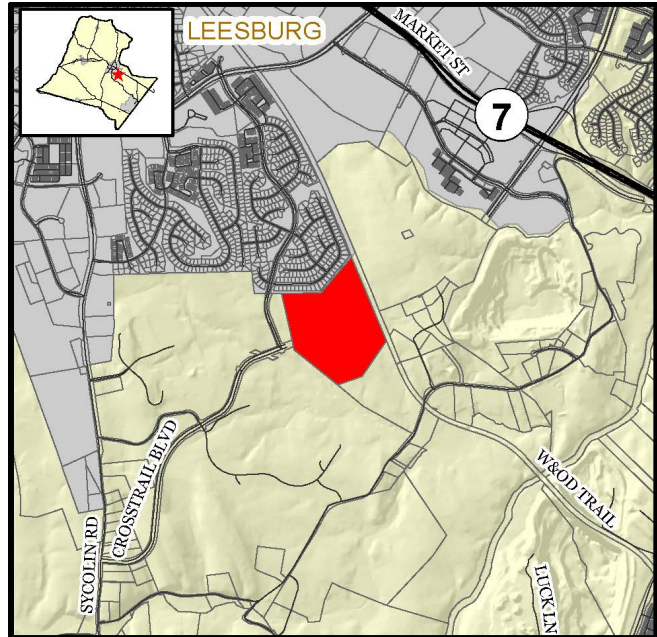
This project is funded using general obligation bonds that will be scheduled for placement on the November 2022 referendum.

### Project Location

ES-24 will be located on a proffered site within the Tuscarora Crossing development (Central Loudoun Planning District).

### Project Completion / Open Date

Fall 2026 (2026-2027 School Year)



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | 6,365   | 6,365  | -      | 6,365   |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -      | 47,830 | 47,830  |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | 6,365   | 6,365  | 47,830 | 54,195  |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | 6,365   | 6,365  | 47,830 | 54,195  |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | 6,365   | 6,365  | 47,830 | 54,195  |





## (ES-29) Dulles South Area Elementary School

### Project Description

The elementary school will be built using the prototypical two-story elementary school design. The estimated 106,323-square-foot building will serve students in kindergarten through grade five. With an anticipated program capacity of 937, the elementary school will include classrooms, a media center, cafeteria, multipurpose room, and two unlighted outdoor physical education fields.

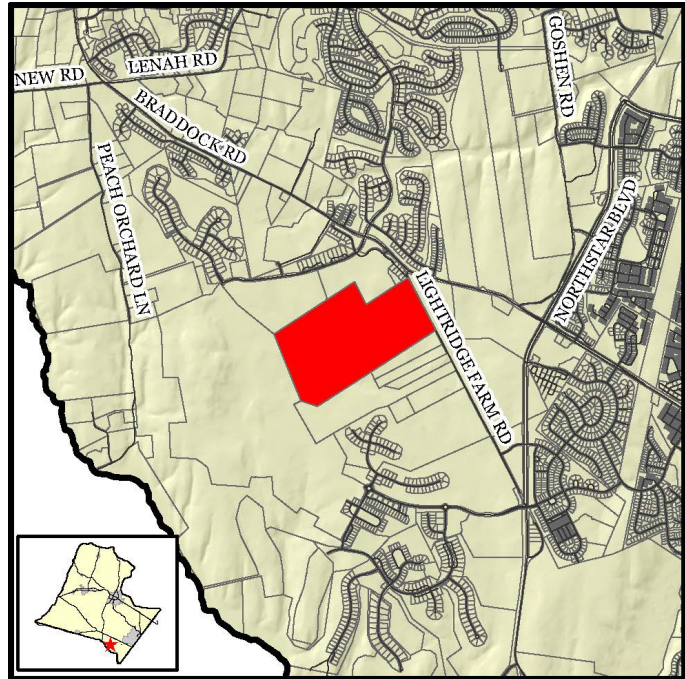
This project is funded using general obligation bonds that will be scheduled for placement on the November 2018 referendum.

### Project Location

ES-29 will be co-located with Lightridge High School (HS-9) and a County park on a purchased site off Lightridge Farm Road.

### Project Completion / Open Date

Fall 2021 (2021-2022 School Year)



|                                       | Prior    |                |                |                |                |                |                | 6 Year        | Future   | Project       |
|---------------------------------------|----------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|----------|---------------|
| Capital (\$ in 1000s)                 | Alloc.   | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | Total         | FY's     | Total         |
| Land                                  | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| Professional Services                 | -        | 5,105          | -              | -              | -              | -              | -              | 5,105         | -        | 5,105         |
| Construction                          | -        | -              | 39,130         | -              | -              | -              | -              | 39,130        | -        | 39,130        |
| Furniture, Fixtures & Equip           | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| Other                                 | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| <b>Total Cost</b>                     | <b>-</b> | <b>5,105</b>   | <b>39,130</b>  | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>44,235</b> | <b>-</b> | <b>44,235</b> |
| Local Tax Funding                     | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| Fund Balance                          | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| General Obligation Bonds              | -        | 5,105          | 39,130         | -              | -              | -              | -              | 44,235        | -        | 44,235        |
| Lease Revenue Financing               | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| Proffers (Cash)                       | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| Proffers (In-Kind)                    | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| State Capital Assistance              | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| Fees                                  | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| Local Gasoline Tax                    | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| Proceeds from Land Sale               | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| Federal Funding                       | -        | -              | -              | -              | -              | -              | -              | -             | -        | -             |
| <b>Total Financing</b>                | <b>-</b> | <b>5,105</b>   | <b>39,130</b>  | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>-</b>       | <b>44,235</b> | <b>-</b> | <b>44,235</b> |
| <b>Operating Impact (\$ in 1000s)</b> |          | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b>  |          |               |
| Debt Service                          |          | -              | 510            | 1,998          | 3,478          | 4,680          | 4,549          | 15,215        |          |               |
| <b>Total Impact</b>                   |          | <b>-</b>       | <b>510</b>     | <b>1,998</b>   | <b>3,478</b>   | <b>4,680</b>   | <b>4,549</b>   | <b>15,215</b> |          |               |

## Elementary School Three-Classroom Additions – Countywide

### Project Description

A three-classroom addition, of approximately 4,300 square feet each, for four elementary schools in FY 2021. These additions will facilitate the expansion of full-day kindergarten or other elementary instruction needs.

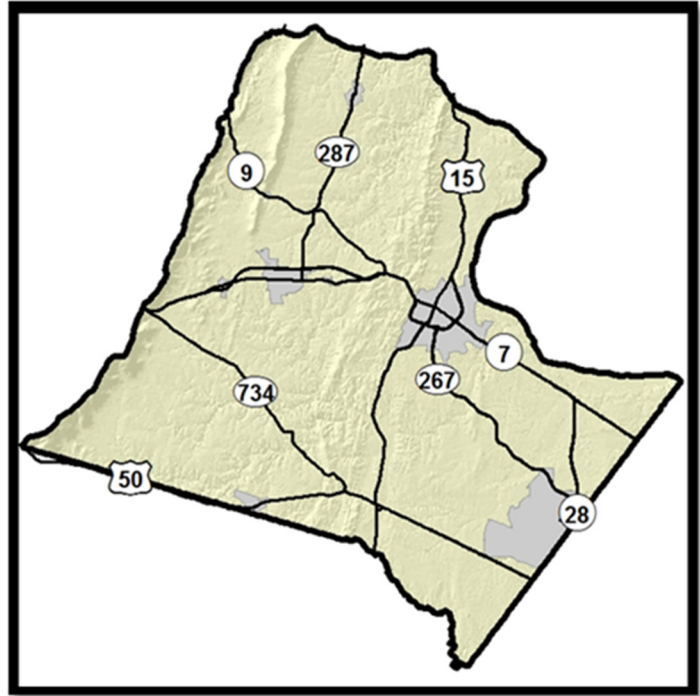
This project is funded using general obligation bonds that will be scheduled for placement on the November 2019 referendum.

### Project Location

TBD

### Project Completion / Open Date

Fall 2022 (2022-23 School Year)



|                                | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|--------------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)          | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                   | -      | -       | -       | 12,415  | -       | -       | -       | 12,415 | -      | 12,415  |
| Furniture, Fixtures & Equip    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>              | -      | -       | -       | 12,415  | -       | -       | -       | 12,415 | -      | 12,415  |
| Local Tax Funding              | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                   | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds       | -      | -       | -       | 12,415  | -       | -       | -       | 12,415 | -      | 12,415  |
| Lease Revenue Financing        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>         | -      | -       | -       | 12,415  | -       | -       | -       | 12,415 | -      | 12,415  |
|                                |        |         |         |         |         |         |         |        |        |         |
| Operating Impact (\$ in 1000s) |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |        |         |
| Debt Service                   |        | -       | -       | -       | 320     | 632     | 1,005   | 1,957  |        |         |
| <b>Total Impact</b>            |        | -       | -       | -       | 320     | 632     | 1,005   | 1,957  |        |         |



## Future Elementary School Renovations and Construction

### Project Description

Renovations, repairs and updates will be undertaken to critical systems (which include heat, air conditioning, boiler and water systems in addition to pipes, lighting fixtures and other related utilities) and renewal and restoration items (typically surfaces, roofs, carpet, painting, windows and similar aspects of a facility) as needed. The purpose is to protect the capital investment in school facilities while extending the lifecycle of critical systems and renewal items an additional 30 years.

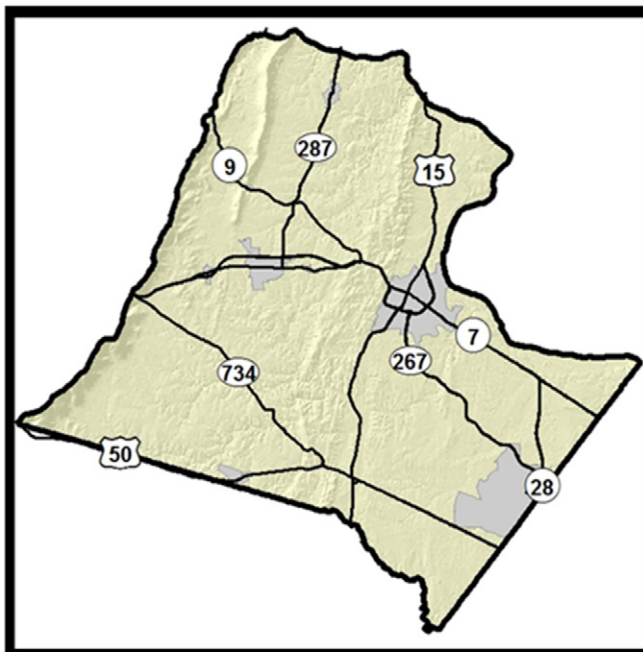
The new construction of elementary schools will be built using the prototypical two-story elementary school design. The estimated 106,323-square-foot building will serve students in kindergarten through grade five. With an anticipated program capacity of 937, the elementary school will include classrooms, a media center, cafeteria, multipurpose room, and two unlighted outdoor physical education fields.

### Project Location

Countywide

### Renovation Completion / Open Date

|                 |   |
|-----------------|---|
| Fall 2027/2028  | Ashburn ES<br>Potowmack ES  |
| Fall 2028/2029  | Lowes Island ES<br>Horizon ES   |
| Fall 2029/2030: | Dominion Trail ES<br>Sanders Corner ES<br>Evergreen Mill ES<br>Cedar Lane ES<br>Selden's Landing ES<br>John W. Tolbert Jr. ES |
| Fall 2030/2031  | Ball's Bluff ES<br>Little River ES<br>Mill Run ES   |



### New Facility Completion / Open Date

|                 |       |
|-----------------|-------|
| Fall 2028/2029: | ES-34 |
| Fall 2030/2031: | ES-36 |

| Capital (\$ in 1000s)       | Prior  |         |         |         |         |         |         |       | 6 Year | Future  | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|-------|--------|---------|---------|
|                             | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total |        | FY's    | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -     | -      | 62,190  | 62,190  |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -     | -      | 464,035 | 464,035 |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | -       | -     | -      | 526,225 | 526,225 |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -     | -      | 526,225 | 526,225 |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -     | -      | -       | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | -       | -     | -      | 526,225 | 526,225 |



## Three-Classroom Additions - Steuart W. Weller & Dominion Trail Elementary Schools

### Project Description

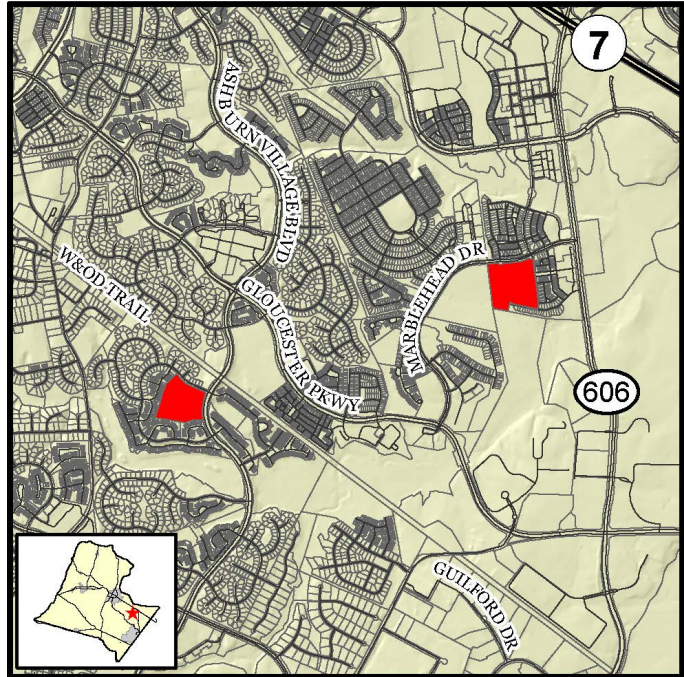
A three-classroom addition, of approximately 4,300 square feet each, at Steuart W. Weller Elementary School and Dominion Trail Elementary School will facilitate the expansion of full-day kindergarten or other elementary instruction needs.

### Project Location

Ashburn

### Project Completion / Open Date

Fall 2021 (2021-22 School Year)



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                | -      | -       | 6,490   | -       | -       | -       | -       | 6,490  | -      | 6,490   |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | 6,490   | -       | -       | -       | -       | 6,490  | -      | 6,490   |
| Local Tax Funding           | -      | -       | 6,490   | -       | -       | -       | -       | 6,490  | -      | 6,490   |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | 6,490   | -       | -       | -       | -       | 6,490  | -      | 6,490   |



# Capital Improvement Program

FY 2019 Adopted Budget

## Middle Schools



| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |         |         |         |         |         |         |                 |                |                  |
|--|-----------------|---------|---------|---------|---------|---------|---------|-----------------|----------------|------------------|
| Capital (\$ in 1000s)  | Prior<br>Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
| <b>Middle School</b>   |                 |         |         |         |         |         |         |                 |                |                  |
| <b>Projects</b>  |                 |         |         |         |         |         |         |                 |                |                  |
| Farmwell Station MS Renovation   | -               | -       | -       | -       | -       | -       | -       | -               | 67,760         | 67,760           |
| Harper Park MS Renovation  | -               | -       | -       | -       | -       | -       | -       | -               | 69,305         | 69,305           |
| MS-14, Dulles North  | -               | -       | -       | -       | 11,585  | 88,775  | -       | 100,360         | -              | 100,360          |
| MS-19  | -               | -       | -       | -       | -       | -       | -       | -               | 113,195        | 113,195          |
| Budgetary Cost   | -               | -       | -       | -       | 11,585  | 88,775  | -       | 100,360         | 250,260        | 350,620          |
| <b>Funding Source</b>  |                 |         |         |         |         |         |         |                 |                |                  |
| General Obligation Bonds   | -               | -       | -       | -       | 11,585  | 88,775  | -       | 100,360         | 250,260        | 350,620          |
| Total Funding Source   | -               | -       | -       | -       | 11,585  | 88,775  | -       | 100,360         | 250,260        | 350,620          |

# Farmwell Station Middle School Renovation

## Project Description

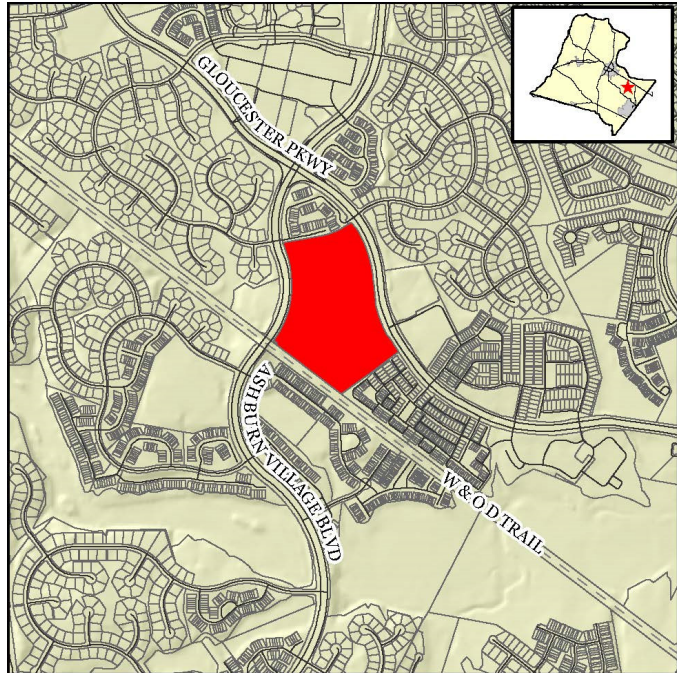
Renovations, repairs and updates will be undertaken to critical systems (which include heat, air conditioning, boiler and water systems in addition to pipes, lighting fixtures and other related utilities) and renewal and restoration items (typically surfaces, roofs, carpet, painting, windows and similar aspects of a facility) as needed. The purpose is to protect the capital investment in the school facility while extending the lifecycle of the critical systems and renewal items an additional 30 years.

## Project Location

Ashburn

## Project Completion / Open Date

Fall 2028 (2028-29 School Year)



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future        | Project       |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|---------------|---------------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's          | Total         |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | 7,955         | 7,955         |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -      | 59,805        | 59,805        |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | -       | -      | <b>67,760</b> | <b>67,760</b> |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | 67,760        | 67,760        |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -             | -             |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | -       | -      | <b>67,760</b> | <b>67,760</b> |

# Harper Park Middle School Renovation

## Project Description

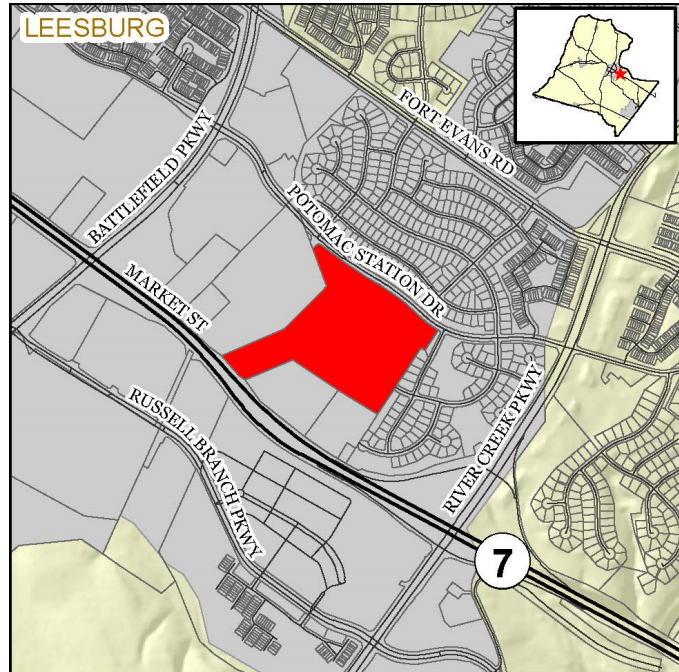
Renovations, repairs and updates will be undertaken to critical systems (which include heat, air conditioning, boiler and water systems in addition to pipes, lighting fixtures and other related utilities) and renewal and restoration items (typically surfaces, roofs, carpet, painting, windows and similar aspects of a facility) as needed. The purpose is to protect the capital investment in the school facility while extending the lifecycle of the critical systems and renewal items an additional 30 years.

## Project Location

Leesburg

## Project Completion / Open Date

Fall 2031 (2031-32 School Year)



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | 8,315  | 8,315   |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -      | 60,990 | 60,990  |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | -       | -      | 69,305 | 69,305  |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | 69,305 | 69,305  |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | -       | -      | 69,305 | 69,305  |



## (MS-14) Dulles North Area Middle School

### Project Description

The middle school will be built using the prototypical two-story middle school design. The estimated 184,593-square-foot building will serve students in grades six through eight. With an anticipated program capacity of 1,350, the middle school design will utilize the 'house' concept for each grade and will include classrooms, a media center, cafeteria, auditorium, gymnasium, auxiliary gymnasium and three unlighted outdoor physical education fields.

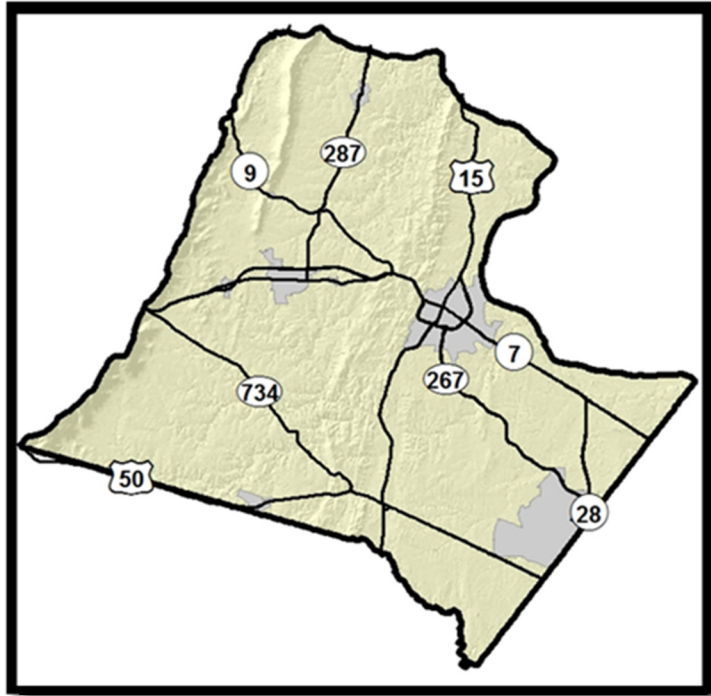
Authorization to sell general obligation bonds will be scheduled for placement on the November 2020 referendum.

### Project Location

A 35-acre site will need to be acquired in the Dulles North planning district.

### Project Completion / Open Date

Fall 2025 (2025-2026 School Year)



|                                | Prior  |         |         |         |         |         |         | 6 Year  | Future | Project |
|--------------------------------|--------|---------|---------|---------|---------|---------|---------|---------|--------|---------|
| Capital (\$ in 1000s)          | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total   | FY's   | Total   |
| Land                           | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| Professional Services          | -      | -       | -       | -       | 11,585  | -       | -       | 11,585  | -      | 11,585  |
| Construction                   | -      | -       | -       | -       | -       | 78,690  | -       | 78,690  | -      | 78,690  |
| Furniture, Fixtures & Equip    | -      | -       | -       | -       | -       | 10,085  | -       | 10,085  | -      | 10,085  |
| Other                          | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| <b>Total Cost</b>              | -      | -       | -       | -       | 11,585  | 88,775  | -       | 100,360 | -      | 100,360 |
| Local Tax Funding              | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| Fund Balance                   | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| General Obligation Bonds       | -      | -       | -       | -       | 11,585  | 88,775  | -       | 100,360 | -      | 100,360 |
| Lease Revenue Financing        | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| Proffers (Cash)                | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| Proffers (In-Kind)             | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| State Capital Assistance       | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| Fees                           | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| Local Gasoline Tax             | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| Proceeds from Land Sale        | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| Federal Funding                | -      | -       | -       | -       | -       | -       | -       | -       | -      | -       |
| <b>Total Financing</b>         | -      | -       | -       | -       | 11,585  | 88,775  | -       | 100,360 | -      | 100,360 |
|                                |        |         |         |         |         |         |         |         |        |         |
| Operating Impact (\$ in 1000s) |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total   |        |         |
| Debt Service                   |        | -       | -       | -       | -       | 500     | 1,488   | 1,988   |        |         |
| <b>Total Impact</b>            |        | -       | -       | -       | -       | 500     | 1,488   | 1,988   |        |         |

## (MS-19) Middle School

### Project Description

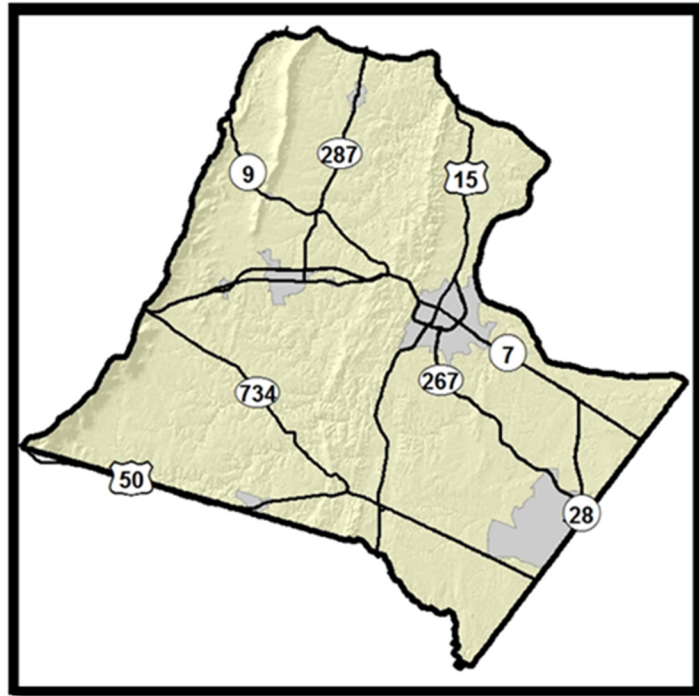
The middle school will be built using the prototypical two-story middle school design. The estimated 184,593 square foot building will serve students in grades six through eight. With an anticipated program capacity of 1,350, the middle school design will utilize the 'house' concept for each grade and will include classrooms, a media center, cafeteria, auditorium, gymnasium, auxiliary gymnasium and three unlighted outdoor physical education fields.

### Project Location

TBD

### Project Completion / Open Date

Fall 2029 (2029-2030 School Year)



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future  | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|---------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's    | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | 13,290  | 13,290  |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -      | 99,905  | 99,905  |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | -       | -      | 113,195 | 113,195 |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | 113,195 | 113,195 |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -       | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | -       | -      | 113,195 | 113,195 |





# Capital Improvement Program

FY 2019 Adopted Budget

## High Schools



| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |               |               |          |            |               |              |                 |                |                  |
|--|-----------------|---------------|---------------|----------|------------|---------------|--------------|-----------------|----------------|------------------|
| Capital (\$ in 1000s)  | Prior<br>Alloc. | FY 2019       | FY 2020       | FY 2021  | FY 2022    | FY 2023       | FY 2024      | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
| <b>High School</b>   |                 |               |               |          |            |               |              |                 |                |                  |
| <b>Projects</b>  |                 |               |               |          |            |               |              |                 |                |                  |
| CS Monroe Technology Center  | 1,750           | 1,829         | 61,364        | -        | -          | -             | -            | 63,193          | -              | 64,943           |
| HS-9 Lightridge High School  | 116,752         | 8,788         | -             | -        | -          | -             | -            | 8,788           | -              | 125,540          |
| HS-14, Dulles North  | -               | -             | -             | -        | -          | -             | -            | -               | 182,605        | 182,605          |
| HS - Baseball/Softball Press Boxes   | -               | -             | -             | -        | -          | 3,205         | -            | 3,205           | -              | 3,205            |
| HS - Stadium Synthetic Turf & Track Resurface                                | 3,800           | 4,148         | -             | -        | -          | -             | -            | 4,148           | -              | 7,948            |
| HS - Tennis Courts Lighting  | -               | -             | -             | -        | -          | 3,610         | 3,770        | 7,380           | 3,865          | 11,245           |
| HS - Weight Room Expansion   | -               | -             | -             | -        | -          | 6,840         | -            | 6,840           | -              | 6,840            |
| Modular Classroom Removal - Briar Woods HS                                   | -               | -             | -             | -        | 335        | -             | -            | 335             | -              | 335              |
| Potomac Falls HS Renovation  | -               | -             | -             | -        | -          | -             | -            | -               | 94,195         | 94,195           |
| <b>Budgetary Cost</b>  | <b>122,302</b>  | <b>14,765</b> | <b>61,364</b> | <b>-</b> | <b>335</b> | <b>13,655</b> | <b>3,770</b> | <b>93,889</b>   | <b>280,665</b> | <b>496,856</b>   |
| <b>Funding Source</b>  |                 |               |               |          |            |               |              |                 |                |                  |
| Local Tax Funding  | 7,300           | 10,000        | -             | -        | 335        | 3,205         | -            | 13,540          | -              | 20,840           |
| General Obligation Bonds   | 113,252         | 4,765         | 61,364        | -        | -          | 10,450        | 3,770        | 80,349          | 280,665        | 474,266          |
| Proffers (Cash)  | 1,750           | -             | -             | -        | -          | -             | -            | -               | -              | 1,750            |
| <b>Total Funding Source</b>  | <b>122,302</b>  | <b>14,765</b> | <b>61,364</b> | <b>-</b> | <b>335</b> | <b>13,655</b> | <b>3,770</b> | <b>93,889</b>   | <b>280,665</b> | <b>496,856</b>   |



## C.S. Monroe Technology Center – Douglass School Renovations

### Project Description

With the 2018-19 opening of the Academies of Loudoun, the existing C.S. Monroe Technology Center will be vacated and renovated. The renovation will allow for the relocation of the Douglass School program as well as provide additional instructional space to increase student enrollment in several new alternative instructional programs. The C.S. Monroe site renovation project will also provide a central location for administrative functions of the Adult Education program, an English Language Learners (ELL) center, Head Start, STEP (Starting Towards Excellence in Preschool), and Pupil Services spaces – programs currently housed at the LCPS Administration Building, Union Street and/or Round Hill Support Facility. Once the Douglass School program has been relocated, renovation of the Douglass School building will provide flexible office space to be used by LCPS to address future department growth.

This project is funded using general obligation bonds that were approved on the November 2017 referendum.

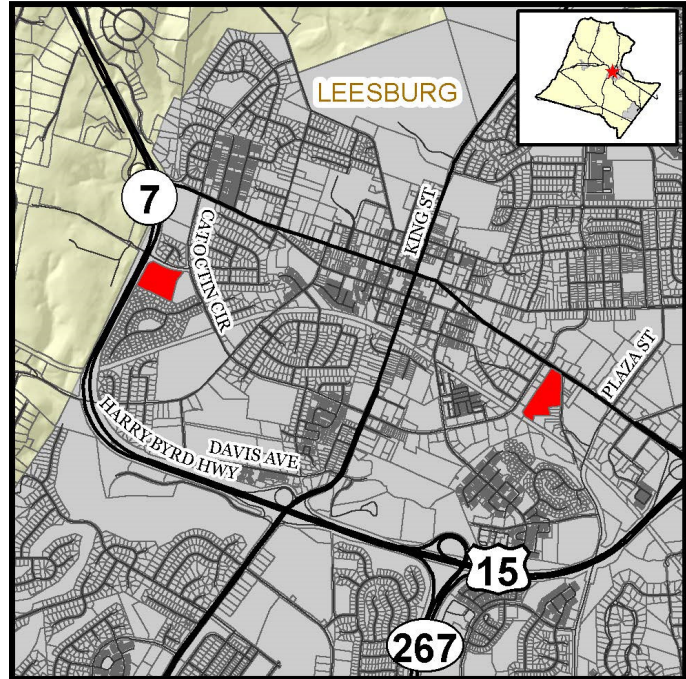
### Project Location

C.S. Monroe Technology Center & Douglass School

### Project Completion / Open Date

C.S. Monroe Technology Center, Fall 2021 (2021-22 School Year)

Douglass School, Fall 2022 (2022-23 School Year)



|                                | Prior        |              |               |              |              |              |              | 6 Year        | Future   | Project       |
|--------------------------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|---------------|----------|---------------|
| Capital (\$ in 1000s)          | Alloc.       | FY 2019      | FY 2020       | FY 2021      | FY 2022      | FY 2023      | FY 2024      | Total         | FY's     | Total         |
| Land                           | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| Professional Services          | 1,750        | 1,829        | -             | -            | -            | -            | -            | 1,829         | -        | 3,579         |
| Construction                   | -            | -            | 61,364        | -            | -            | -            | -            | 61,364        | -        | 61,364        |
| Furniture, Fixtures & Equip    | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| Other                          | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| <b>Total Cost</b>              | <b>1,750</b> | <b>1,829</b> | <b>61,364</b> | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>63,193</b> | <b>-</b> | <b>64,943</b> |
| Local Tax Funding              | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| Fund Balance                   | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| General Obligation Bonds       | -            | 1,829        | 61,364        | -            | -            | -            | -            | 63,193        | -        | 63,193        |
| Lease Revenue Financing        | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| Proffers (Cash)                | 1,750        | -            | -             | -            | -            | -            | -            | -             | -        | 1,750         |
| Proffers (In-Kind)             | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| State Capital Assistance       | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| Fees                           | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| Local Gasoline Tax             | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| Proceeds from Land Sale        | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| Federal Funding                | -            | -            | -             | -            | -            | -            | -            | -             | -        | -             |
| <b>Total Financing</b>         | <b>1,750</b> | <b>1,829</b> | <b>61,364</b> | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>-</b>     | <b>63,193</b> | <b>-</b> | <b>64,943</b> |
|                                |              |              |               |              |              |              |              |               |          |               |
| Operating Impact (\$ in 1000s) |              | FY 2019      | FY 2020       | FY 2021      | FY 2022      | FY 2023      | FY 2024      | Total         |          |               |
| Debt Service                   |              | -            | 182           | 1,246        | 3,118        | 4,599        | 6,000        | 15,144        |          |               |
| <b>Total Impact</b>            |              | <b>-</b>     | <b>182</b>    | <b>1,246</b> | <b>3,118</b> | <b>4,599</b> | <b>6,000</b> | <b>15,144</b> |          |               |

## (HS-9) Lightridge High School

### Project Description

The high school will be built using the prototypical two-story high school design. The estimated 305,133-square-foot building will serve students in grades nine through twelve. With an anticipated program capacity of 1,800, the high school will include classrooms, a media center, cafeteria, auditorium, gymnasium, auxiliary gymnasium, outdoor physical education fields, and other associated spaces to support the high school program.

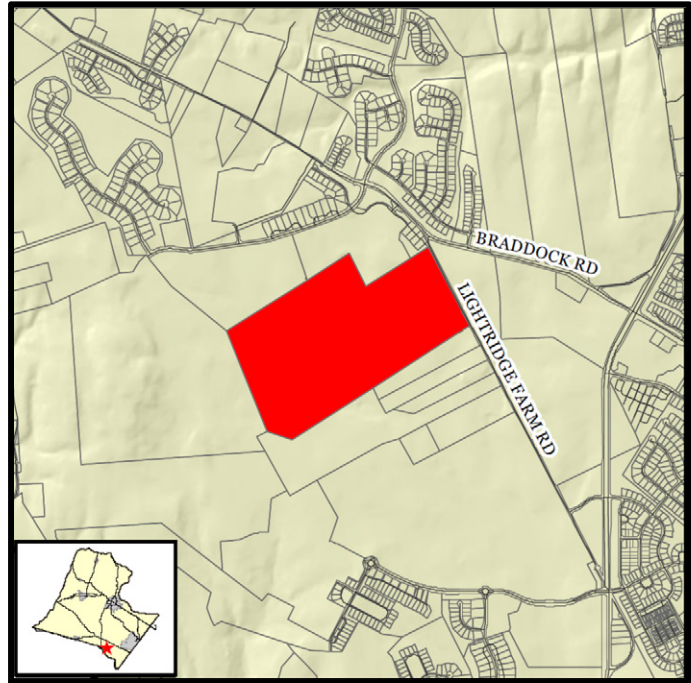
This project is funded using general obligation bonds that were approved on the November 2016 referendum.

### Project Location

Lightridge HS will be co-located with ES-29 and a County park on a purchased site off Lightridge Farm Road.

### Project Completion / Open Date

Fall 2020 (2020-21 School Year)



|                                | Prior          |              |         |         |         |         |         | 6 Year       | Future | Project        |
|--------------------------------|----------------|--------------|---------|---------|---------|---------|---------|--------------|--------|----------------|
| Capital (\$ in 1000s)          | Alloc.         | FY 2019      | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total        | FY's   | Total          |
| Land                           | -              | -            | -       | -       | -       | -       | -       | -            | -      | -              |
| Professional Services          | 7,532          | -            | -       | -       | -       | -       | -       | -            | -      | 7,532          |
| Construction                   | 109,220        | -            | -       | -       | -       | -       | -       | -            | -      | 109,220        |
| Furniture, Fixtures & Equip    | -              | 8,788        | -       | -       | -       | -       | -       | 8,788        | -      | 8,788          |
| Other                          | -              | -            | -       | -       | -       | -       | -       | -            | -      | -              |
| <b>Total Cost</b>              | <b>116,752</b> | <b>8,788</b> | -       | -       | -       | -       | -       | <b>8,788</b> | -      | <b>125,540</b> |
| Local Tax Funding              | 3,500          | 8,788        | -       | -       | -       | -       | -       | 8,788        | -      | 12,288         |
| Fund Balance                   | -              | -            | -       | -       | -       | -       | -       | -            | -      | -              |
| General Obligation Bonds       | 113,252        | -            | -       | -       | -       | -       | -       | -            | -      | 113,252        |
| Lease Revenue Financing        | -              | -            | -       | -       | -       | -       | -       | -            | -      | -              |
| Proffers (Cash)                | -              | -            | -       | -       | -       | -       | -       | -            | -      | -              |
| Proffers (In-Kind)             | -              | -            | -       | -       | -       | -       | -       | -            | -      | -              |
| State Capital Assistance       | -              | -            | -       | -       | -       | -       | -       | -            | -      | -              |
| Fees                           | -              | -            | -       | -       | -       | -       | -       | -            | -      | -              |
| Local Gasoline Tax             | -              | -            | -       | -       | -       | -       | -       | -            | -      | -              |
| Proceeds from Land Sale        | -              | -            | -       | -       | -       | -       | -       | -            | -      | -              |
| Federal Funding                | -              | -            | -       | -       | -       | -       | -       | -            | -      | -              |
| <b>Total Financing</b>         | <b>116,752</b> | <b>8,788</b> | -       | -       | -       | -       | -       | <b>8,788</b> | -      | <b>125,540</b> |
|                                |                |              |         |         |         |         |         |              |        |                |
| Operating Impact (\$ in 1000s) |                | FY 2019      | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total        |        |                |
| Debt Service                   |                | -            | 2,292   | 5,675   | 8,777   | 9,047   | 8,816   | 34,607       |        |                |
| <b>Total Impact</b>            |                | -            | 2,292   | 5,675   | 8,777   | 9,047   | 8,816   | 34,607       |        |                |

## (HS-14) Dulles North Area High School

### Project Description

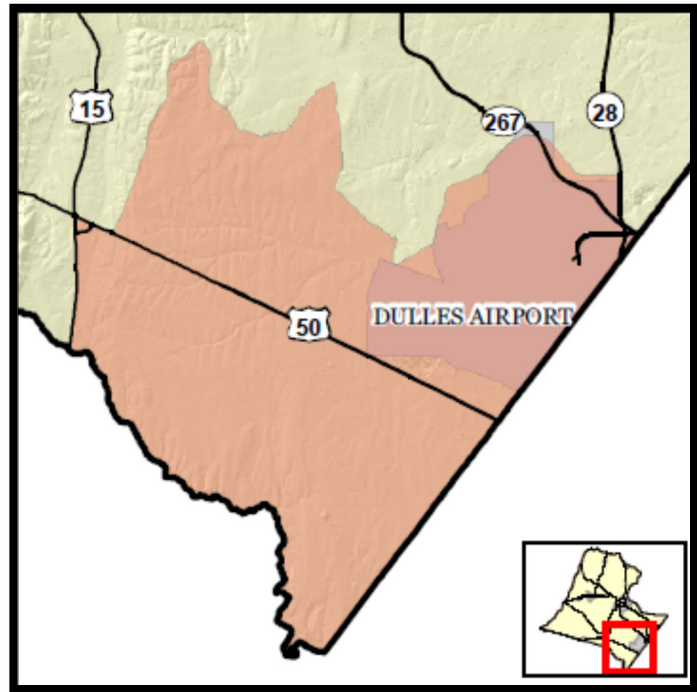
The high school will be built using the prototypical two-story high school design. The estimated 305,133-square-foot building will serve students in grades nine through twelve. With an anticipated program capacity of 1,800, the high school will include classrooms, a media center, cafeteria, auditorium, gymnasium, auxiliary gymnasium, outdoor physical education fields and other associated spaces to support the high school program.

### Project Location

TBD - A 75-acre site will need to be acquired in the Dulles North planning district. Funding for land acquisition is included in the County Land Acquisition Fund in FY 2023.

### Project Completion / Open Date

Fall 2030 (2030-31 School Year)



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | -       | -       | -       | -       | -            | 21,440      | 21,440        |
| Construction                | -            | -       | -       | -       | -       | -       | -       | -            | 161,165     | 161,165       |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | -       | -       | -       | -            | 182,605     | 182,605       |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | -       | -            | 182,605     | 182,605       |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | -       | -       | -       | -            | 182,605     | 182,605       |

## High School Baseball/Softball Press Boxes

### Project Description

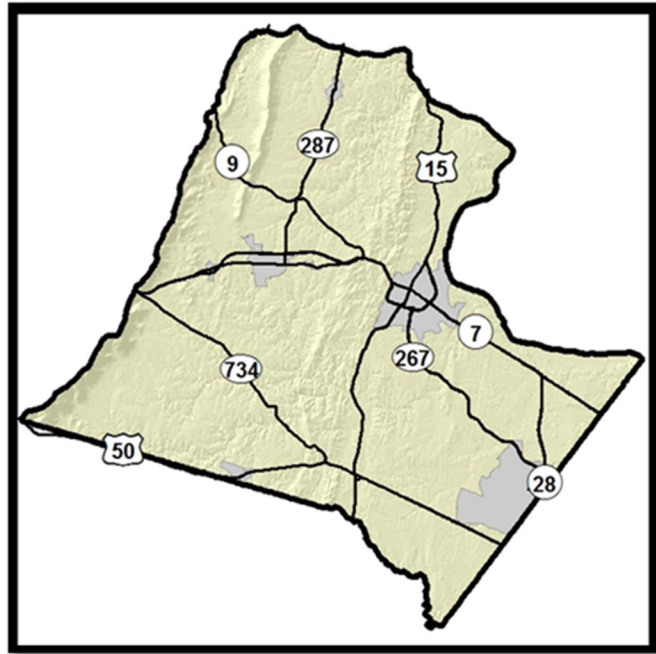
The project will involve the construction of 12 new press boxes, including storage space, at the baseball and softball fields at Dominion, Heritage, Loudoun County, Park View, and Potomac Falls High Schools.

### Project Location

Six High Schools: Briar Woods High School, Dominion High School, Heritage High School, Loudoun County High School, Park View High School, Potomac Falls High School

### Project Completion / Open Date

Fall 2024 (2024-25 School Year)



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                | -      | -       | -       | -       | -       | 3,205   | -       | 3,205  | -      | 3,205   |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | 3,205   | -       | 3,205  | -      | 3,205   |
| Local Tax Funding           | -      | -       | -       | -       | -       | 3,205   | -       | 3,205  | -      | 3,205   |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | 3,205   | -       | 3,205  | -      | 3,205   |



## High School Stadium Synthetic Turf & Track Resurfacing

### Project Description

The synthetic turf and track resurfacing project will provide one synthetic turf field per school. Each school is located in an area of the county where available recreational fields are in short supply and the installation of synthetic turf would allow for year-round use of the field by LCPS and other organizations and groups, per School Board policy.

This project is funded using general obligation bonds that were approved on the November 2017 referendum.

### Phase I

#### Locations

Dominion High School  
Heritage High School

#### Completion

Fall 2017 (2017-18 School Year)

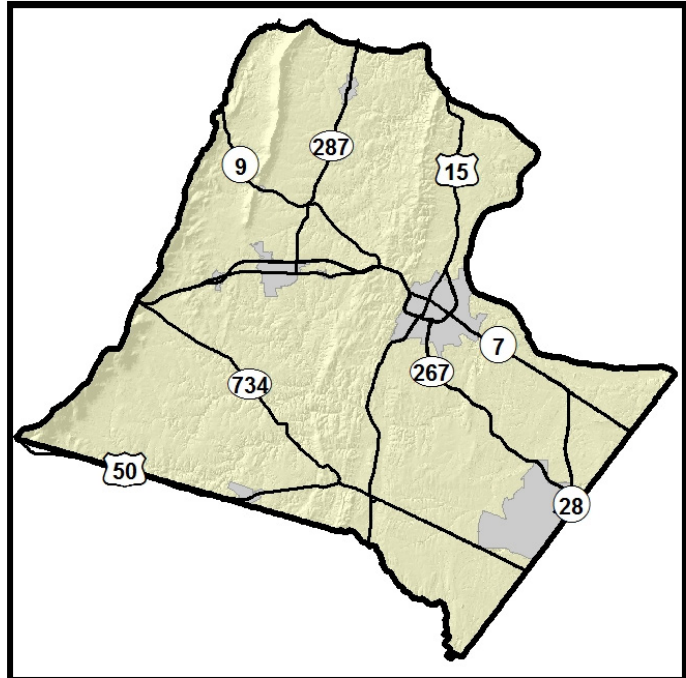
### Phase II

#### Location

Briar Woods High School  
Freedom High School

#### Completion

Fall 2019 (2019-20 School Year)



|                                | Prior        |              |            |            |            |            |            |              | 6 Year   | Future   | Project      |
|--------------------------------|--------------|--------------|------------|------------|------------|------------|------------|--------------|----------|----------|--------------|
| Capital (\$ in 1000s)          | Alloc.       | FY 2019      | FY 2020    | FY 2021    | FY 2022    | FY 2023    | FY 2024    | Total        | FY's     |          | Total        |
| Land                           | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| Professional Services          | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| Construction                   | 3,800        | 4,148        | -          | -          | -          | -          | -          | 4,148        | -        | -        | 7,948        |
| Furniture, Fixtures & Equip    | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| Other                          | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| <b>Total Cost</b>              | <b>3,800</b> | <b>4,148</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>4,148</b> | <b>-</b> | <b>-</b> | <b>7,948</b> |
| Local Tax Funding              | 3,800        | 1,212        | -          | -          | -          | -          | -          | 1,212        | -        | -        | 5,012        |
| Fund Balance                   | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| General Obligation Bonds       | -            | 2,936        | -          | -          | -          | -          | -          | 2,936        | -        | -        | 2,936        |
| Lease Revenue Financing        | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| Proffers (Cash)                | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| Proffers (In-Kind)             | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| State Capital Assistance       | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| Fees                           | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| Local Gasoline Tax             | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| Proceeds from Land Sale        | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| Federal Funding                | -            | -            | -          | -          | -          | -          | -          | -            | -        | -        | -            |
| <b>Total Financing</b>         | <b>3,800</b> | <b>4,148</b> | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>-</b>   | <b>4,148</b> | <b>-</b> | <b>-</b> | <b>7,948</b> |
|                                |              |              |            |            |            |            |            |              |          |          |              |
| Operating Impact (\$ in 1000s) |              | FY 2019      | FY 2020    | FY 2021    | FY 2022    | FY 2023    | FY 2024    | Total        |          |          |              |
| Debt Service                   |              | -            | 100        | 289        | 282        | 275        | 268        | 1,214        |          |          |              |
| <b>Total Impact</b>            |              | <b>-</b>     | <b>100</b> | <b>289</b> | <b>282</b> | <b>275</b> | <b>268</b> | <b>1,214</b> |          |          |              |



## High School Tennis Court Lighting

### Project Description

Beginning with FY2023, over a three-year period, funding is requested to provide for the placement of tennis court lights at each existing LCPS high school; lighting at five schools will be completed each fiscal year over the three-year period. The installation of lights will allow teams to wait out weather delays, avoid the postponement of matches due to loss of light, and enable students to stay in school for the entire instruction day for regular season matches while still completing full length matches.

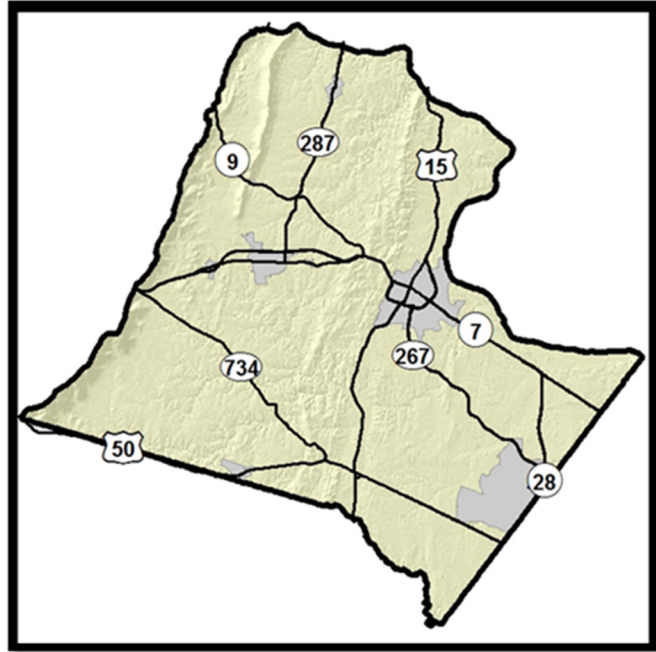
Authorization to sell general obligation bonds will be scheduled for placement on the November 2021 referendum.

### Project Location

15 High Schools: Briar Woods High School, Broad Run High School, Dominion High School, Freedom High School, Heritage High School, John Champe High School, Loudoun County High School, Loudoun Valley High School, Park View High School, Potomac Falls High School, Riverside High School, Rock Ridge High School, Stone Bridge High School, Tuscarora High School, Woodgrove High School

### Project Completion / Open Date

Phased: Five Schools per year, beginning Fall 2024 (2024-25 School Year)



|                                       | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|---------------------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)                 | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                                  | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                          | -      | -       | -       | -       | -       | 3,610   | 3,770   | 7,380  | 3,865  | 11,245  |
| Furniture, Fixtures & Equip           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                                 | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>                     | -      | -       | -       | -       | -       | 3,610   | 3,770   | 7,380  | 3,865  | 11,245  |
| Local Tax Funding                     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds              | -      | -       | -       | -       | -       | 3,610   | 3,770   | 7,380  | 3,865  | 11,245  |
| Lease Revenue Financing               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance              | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                                  | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax                    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale               | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>                | -      | -       | -       | -       | -       | 3,610   | 3,770   | 7,380  | 3,865  | 11,245  |
| <b>Operating Impact (\$ in 1000s)</b> |        |         |         |         |         |         |         |        |        |         |
| Debt Service                          | -      | -       | -       | -       | -       | -       | 100     | 100    |        |         |
| <b>Total Impact</b>                   | -      | -       | -       | -       | -       | -       | 100     | 100    |        |         |

## High School Weight Room Expansions

### Project Description

Expansion of the existing weight rooms at Dominion High School, Heritage High School, and Potomac Falls High School is recommended to accommodate the increased participation and team/sport opportunities at the high school level. Current prototype high schools have additional space to address the increased need.

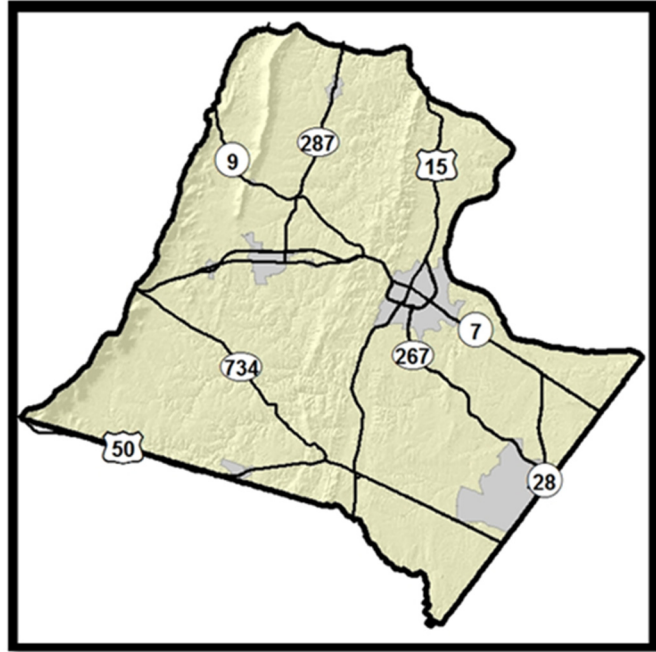
Authorization to sell general obligation bonds will be scheduled for placement on the November 2021 referendum.

### Project Location

Three High Schools: Dominion High School, Heritage High School, Potomac Falls High School

### Project Completion / Open Date

Fall 2024 (2024-25 School Year)



|                                       | Prior  |                |                |                |                |                |                | 6 Year       | Future | Project |
|---------------------------------------|--------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------|---------|
| Capital (\$ in 1000s)                 | Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | Total        | FY's   | Total   |
| Land                                  | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Professional Services                 | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Construction                          | -      | -              | -              | -              | -              | 6,840          | -              | 6,840        | -      | 6,840   |
| Furniture, Fixtures & Equip           | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Other                                 | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| <b>Total Cost</b>                     | -      | -              | -              | -              | -              | 6,840          | -              | 6,840        | -      | 6,840   |
| Local Tax Funding                     | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Fund Balance                          | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| General Obligation Bonds              | -      | -              | -              | -              | -              | 6,840          | -              | 6,840        | -      | 6,840   |
| Lease Revenue Financing               | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Proffers (Cash)                       | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Proffers (In-Kind)                    | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| State Capital Assistance              | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Fees                                  | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Local Gasoline Tax                    | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Proceeds from Land Sale               | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Federal Funding                       | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| <b>Total Financing</b>                | -      | -              | -              | -              | -              | 6,840          | -              | 6,840        | -      | 6,840   |
| <b>Operating Impact (\$ in 1000s)</b> |        | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b> |        |         |
| Debt Service                          |        | -              | -              | -              | -              | -              | 129            | 129          |        |         |
| <b>Total Impact</b>                   |        | -              | -              | -              | -              | -              | 129            | 129          |        |         |

## Modular Classroom Removal – Briar Woods High School

### Project Description

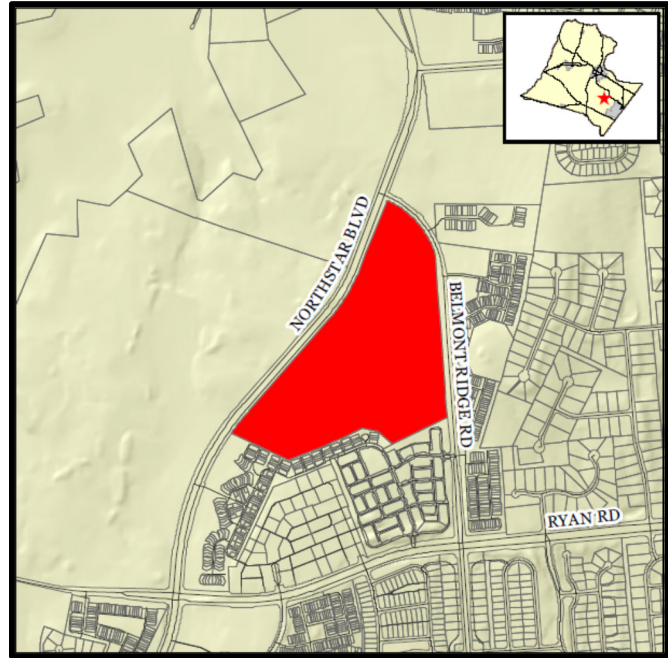
Funding will allow for the removal of ten modular classrooms from the Briar Woods High School site at the end of the 2020-21 school year. The modulares will not be available for relocation.

### Project Location

Briar Woods High School

### Project Completion / Open Date

Modulars to be removed Summer 2021, prior to the start of the 2021-22 School Year.



| Capital (\$ in 1000s)       | Prior<br>Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
|-----------------------------|-----------------|---------|---------|---------|---------|---------|---------|-----------------|----------------|------------------|
| Land                        | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Professional Services       | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Construction                | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Furniture, Fixtures & Equip | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Other                       | -               | -       | -       | -       | 335     | -       | -       | 335             | -              | 335              |
| <b>Total Cost</b>           | -               | -       | -       | -       | 335     | -       | -       | 335             | -              | 335              |
| Local Tax Funding           | -               | -       | -       | -       | 335     | -       | -       | 335             | -              | 335              |
| Fund Balance                | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| General Obligation Bonds    | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Lease Revenue Financing     | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Proffers (Cash)             | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Proffers (In-Kind)          | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| State Capital Assistance    | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Fees                        | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Local Gasoline Tax          | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Proceeds from Land Sale     | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| Federal Funding             | -               | -       | -       | -       | -       | -       | -       | -               | -              | -                |
| <b>Total Financing</b>      | -               | -       | -       | -       | 335     | -       | -       | 335             | -              | 335              |

# Potomac Falls High School Renovation

## Project Description

Renovations, repairs and updates will be undertaken to critical systems (which include heat, air conditioning, boiler and water systems in addition to pipes, lighting fixtures and other related utilities) and renewal and restoration items (typically surfaces, roofs, carpet, painting, windows and similar aspects of a facility) as needed. The purpose is to protect the capital investment in the school facility while extending the lifecycle of the critical systems and renewal items an additional 30 years.

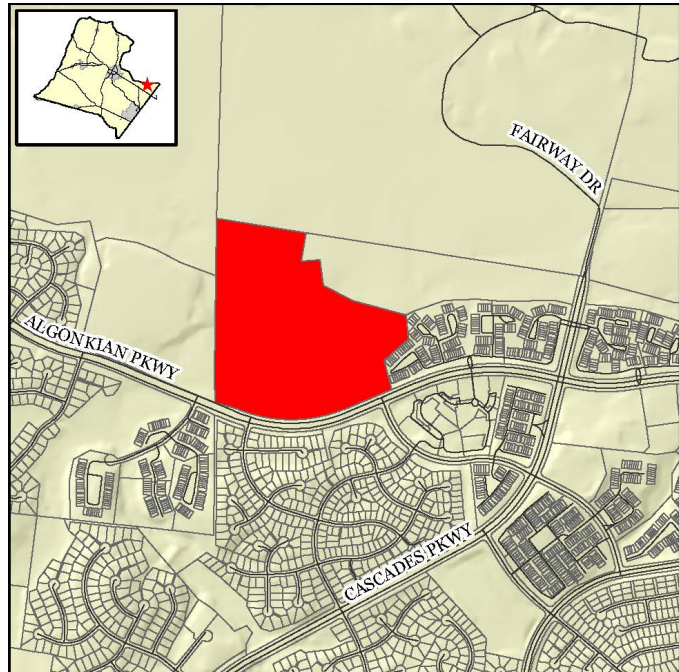
This project was known as HS Renovation 1 in the FY 2018 CIP.

## Project Location

Potomac Falls High School

## Project Completion / Open Date

Fall 2030 (2030-31 School Year)



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | 11,060 | 11,060  |
| Construction                | -      | -       | -       | -       | -       | -       | -       | -      | 83,135 | 83,135  |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | -       | -      | 94,195 | 94,195  |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | 94,195 | 94,195  |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | -       | -      | 94,195 | 94,195  |





# Capital Improvement Program

FY 2019 Adopted Budget

## **Division/Other School Projects**



| Capital Improvement Program by Functional Area<br>Schedule of Appropriations |                 |               |               |               |               |               |               |                 |                |                  |
|--|-----------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------|----------------|------------------|
| Capital (\$ in 1000s)  | Prior<br>Alloc. | FY 2019       | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024       | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
| <b>Division/Other School Projects</b>  |                 |               |               |               |               |               |               |                 |                |                  |
| <b>Projects</b>  |                 |               |               |               |               |               |               |                 |                |                  |
| Arcola ES/Northstar Connection   | -               | -             | -             | -             | -             | -             | 2,280         | 2,280           | -              | 2,280            |
| Broadband Infrastructure   | -               | 1,500         | 1,750         | 1,750         | -             | -             | -             | 5,000           | -              | 5,000            |
| Bus Radio Replacements   | -               | -             | -             | -             | -             | 3,845         | -             | 3,845           | -              | 3,845            |
| Division Security Improvements   | -               | 5,500         | 5,984         | -             | -             | -             | -             | 11,484          | -              | 11,484           |
| Heritage HS Entrance to Battlefield Parkway                                  | -               | -             | -             | -             | -             | -             | 780           | 780             | -              | 780              |
| Joint Use Dry Bulk Storage Facility  | -               | -             | -             | 4,280         | -             | -             | -             | 4,280           | -              | 4,280            |
| Lovettsville Bus/Visitor Parking   | -               | -             | -             | 690           | -             | -             | -             | 690             | -              | 690              |
| School Bus Replacement Fund  | 5,265           | 7,200         | 7,525         | 7,865         | 8,215         | 8,585         | 8,975         | 48,365          | 38,185         | 91,815           |
| School Security Vestibules   | -               | 8,500         | 5,850         | -             | -             | -             | -             | 14,350          | -              | 14,350           |
| School Walking Tracks  | -               | -             | -             | -             | -             | -             | 890           | 890             | 910            | 1,800            |
| Staff Training Center/ Round Hill<br>Support Facility Renovation             | -               | -             | -             | 2,225         | 23,505        | -             | -             | 25,730          | -              | 25,730           |
| Student Welcome & Adult Education Center                                     | -               | -             | -             | 1,130         | -             | -             | -             | 1,130           | -              | 1,130            |
| Tolbert ES Road Connection   | -               | -             | -             | -             | -             | -             | 845           | 845             | -              | 845              |
| Transportation Support Facility - East                                       | -               | -             | -             | -             | -             | -             | -             | -               | 31,790         | 31,790           |
| Union Street Facility  | -               | -             | -             | -             | -             | -             | -             | -               | 1,670          | 1,670            |
| Valley Service Center Replacement/<br>Culbert ES Bus Parking                 | -               | -             | -             | -             | -             | 1,655         | 27,070        | 28,725          | -              | 28,725           |
| Valley Service Center Traffic Signal   | -               | -             | -             | -             | -             | -             | 585           | 585             | -              | 585              |
| <b>Budgetary Cost</b>  | <b>5,265</b>    | <b>22,700</b> | <b>21,109</b> | <b>17,940</b> | <b>31,720</b> | <b>14,085</b> | <b>41,425</b> | <b>148,979</b>  | <b>72,555</b>  | <b>226,799</b>   |
| <b>Funding Source</b>  |                 |               |               |               |               |               |               |                 |                |                  |
| Local Tax Funding  | 5,265           | 750           | 4,875         | 2,695         | -             | -             | -             | 8,320           | -              | 13,585           |
| General Obligation Bonds   | -               | 18,148        | 7,834         | 2,225         | 23,505        | 1,655         | 32,450        | 85,817          | 34,370         | 120,187          |
| Lease Revenue Financing  | -               | 3,802         | 8,400         | 13,020        | 8,215         | 12,430        | 8,975         | 54,842          | 38,185         | 93,027           |
| <b>Total Funding Source</b>  | <b>5,265</b>    | <b>22,700</b> | <b>21,109</b> | <b>17,940</b> | <b>31,720</b> | <b>14,085</b> | <b>41,425</b> | <b>148,979</b>  | <b>72,555</b>  | <b>226,799</b>   |



## Arcola ES Connection to Northstar Boulevard

### Project Description

Arcola Elementary School currently has a single, combined bus and staff/parent entrance from Tall Cedars Parkway, causing considerable vehicle queueing, stacking and conflicts. This project will be viable after the County constructs the segment of Northstar Boulevard from Route 50 to Tall Cedars Parkway that is projected to be completed in 2020 or 2021. The project will provide a second school entrance from Northstar Boulevard, north of Tall Cedars Parkway. The project scope includes a driveway connection, additional parking spaces, and improved traffic circulation on site.

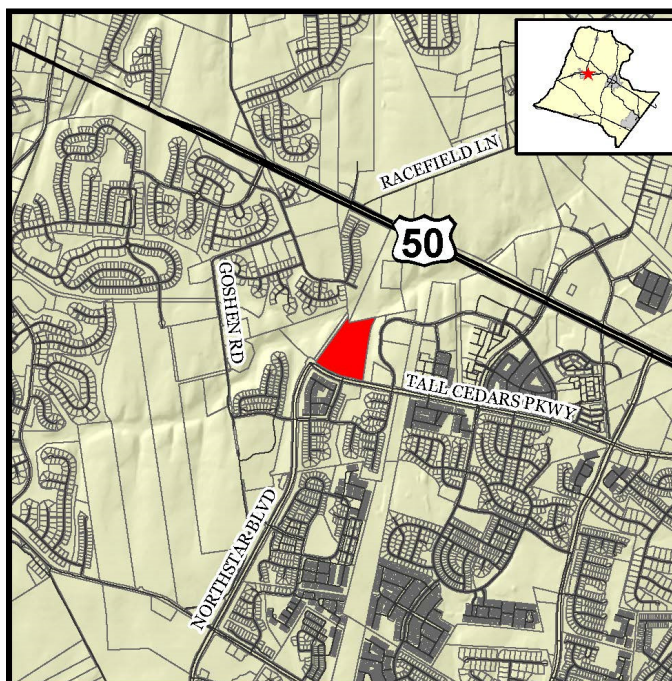
Authorization to sell general obligation bonds will be scheduled for placement on the November 2022 referendum.

### Project Location

Dulles

### Project Completion / Open Date

TBD



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                | -      | -       | -       | -       | -       | -       | 2,280   | 2,280  | -      | 2,280   |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | 2,280   | 2,280  | -      | 2,280   |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | 2,280   | 2,280  | -      | 2,280   |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | 2,280   | 2,280  | -      | 2,280   |

## Broadband Infrastructure

### Project Description

In order to meet the increasing demands for bandwidth, LCPS must upgrade its network infrastructure and improve services. To meet increasing demand for bandwidth, LCPS will engage a contractor to install a school division owned fiber connectivity to all LCPS locations.

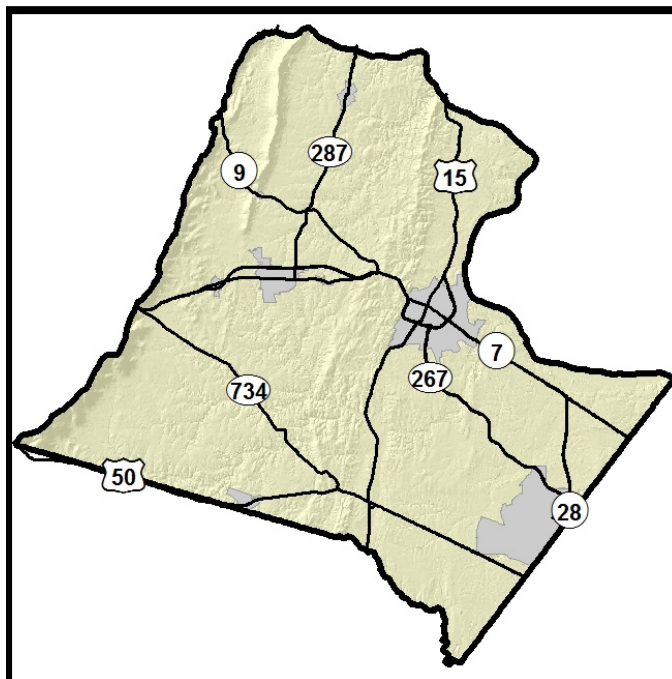
The project will be more cost effective, as the new networks would be a one-time purchase for installation with minimal yearly recurring costs for maintenance. The project would help ensure LCPS has the capacity to scale as bandwidth demands grow. By owning critical fiber infrastructure between all LCPS locations, LCPS would be able to increase bandwidth as needed at a much lower operational cost.

### Project Location

Countywide

### Project Completion / Open Date

Phased



| Capital (\$ in 1000s)                 | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|---------------------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                                  | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services                 | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Furniture, Fixtures & Equip           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                                 | -            | 1,500   | 1,750   | 1,750   | -       | -       | -       | 5,000        | -           | 5,000         |
| <b>Total Cost</b>                     | -            | 1,500   | 1,750   | 1,750   | -       | -       | -       | 5,000        | -           | 5,000         |
| Local Tax Funding                     | -            | 750     | 875     | 875     | -       | -       | -       | 2,500        | -           | 2,500         |
| Fund Balance                          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds              | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing               | -            | 750     | 875     | 875     | -       | -       | -       | 2,500        | -           | 2,500         |
| Proffers (Cash)                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance              | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                                  | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax                    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale               | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Transit Fees                          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>                | -            | 1,500   | 1,750   | 1,750   | -       | -       | -       | 5,000        | -           | 5,000         |
| <b>Operating Impact (\$ in 1000s)</b> |              |         |         |         |         |         |         |              |             |               |
| Debt Service                          |              | 19      | 98      | 179     | 246     | 234     | 233     |              |             | 1,009         |
| <b>Total Impact</b>                   |              | 19      | 98      | 179     | 246     | 234     | 233     |              |             | 1,009         |

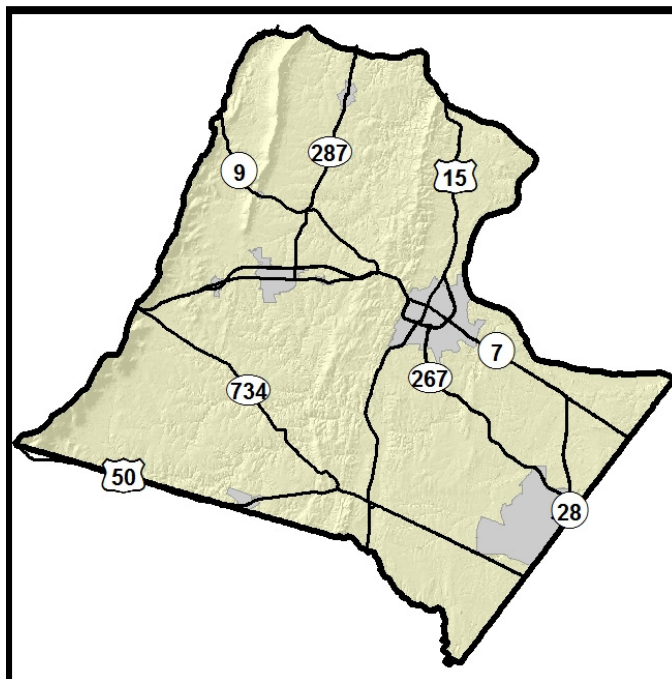
## School Bus Radio Replacements

### Project Description

This project provides funding for the replacement of the school bus radio system. The current system infrastructure rides independently with annual leases of seven towers. The next transition will be to a county contract with Motorola for the radio system, which will eliminate the need for paying leases for six of the seven existing tower sites. This transition will require approval and agreements to be forged with Loudoun County for LCPS to ride on the Public Radio System microwave and backbone.

This strategic move is in support of national preparedness strategy for interoperability and emergency planning. A venture of this sort will stabilize future costs, which would be amortized at a forecasted annual rate so that there will be no requirements to rebuild the entire radio system.

As strategic agreements are not yet in place, this funding is intended as a placeholder for when the current radio system should be replaced.



### Project Location

Countywide

### Project Completion / Open Date

Phased

|                                       | Prior  |                |                |                |                |                |                | 6 Year       | Future | Project |
|---------------------------------------|--------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------|---------|
| Capital (\$ in 1000s)                 | Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | Total        | FY's   | Total   |
| Land                                  | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Professional Services                 | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Construction                          | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Furniture, Fixtures & Equip           | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Other                                 | -      | -              | -              | -              | -              | 3,845          | -              | 3,845        | -      | 3,845   |
| <b>Total Cost</b>                     | -      | -              | -              | -              | -              | 3,845          | -              | 3,845        | -      | 3,845   |
| Local Tax Funding                     | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Fund Balance                          | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| General Obligation Bonds              | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Lease Revenue Financing               | -      | -              | -              | -              | -              | 3,845          | -              | 3,845        | -      | 3,845   |
| Proffers (Cash)                       | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Proffers (In-Kind)                    | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| State Capital Assistance              | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Fees                                  | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Local Gasoline Tax                    | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Proceeds from Land Sale               | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Federal Funding                       | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| <b>Total Financing</b>                | -      | -              | -              | -              | -              | 3,845          | -              | 3,845        | -      | 3,845   |
|                                       |        |                |                |                |                |                |                |              |        |         |
| <b>Operating Impact (\$ in 1000s)</b> |        | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b> |        |         |
| Debt Service                          |        | -              | -              | -              | -              | 96             | 729            | 825          |        |         |
| <b>Total Impact</b>                   |        | -              | -              | -              | -              | 96             | 729            | 825          |        |         |

## Division Security Improvements

### Project Description

Division security improvements will include the installation of electronic access locks on all exterior school building doors and security systems replacement. The project will significantly improve the security of LCPS buildings by controlling exterior door access to school facilities while also reducing key lock replacement.

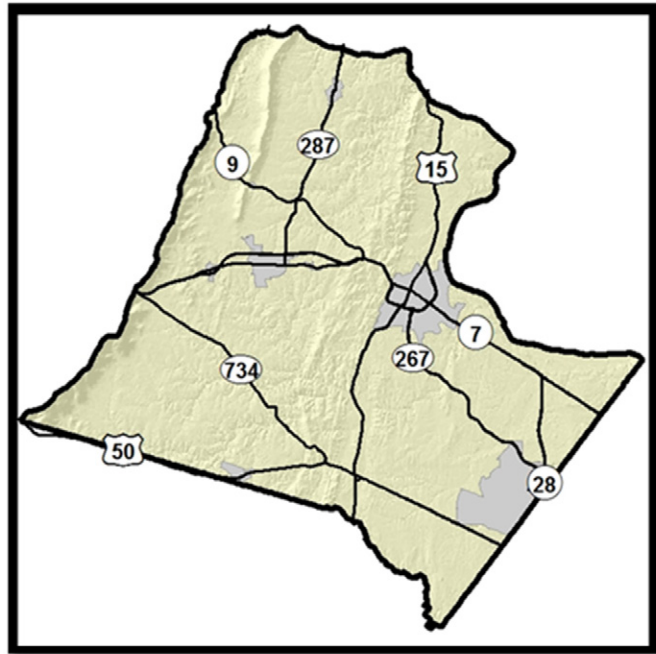
This project is funded using general obligation bonds that were approved on the November 2017 referendum.

### Project Location

38 Elementary Schools, 11 Middle Schools, 11 High Schools

### Project Completion / Open Date

Phased



| Capital (\$ in 1000s)          | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|--------------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                   | -            | 5,500   | 5,984   | -       | -       | -       | -       | 11,484       | -           | 11,484        |
| Furniture, Fixtures & Equip    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>              | -            | 5,500   | 5,984   | -       | -       | -       | -       | 11,484       | -           | 11,484        |
| Local Tax Funding              | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                   | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds       | -            | 5,500   | 5,984   | -       | -       | -       | -       | 11,484       | -           | 11,484        |
| Lease Revenue Financing        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>         | -            | 5,500   | 5,984   | -       | -       | -       | -       | 11,484       | -           | 11,484        |
|                                |              |         |         |         |         |         |         |              |             |               |
| Operating Impact (\$ in 1000s) |              | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total        |             |               |
| Debt Service                   |              | -       | 221     | 647     | 919     | 1,209   | 1,180   | 4,176        |             |               |
| <b>Total Impact</b>            |              | -       | 221     | 647     | 919     | 1,209   | 1,180   | 4,176        |             |               |



## Heritage High School Extended Turn Lane

### Project Description

Vehicular access to Heritage High School is provided by one entry from Evergreen Mills Road. This entrance is controlled by a traffic signal at Evergreen Mills Road, creating significant congestion, particularly at dismissal time. The attendance zone for the school shows that approximately 80-90% of exiting traffic turns right onto northbound Evergreen Mills Road, and then right onto eastbound Battlefield Parkway.

This project will lengthen the northbound right turn lane of Evergreen Mills Road to Battlefield Parkway to create a free flow lane to access Battlefield Parkway, which should alleviate the congestion at the school entrance.

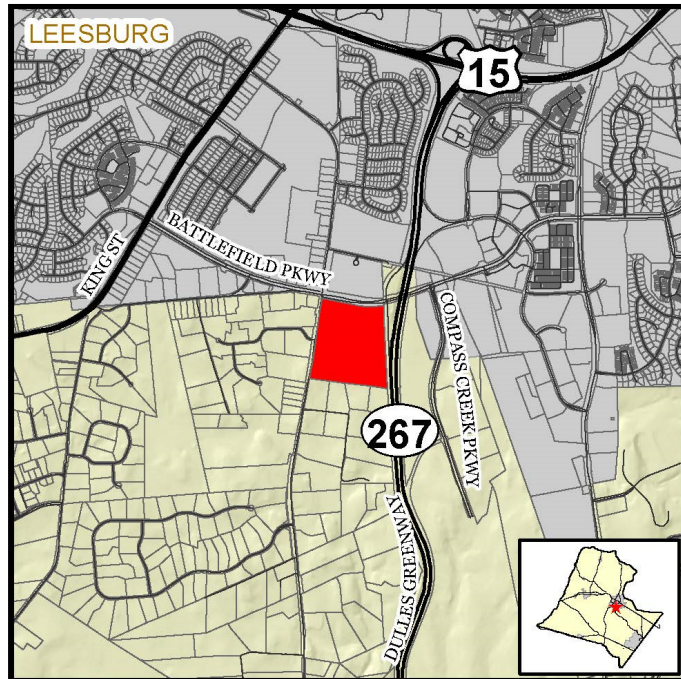
Authorization to sell general obligation bonds will be scheduled for placement on the November 2022 referendum.

### Project Location

Heritage HS

### Project Completion / Open Date

TBD



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                | -      | -       | -       | -       | -       | -       | 780     | 780    | -      | 780     |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Cost                  | -      | -       | -       | -       | -       | -       | 780     | 780    | -      | 780     |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | 780     | 780    | -      | 780     |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Transit Fees                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing             | -      | -       | -       | -       | -       | -       | 780     | 780    | -      | 780     |

## Joint Use Dry Bulk Storage Facility

### Project Description

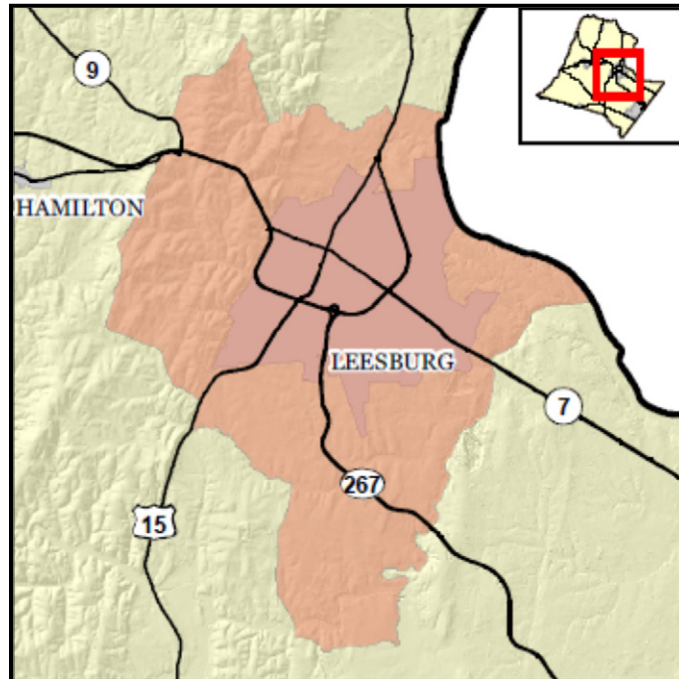
The dry bulk storage facility will be a joint use facility between LCPS and Loudoun County General Services. It will include dry storage for 6,000 tons of winter road mix materials and sand/manufactured sand to be used on LCPS and County owned/operated facility parking lots and driveways, as needed to improve traction during inclement winter weather. The site will meet current environmental requirements for storm water management and containment as well as provide a lighted, paved loading area for plow trucks with salt/sand spreaders and a two bay garage for on-site heavy equipment storage to be used in loading the trucks.

### Project Location

TBD - A site will need to be acquired in the Central Loudoun Planning District.

### Project Completion / Open Date

2022-23 School Year



|                                | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|--------------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)          | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                   | -      | -       | -       | 4,280   | -       | -       | -       | 4,280  | -      | 4,280   |
| Furniture, Fixtures & Equip    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Cost                     | -      | -       | -       | 4,280   | -       | -       | -       | 4,280  | -      | 4,280   |
| Local Tax Funding              | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                   | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing        | -      | -       | -       | 4,280   | -       | -       | -       | 4,280  | -      | 4,280   |
| Proffers (Cash)                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing                | -      | -       | -       | 4,280   | -       | -       | -       | 4,280  | -      | 4,280   |
| Operating Impact (\$ in 1000s) |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |        |         |
| Debt Service                   |        | -       | -       | 25      | 138     | 315     | 428     | 906    |        |         |
| Total Impact                   |        | -       | -       | 25      | 138     | 315     | 428     | 906    |        |         |

## Lovettsville Elementary School – Bus/Visitor Parking

### Project Description

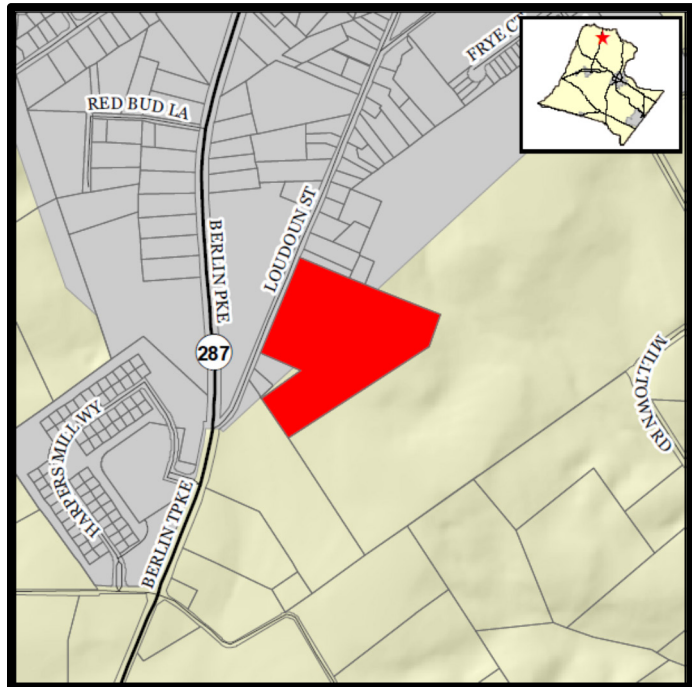
Parking improvements at Lovettsville Elementary School, for both buses and school visitors, will involve the addition of a new parking lot on the south side of the school building.

### Project Location

Lovettsville Elementary School

### Project Completion / Open Date

Fall 2022 (2022-23 School Year)



| Capital (\$ in 1000s)       | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
|                             | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                | -      | -       | -       | 690     | -       | -       | -       | 690    | -      | 690     |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Cost                  | -      | -       | -       | 690     | -       | -       | -       | 690    | -      | 690     |
| Local Tax Funding           | -      | -       | -       | 690     | -       | -       | -       | 690    | -      | 690     |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing             | -      | -       | -       | 690     | -       | -       | -       | 690    | -      | 690     |



## School Bus Replacement and Acquisition

### Project Description

This project is to provide funding for the ongoing replacement and acquisition of school buses.

This project is funded using general obligation bonds that were approved on the November 2017 referendum.

This project is also funded through lease revenue financing.

### Project Location

Countywide



| Capital (\$ in 1000s)          | Prior<br>Alloc. | FY 2019      | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024      | 6 Year<br>Total | Future<br>FY's | Project<br>Total |
|--------------------------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|----------------|------------------|
| Land                           | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| Professional Services          | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| Construction                   | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| Furniture, Fixtures & Equip    | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| Other                          | 5,265           | 7,200        | 7,525        | 7,865        | 8,215        | 8,585        | 8,975        | 48,365          | 38,185         | 91,815           |
| <b>Total Cost</b>              | <b>5,265</b>    | <b>7,200</b> | <b>7,525</b> | <b>7,865</b> | <b>8,215</b> | <b>8,585</b> | <b>8,975</b> | <b>48,365</b>   | <b>38,185</b>  | <b>91,815</b>    |
| Local Tax Funding              | 5,265           | -            | -            | -            | -            | -            | -            | -               | -              | 5,265            |
| Fund Balance                   | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| General Obligation Bonds       | -               | 4,148        | -            | -            | -            | -            | -            | 4,148           | -              | 4,148            |
| Lease Revenue Financing        | -               | 3,052        | 7,525        | 7,865        | 8,215        | 8,585        | 8,975        | 44,217          | 38,185         | 82,402           |
| Proffers (Cash)                | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| Proffers (In-Kind)             | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| State Capital Assistance       | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| Fees                           | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| Local Gasoline Tax             | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| Proceeds from Land Sale        | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| Federal Funding                | -               | -            | -            | -            | -            | -            | -            | -               | -              | -                |
| <b>Total Financing</b>         | <b>5,265</b>    | <b>7,200</b> | <b>7,525</b> | <b>7,865</b> | <b>8,215</b> | <b>8,585</b> | <b>8,975</b> | <b>48,365</b>   | <b>38,185</b>  | <b>91,815</b>    |
|                                |                 |              |              |              |              |              |              |                 |                |                  |
| Operating Impact (\$ in 1000s) |                 | FY 2019      | FY 2020      | FY 2021      | FY 2022      | FY 2023      | FY 2024      | Total           |                |                  |
| Debt Service                   |                 | -            | 1,390        | 2,790        | 4,203        | 5,627        | 7,056        | 21,066          |                |                  |
| <b>Total Impact</b>            |                 | <b>-</b>     | <b>1,390</b> | <b>2,790</b> | <b>4,203</b> | <b>5,627</b> | <b>7,056</b> | <b>21,066</b>   |                |                  |

## School Security Vestibules

### Project Description

The plan would provide that all schools have similar secure entry paths so that all visitors to any school facility would have to check in with administrative office staff prior to traveling to any other part of the building. The project will significantly improve the security of LCPS buildings by improving the visitor management system for school facilities.

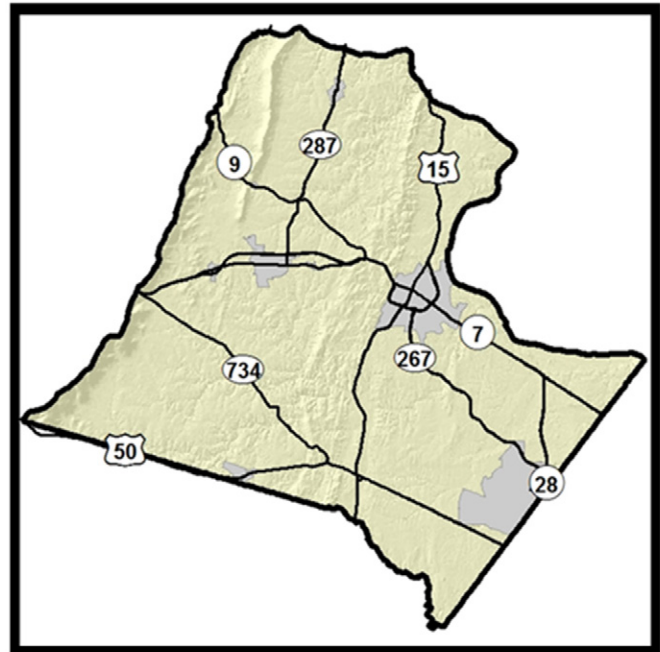
This project is funded using general obligation bonds that will be scheduled for placement on the November 2018 referendum.

### Project Location

Various: 51 Elementary Schools, 11 Middle Schools, 13 High Schools

### Project Completion / Open Date

Phased



|                                       | Prior  |                |                |                |                |                |                | 6 Year        | Future | Project       |
|---------------------------------------|--------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|--------|---------------|
| Capital (\$ in 1000s)                 | Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | Total         | FY's   | Total         |
| Land                                  | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| Professional Services                 | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| Construction                          | -      | 8,500          | 5,850          | -              | -              | -              | -              | 14,350        | -      | 14,350        |
| Furniture, Fixtures & Equip           | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| Other                                 | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| <b>Total Cost</b>                     | -      | <b>8,500</b>   | <b>5,850</b>   | -              | -              | -              | -              | <b>14,350</b> | -      | <b>14,350</b> |
| Local Tax Funding                     | -      | -              | 4,000          | -              | -              | -              | -              | 4,000         | -      | 4,000         |
| Fund Balance                          | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| General Obligation Bonds              | -      | 8,500          | 1,850          | -              | -              | -              | -              | 10,350        | -      | 10,350        |
| Lease Revenue Financing               | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| Proffers (Cash)                       | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| Proffers (In-Kind)                    | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| State Capital Assistance              | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| Fees                                  | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| Local Gasoline Tax                    | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| Proceeds from Land Sale               | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| Federal Funding                       | -      | -              | -              | -              | -              | -              | -              | -             | -      | -             |
| <b>Total Financing</b>                | -      | <b>8,500</b>   | <b>5,850</b>   | -              | -              | -              | -              | <b>14,350</b> | -      | <b>14,350</b> |
|                                       |        |                |                |                |                |                |                |               |        |               |
| <b>Operating Impact (\$ in 1000s)</b> |        | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b>  |        |               |
| Debt Service                          |        | -              | 221            | 247            | 801            | 1,136          | 1,108          | 3,513         |        |               |
| <b>Total Impact</b>                   |        | <b>-</b>       | <b>221</b>     | <b>247</b>     | <b>801</b>     | <b>1,136</b>   | <b>1,108</b>   | <b>3,513</b>  |        |               |

## School Walking Tracks

### Project Description

Beginning with FY 2024, and continuing with FY 2025, walking tracks at eighteen schools are recommended to enhance the physical education instructional program at schools which currently do not have a track. Nine tracks would be completed with each fiscal year.

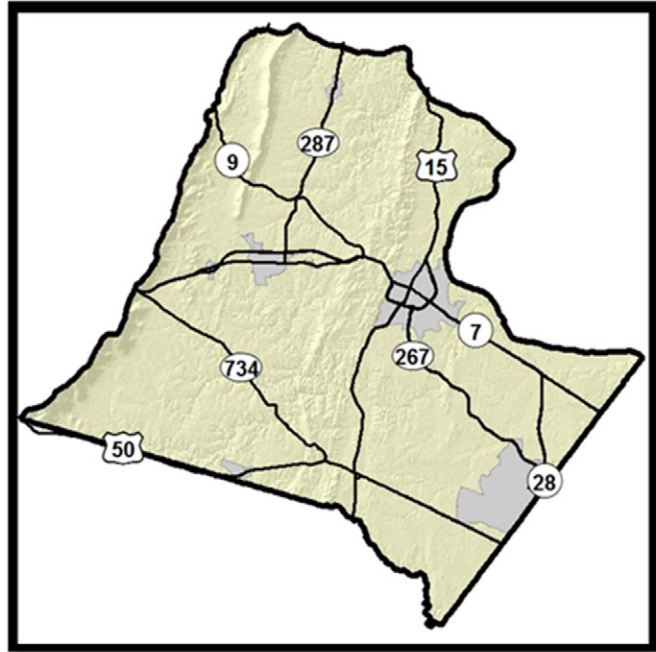
Authorization to sell general obligation bonds will be scheduled for placement on the November 2022 referendum.

### Project Location

18 Schools: Aldie Elementary School, Algonkian Elementary School, Ball's Bluff Elementary School, Countryside Elementary School, Frederick Douglass Elementary School, Guilford Elementary School, John W. Tolbert Jr. Elementary School, Leesburg Elementary School, Lincoln Elementary School, Lucketts Elementary School, Potowmack Elementary School, Rolling Ridge Elementary School, Rosa Lee Carter Elementary School, Sterling Elementary School, Waterford Elementary School, Seneca Ridge Middle School, Smart's Mill Middle School, Stone Hill Middle School

### Project Completion / Open Date

Phased: Nine Schools per year, Fall 2025 (2025-26 School Year) & Fall 2026 (2026-27 School Year)



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                | -      | -       | -       | -       | -       | -       | 890     | 890    | 910    | 1,800   |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Cost                  | -      | -       | -       | -       | -       | -       | 890     | 890    | 910    | 1,800   |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | 890     | 890    | 910    | 1,800   |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Total Financing             | -      | -       | -       | -       | -       | -       | 890     | 890    | 910    | 1,800   |



## Staff Training Center & Round Hill Support Facility Renovations

### Project Description

The renovation of both the Staff Training Center and the Round Hill Support Facility will provide flexible office space to be used by LCPS to address future department growth.

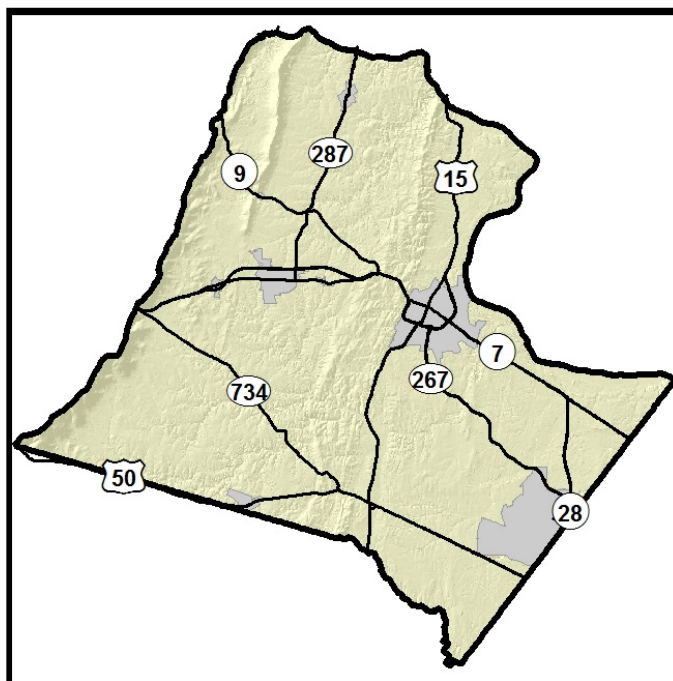
These projects are funded using general obligation bonds that will be scheduled for placement on the November 2019 referendum.

### Project Locations

Staff Training Center – Ashburn District  
Round Hill Support Facility – Blue Ridge District

### Project Completion / Open Date

2023-24 School Year



|                                       | Prior  |                |                |                |                |                |                | 6 Year       | Future | Project |
|---------------------------------------|--------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------|---------|
| Capital (\$ in 1000s)                 | Alloc. | FY 2019        | FY 2020        | FY 2021        | FY 2022        | FY 2023        | FY 2024        | Total        | FY's   | Total   |
| Land                                  | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Professional Services                 | -      | -              | -              | 2,225          | -              | -              | -              | 2,225        | -      | 2,225   |
| Construction                          | -      | -              | -              | -              | 23,505         | -              | -              | 23,505       | -      | 23,505  |
| Furniture, Fixtures & Equip           | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Other                                 | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| <b>Total Cost</b>                     | -      | -              | -              | 2,225          | 23,505         | -              | -              | 25,730       | -      | 25,730  |
| Local Tax Funding                     | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Fund Balance                          | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| General Obligation Bonds              | -      | -              | -              | 2,225          | 23,505         | -              | -              | 25,730       | -      | 25,730  |
| Lease Revenue Financing               | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Proffers (Cash)                       | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Proffers (In-Kind)                    | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| State Capital Assistance              | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Fees                                  | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Local Gasoline Tax                    | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Proceeds from Land Sale               | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| Federal Funding                       | -      | -              | -              | -              | -              | -              | -              | -            | -      | -       |
| <b>Total Financing</b>                | -      | -              | -              | 2,225          | 23,505         | -              | -              | 25,730       | -      | 25,730  |
|                                       |        |                |                |                |                |                |                |              |        |         |
| <b>Operating Impact (\$ in 1000s)</b> |        | <b>FY 2019</b> | <b>FY 2020</b> | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>FY 2024</b> | <b>Total</b> |        |         |
| Debt Service                          |        | -              | -              | -              | 110            | 630            | 1,358          | 2,098        |        |         |
| <b>Total Impact</b>                   |        | -              | -              | -              | 110            | 630            | 1,358          | 2,098        |        |         |

## Student Welcome & Adult Education Center

### Project Description

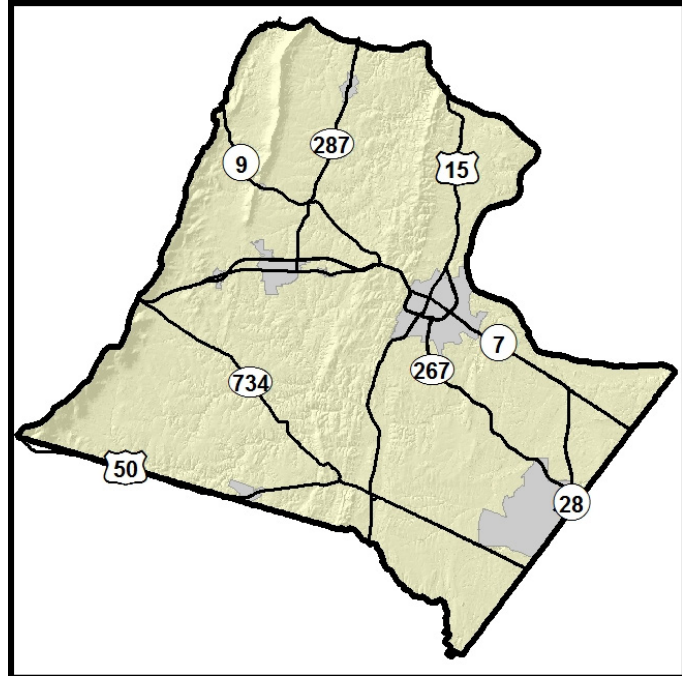
The establishment of a Student Welcome and Adult Education Center in eastern Loudoun will provide for a more efficient and effective delivery of services to Loudoun's limited English proficient public school students as well as provide much needed space for Adult Education programs. The Welcome Center will provide a centralized location for various Instructional program registration needs as well as provide for a site for instructional and/or pupil services support staff.

### Project Location

TBD - A site will need to be acquired in the Eastern Loudoun Planning District.

### Project Completion / Open Date

Fall 2022 (2022-23 School Year)



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Construction                | -            | -       | -       | 1,130   | -       | -       | -       | 1,130        | -           | 1,130         |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | 1,130   | -       | -       | -       | 1,130        | -           | 1,130         |
| Local Tax Funding           | -            | -       | -       | 1,130   | -       | -       | -       | 1,130        | -           | 1,130         |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | 1,130   | -       | -       | -       | 1,130        | -           | 1,130         |



# John W. Tolbert Jr. Elementary School

## Road Connection

### Project Description

The Town of Leesburg began designing a grade-separated interchange at the intersection of Route 7 and Battlefield Parkway. Once constructed, the access from Route 7 to the properties currently fronting on Route 7 will be eliminated and must be provided by a new road, Keystone Drive, which traverses the western boundary of John W. Tolbert, Jr. Elementary School. Keystone Drive was a proffered improvement for the elementary school, requiring LCPS to design and construct the road.

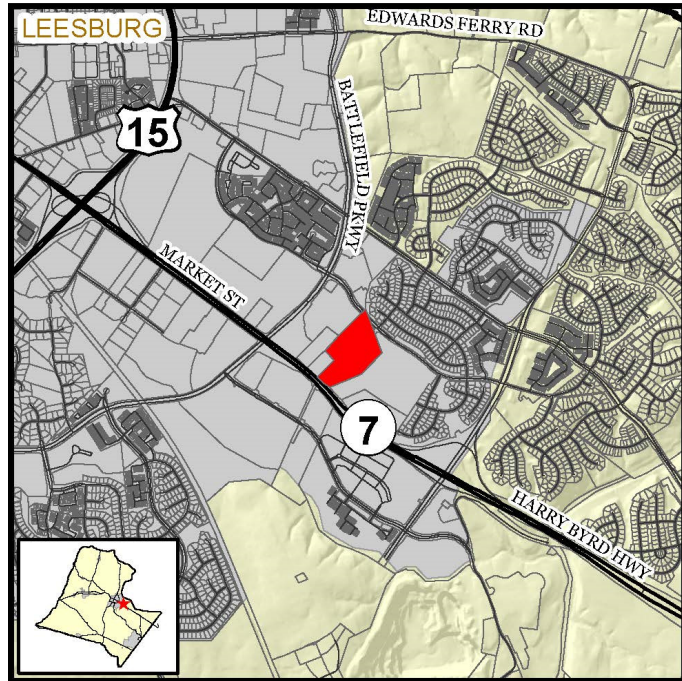
Authorization to sell general obligation bonds will be scheduled for placement on the November 2022 referendum.

### Project Location

Leesburg

### Project Completion / Open Date

2025-2026



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                | -      | -       | -       | -       | -       | -       | 845     | 845    | -      | 845     |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | 845     | 845    | -      | 845     |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | 845     | 845    | -      | 845     |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | 845     | 845    | -      | 845     |

## Transportation Support Facility

### Project Description

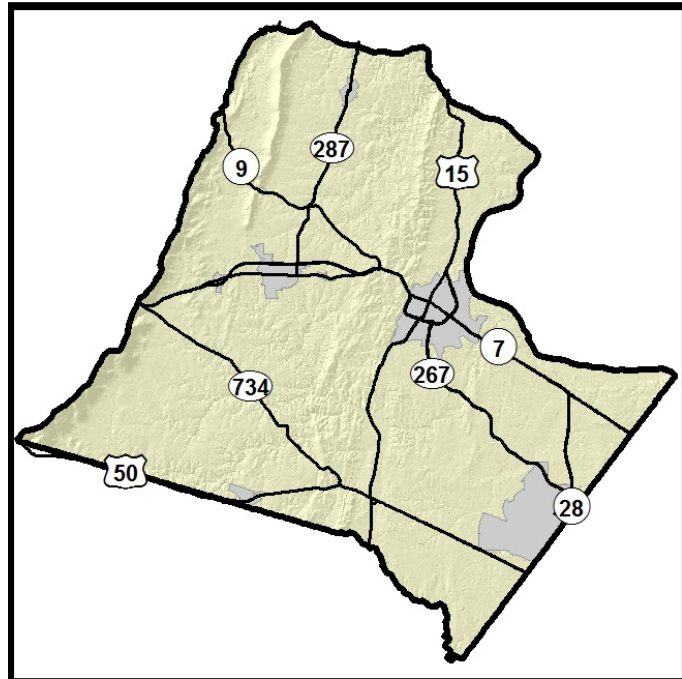
A transportation support facility, to be sited in the Eastern Loudoun planning area, will provide an additional fueling location as well as vehicle maintenance and storage site for LCPS/County fleet vehicles. The addition of a fuel facility in eastern Loudoun would reduce fleet mileage while creating operational efficiencies and saving money for vehicles serving eastern Loudoun County.

### Project Location

TBD - A site will need to be acquired in the Eastern Loudoun Planning District.

### Project Completion / Open Date

2029-30 School Year



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | -       | -       | -       | -       | -            | 1,905       | 1,905         |
| Construction                | -            | -       | -       | -       | -       | -       | -       | -            | 29,885      | 29,885        |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | -       | -       | -       | -            | 31,790      | 31,790        |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | -       | -            | 31,790      | 31,790        |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Transit Fees                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | -       | -       | -       | -            | 31,790      | 31,790        |



## Union Street Facility

### Project Description

The Union Street Facility, a 0.84 acre parcel located in the Town of Leesburg, includes a historic schoolhouse and a school office building that currently houses the Child Find Program. The planned CIP funding is a "placeholder" to renovate the office building in the event the space is retained by LCPS and not dedicated to the County for potential use by a non-profit organization.

LCPS is working with the County and the Town of Leesburg to potentially convey the property to the Loudoun Freedom Center to open an African American local history museum. The facility would provide STEM education and research, display artifacts, provide a resource library, and house the Douglass Alumni Association Hall of Fame.

The conveyance of the property could take approximately two years due to the need to rezone the property, provide a text amendment to the Town's Zoning Ordinance, and subdivide the property.

The FY 2019 LCPS CAPP includes funding to preserve the exterior of the original historic school house by abating lead paint, repairing and repainting the building.

### Project Location

Union Street Facility

### Project Completion / Open Date

TBD



| Capital (\$ in 1000s)       | Prior Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | 6 Year Total | Future FY's | Project Total |
|-----------------------------|--------------|---------|---------|---------|---------|---------|---------|--------------|-------------|---------------|
| Land                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Professional Services       | -            | -       | -       | -       | -       | -       | -       | -            | 200         | 200           |
| Construction                | -            | -       | -       | -       | -       | -       | -       | -            | 1,470       | 1,470         |
| Furniture, Fixtures & Equip | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Other                       | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Cost</b>           | -            | -       | -       | -       | -       | -       | -       | -            | 1,670       | 1,670         |
| Local Tax Funding           | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fund Balance                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| General Obligation Bonds    | -            | -       | -       | -       | -       | -       | -       | -            | 1,670       | 1,670         |
| Lease Revenue Financing     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (Cash)             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proffers (In-Kind)          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| State Capital Assistance    | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Fees                        | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Local Gasoline Tax          | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Proceeds from Land Sale     | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Federal Funding             | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| Transit Fees                | -            | -       | -       | -       | -       | -       | -       | -            | -           | -             |
| <b>Total Financing</b>      | -            | -       | -       | -       | -       | -       | -       | -            | 1,670       | 1,670         |



## Valley Service Center Replacement & Kenneth W. Culbert Elementary School Bus Parking

### Project Description

The Valley Service Center has been in operation for over a decade under a lease. The Loudoun County School Board purchased the property in FY 2018. LCPS bus maintenance utilizes a repair garage, constructed in 1952 for servicing agricultural farm equipment. This structure needs to be replaced with a modern facility designed for bus maintenance purposes. The proposed plan is to redesign the site to more efficiently utilize the property. The building will be replaced to meet current development standards. The long term uses include the LCPS vehicle maintenance and repair facility, a LCPS/County fuel station, storage for LCPS and County materials and equipment, and bus parking. Bus parking improvements at Kenneth W. Culbert Elementary School will be completed in conjunction with the Valley Service Center project.

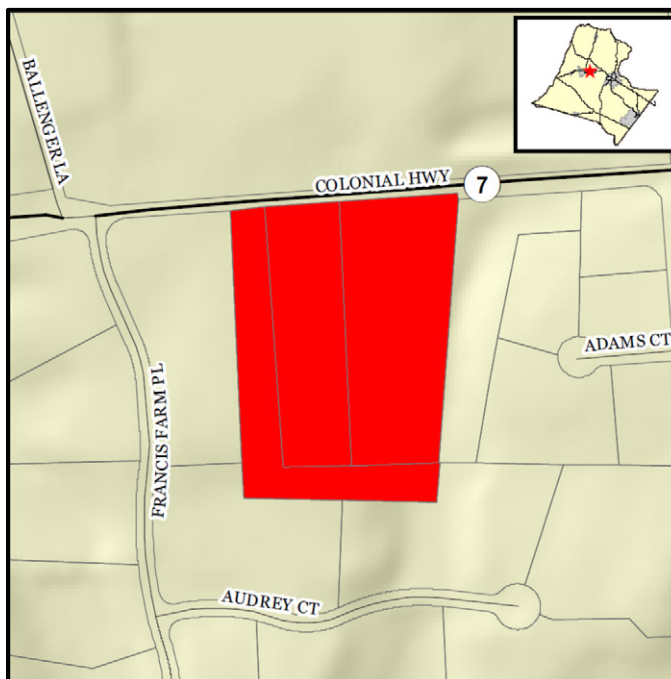
Authorization to sell general obligation bonds will be scheduled for placement on the November 2021 referendum.

### Project Location

Valley Service Center, Kenneth W. Culbert Elementary School

### Project Completion / Open Date

2025-26 School Year



|                                | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|--------------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)          | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services          | -      | -       | -       | -       | -       | 1,655   | -       | 1,655  | -      | 1,655   |
| Construction                   | -      | -       | -       | -       | -       | -       | 27,070  | 27,070 | -      | 27,070  |
| Furniture, Fixtures & Equip    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>              | -      | -       | -       | -       | -       | 1,655   | 27,070  | 28,725 | -      | 28,725  |
| Local Tax Funding              | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                   | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds       | -      | -       | -       | -       | -       | 1,655   | 27,070  | 28,725 | -      | 28,725  |
| Lease Revenue Financing        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>         | -      | -       | -       | -       | -       | 1,655   | 27,070  | 28,725 | -      | 28,725  |
|                                |        |         |         |         |         |         |         |        |        |         |
| Operating Impact (\$ in 1000s) |        | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  |        |         |
| Debt Service                   |        | -       | -       | -       | -       | -       | 241     | 241    |        |         |
| <b>Total Impact</b>            |        | -       | -       | -       | -       | -       | 241     | 241    |        |         |

## Valley Service Center Traffic Signal

### Project Description

As part of the approved proffers for the rezoning completed for the purchase of the Valley Service Center property, a traffic signal warrant study was completed in 2017 for the intersection of the Valley Service Center entrance, West Colonial Highway and the entrances to Harmony Intermediate School and Kenneth W. Culbert Elementary School. The study determined that a traffic signal is warranted at the intersection. The proffer provides that the signal will be installed when warranted, contingent on funding.

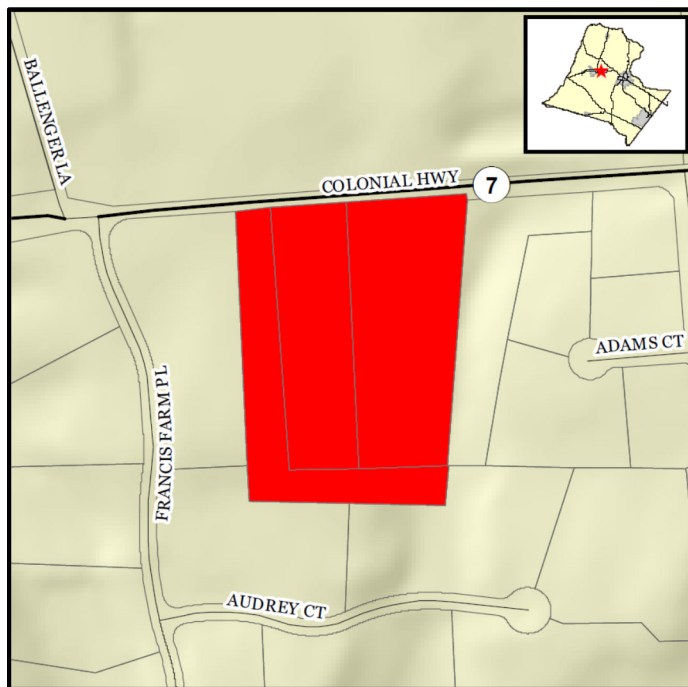
Authorization to sell general obligation bonds will be scheduled for placement on the November 2022 referendum.

### Project Location

Valley Service Center

### Project Completion / Open Date

2025-2026



|                             | Prior  |         |         |         |         |         |         | 6 Year | Future | Project |
|-----------------------------|--------|---------|---------|---------|---------|---------|---------|--------|--------|---------|
| Capital (\$ in 1000s)       | Alloc. | FY 2019 | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | Total  | FY's   | Total   |
| Land                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Professional Services       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Construction                | -      | -       | -       | -       | -       | -       | 585     | 585    | -      | 585     |
| Furniture, Fixtures & Equip | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Other                       | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Cost</b>           | -      | -       | -       | -       | -       | -       | 585     | 585    | -      | 585     |
| Local Tax Funding           | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fund Balance                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| General Obligation Bonds    | -      | -       | -       | -       | -       | -       | 585     | 585    | -      | 585     |
| Lease Revenue Financing     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (Cash)             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proffers (In-Kind)          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| State Capital Assistance    | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Fees                        | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Local Gasoline Tax          | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Proceeds from Land Sale     | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Federal Funding             | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| Transit Fees                | -      | -       | -       | -       | -       | -       | -       | -      | -      | -       |
| <b>Total Financing</b>      | -      | -       | -       | -       | -       | -       | 585     | 585    | -      | 585     |





# Debt Service Fund

FY 2019 Adopted Budget

## Contents

Debt Service Fund

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## DEBT SERVICE FUND

### Debt Management and Capital Financing

Debt Management is the active implementation of a variety of strategies to manage the County's debt. These strategies include debt policies, issuance limits and guidelines, long-term capital planning, disclosure and compliance policies and procedures, and general management practices. The Loudoun County Board of Supervisors' adopted fiscal policy contains debt policies, which govern how and the extent to which, the County issues debt. Throughout the development of the County's Capital Improvement Program (CIP), the proposed use of debt financing for projects must be evaluated to ensure compliance with the debt policies. These policies contain several important debt ratios which are among the information analyzed by the bond rating agencies each time the County seeks to sell bonds. The County is one of 49 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. More information about these ratios is described in the following pages.

Financing for capital improvement projects can take the form of general obligation bonds, revenue bonds, lease purchase agreements, federal loans and lease revenue bonds. 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. Of the above mentioned financing types, general obligation bonds are the only type of debt secured by a pledge of the County's full faith and credit. A County's authorization to issue this type of debt is governed by the Constitution of the Commonwealth of Virginia and the Public Finance Act. Taxpayers must approve the issuance of general obligation bonds by public referendum, except in limited circumstances, such as bonds issued by the Virginia Public Schools Authority. The governing body of the County is authorized and required to meet debt service payments on its general obligation bonds by levying sufficient *ad valorem* taxes on all taxable property within the County. Funding for debt service payments on all other types of debt such as lease revenue bonds, lease purchase agreements, etc. is subject to annual appropriation by the County's governing body.

The following pages provide information about the County's debt, including actual and projected debt service payments in the Debt Service Fund, critical debt policies, the impact of the Adopted CIP on debt ratios and guidelines, the planned schedule of financing for capital projects over the CIP period, and information about the County's outstanding debt and referendum authority.





## Debt Service Fund

### Debt Service Fund Budget

Local tax funding and other resources used for the payment of principal and interest costs (i.e. debt service) of all financed capital improvement projects reside in the Debt Service Fund. The FY 2019 Adopted Debt Service expenditures are shown in *Table 1* below. 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 2019 on debt scheduled to be issued in FY 2019, and certain costs of issuance incurred on that debt. Table 2 on the following page shows the breakdown of actual and projected debt service for County and 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 monies in the form of transfers from other funds such as the County and School Capital Project Funds as projects are closed out; Landfill fees and rental income designated for debt service; or proceeds/premiums from the sale of bonds. Refunding proceeds, bond premiums, and transfers for project close-outs are unpredictable and are therefore not budgeted. If these resources become available, they become part of the Debt Service Fund balance and are used to make future debt service payments in accordance with rules and regulations governing municipal borrowing.

**Table 1. Debt Service Fund Financial Summary**

|   | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Adopted</b> | <b>FY 2019<br/>Adopted</b> | <b>FY 2020<br/>Projected</b> |
|---|---------------------------|----------------------------|----------------------------|------------------------------|
| <b>Expenditures</b>                                       |                           |                            |                            |                              |
| Debt Service On County Projects                           | \$46,772,557              | \$58,848,937               | \$56,567,329               | \$72,369,582                 |
| Debt Service On School Projects                           | 132,816,792               | 131,169,197                | 134,845,030                | 144,234,978                  |
| Transfers To Other Funds <sup>1</sup>                     | 16,788,356                | 130,421                    | 137,151                    | 141,266                      |
| Costs Of Issuance And Other Fees <sup>2</sup>             | 1,245,599                 | 640,000                    | 640,000                    | 640,000                      |
| <b>Total – Expenditures</b>                               | <b>\$197,623,304</b>      | <b>\$190,788,555</b>       | <b>\$192,189,510</b>       | <b>\$217,385,826</b>         |
| <b>Revenues</b>   |                           |                            |                            |                              |
| Use Of Fund Balance                                       | \$0                       | \$8,000,000                | \$20,000,000               | \$10,000,000                 |
| Interest Earnings   | 1,517,657                 | 225,000                    | 225,000                    | 225,000                      |
| Interest Rebate – Build America Bonds                     | 1,087,791                 | 630,000                    | 630,000                    | 630,000                      |
| Estimated Lease Revenue – Stadium Project <sup>3</sup>    | 0                         | 0                          | 0                          | 1,128,678                    |
| Transfers From Other Funds <sup>4</sup>                   | 4,602,641                 | 1,680,522                  | 8,378,265                  | 11,430,816                   |
| Bond Issuance Premium And Refunding Proceeds <sup>5</sup> | 20,559,059                | 0                          | 0                          | 0                            |
| <b>Total – Revenues</b>                                   | <b>\$27,767,148</b>       | <b>\$10,535,522</b>        | <b>\$29,233,265</b>        | <b>\$23,414,494</b>          |
| <b>Local Tax Funding</b>                                  | <b>\$169,856,156</b>      | <b>\$180,253,033</b>       | <b>\$162,956,245</b>       | <b>\$193,971,332</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> FY 2017 Cost of Issuance and Other Fees includes Underwriter's Discount fees that are deducted directly from bond proceeds. These fees are recorded after the bond issuance and therefore are not part of the adopted budget.

<sup>3</sup> Per the proposed lease agreement with DC Soccer, the team will make rental payments to the County for the use of facilities at Philip Bolen Park, which will pay the debt service on the bonds issued to construct the facilities. A final debt service schedule has not been negotiated, therefore this number is a budgetary projection.

<sup>4</sup> Transfers into the Debt Service Fund are primarily from the Capital Project Fund for debt service associated with Landfill construction, facility lease fees, and the Transportation District Fund for Metrorail tax revenue to cover debt service associated with the construction of the Metrorail project.

<sup>5</sup> FY 2017 Actuals represents bond premium received from issuances in FY 2017.

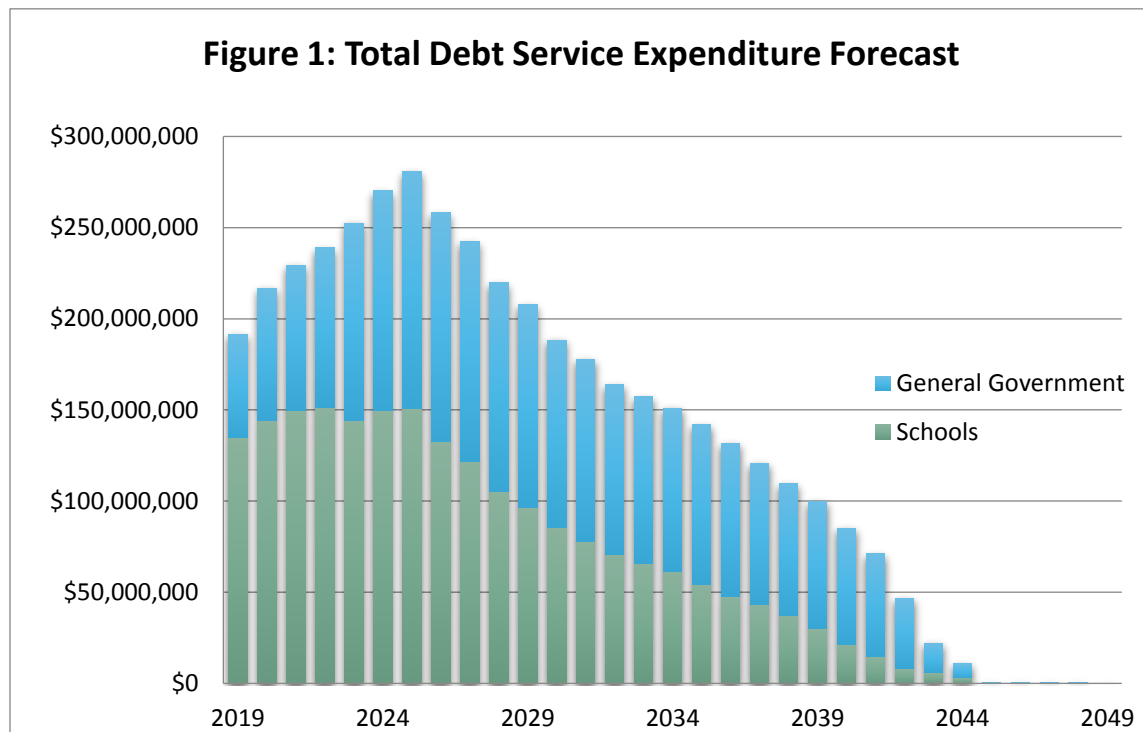


## Debt Service Fund

The distribution of debt service expenditures resulting from General Government and School capital project financings are shown below in *Table 2* and *Figure 1*. *Table 2* shows the actual debt service due on previously issued debt, and projected debt service on anticipated issuances attributable to general government and schools for FY 2019-FY 2024. *Figure 1* presents this same information through 2048, when the last payment will be made on debt issued through FY 2024.

**Table 2. FY 2019-2024 Debt Service Expenditures**

|                           | FY 2019              | FY 2020              | FY 2021              | FY 2022              | FY 2023              | FY 2024              |
|---------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <b>General Government</b> |                      |                      |                      |                      |                      |                      |
| Actual Debt Service Due   | \$49,901,602         | \$51,765,514         | \$46,173,866         | \$44,865,820         | \$48,194,412         | \$45,351,305         |
| Projected Debt Service    | 6,665,727            | 20,604,068           | 33,708,967           | 42,816,051           | 59,972,096           | 74,913,208           |
| <b>Subtotal</b>           | <b>\$56,567,329</b>  | <b>\$72,369,582</b>  | <b>\$79,882,833</b>  | <b>\$87,681,871</b>  | <b>\$108,166,508</b> | <b>\$120,264,513</b> |
| <b>Schools</b>            |                      |                      |                      |                      |                      |                      |
| Actual Debt Service Due   | \$122,285,865        | \$112,872,112        | \$101,445,701        | \$86,797,354         | \$70,228,106         | \$70,469,202         |
| Projected Debt Service    | 12,559,165           | 31,362,866           | 48,132,341           | 64,424,148           | 73,996,600           | 79,439,675           |
| <b>Subtotal</b>           | <b>\$134,845,030</b> | <b>\$144,234,978</b> | <b>\$149,578,042</b> | <b>\$151,221,502</b> | <b>\$144,224,706</b> | <b>\$149,908,877</b> |
| <b>Total Debt Service</b> | <b>\$191,412,359</b> | <b>\$216,604,560</b> | <b>\$229,460,875</b> | <b>\$238,903,372</b> | <b>\$252,391,214</b> | <b>\$270,173,390</b> |



## Debt Service Fund

### Debt Management

While the Commonwealth of Virginia imposes no statutory limitation on the amount of debt a County may incur, Loudoun County establishes 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).

On the following pages, the County's debt ratios are explained along with a graphic illustrating how the debt programmed in the CIP meets each policy target.

#### Loudoun County Debt Ratios

(Revised on January 6, 2016)

The County's debt capacity shall be maintained within the following primary goals:

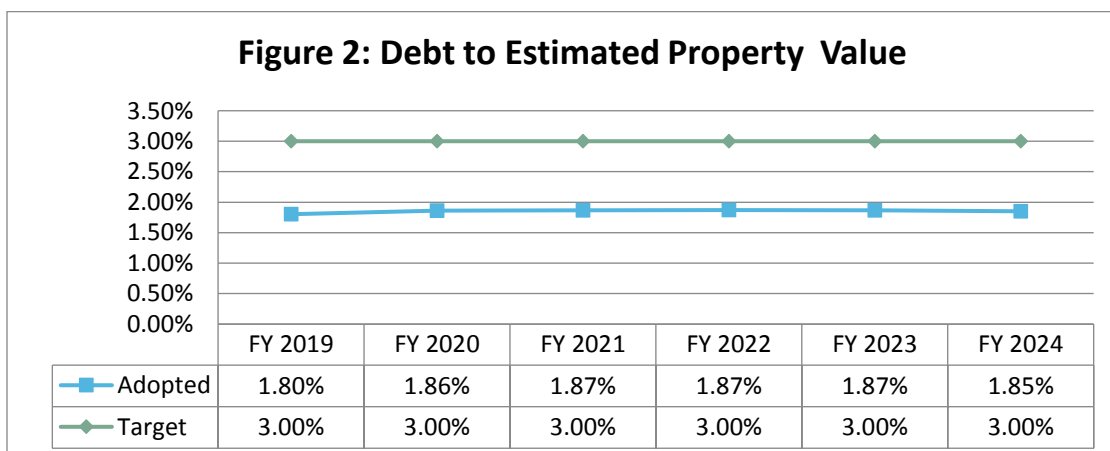
- *Annual debt issuance guideline of \$225 million. The debt issuance guideline will be adjusted every five years based on the Consumer Price Index five year rolling average beginning with FY 2017, and will be reviewed in FY 2022.*

This policy guideline represents the maximum amount of "new" debt that can be issued each year, excluding debt for the Dulles Metrorail project, Metrorail garages, the County Landfill, and economic development projects. Establishing an annual debt issuance guideline allows the County to actively manage the annual growth of its debt burden.

|                         | FY 2019       | FY 2020       | FY 2021       | FY 2022       | FY 2023       | FY 2024       |
|-------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Debt Issuance Guideline | \$225,000,000 | \$225,000,000 | \$225,000,000 | \$225,000,000 | \$225,000,000 | \$225,000,000 |
| Debt Issuance Projected | \$224,416,526 | \$224,549,488 | \$224,043,696 | \$224,100,665 | \$223,916,325 | \$224,271,500 |
| Remaining Debt Capacity | \$583,474     | \$450,512     | \$956,304     | \$899,335     | \$1,083,675   | \$728,500     |

- *Net debt as a percentage of estimated market value of taxable property should not exceed 3.0%.*

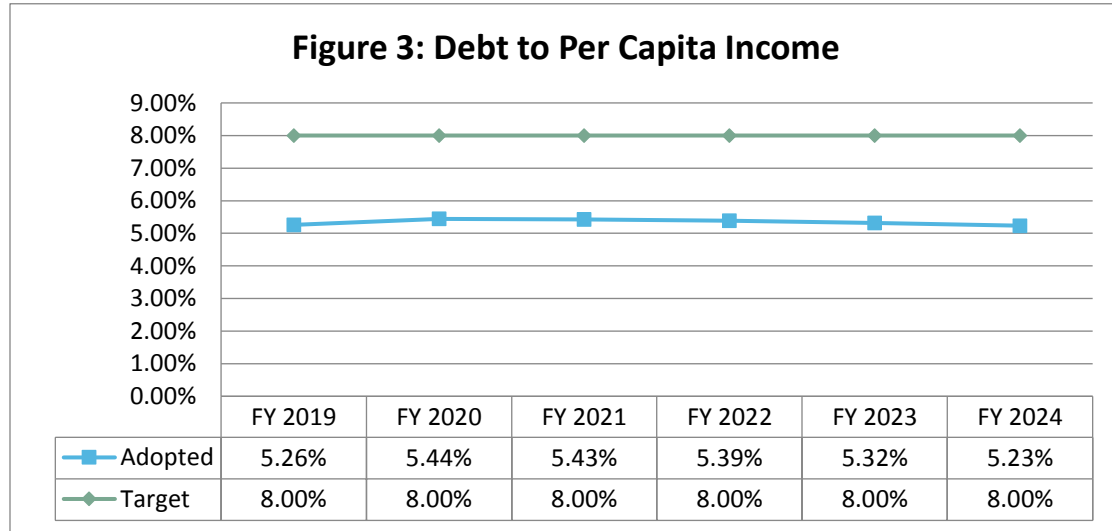
This ratio means that the amount of outstanding debt cannot exceed 3% of the value of the County's taxable real and personal property. The assessed value of taxable property is an indication of the County's ability to generate revenue. This ratio ensures that the County's outstanding debt is not too high compared to the assessed value, which can lead to overburdening the tax base and reducing the County's flexibility to use revenues for operations, or to meet future capital needs. The bond rating agencies consider this ratio to be very important and often cite the County's adherence to this ratio in their ratings reports.



## Debt Service Fund

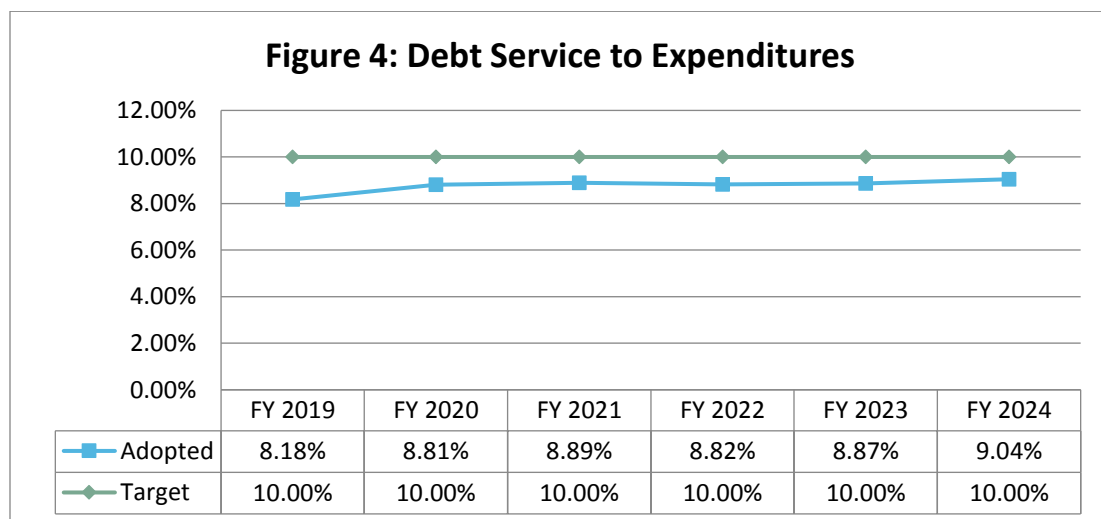
- *Net debt per capita as a percentage of income per capita should not exceed 8.0%.*

This ratio means the amount of outstanding debt per person, cannot exceed 8% of the estimated income for each person based on population and income projections.



- *Debt service expenditures as a percentage of governmental fund expenditures should not exceed 10%.*

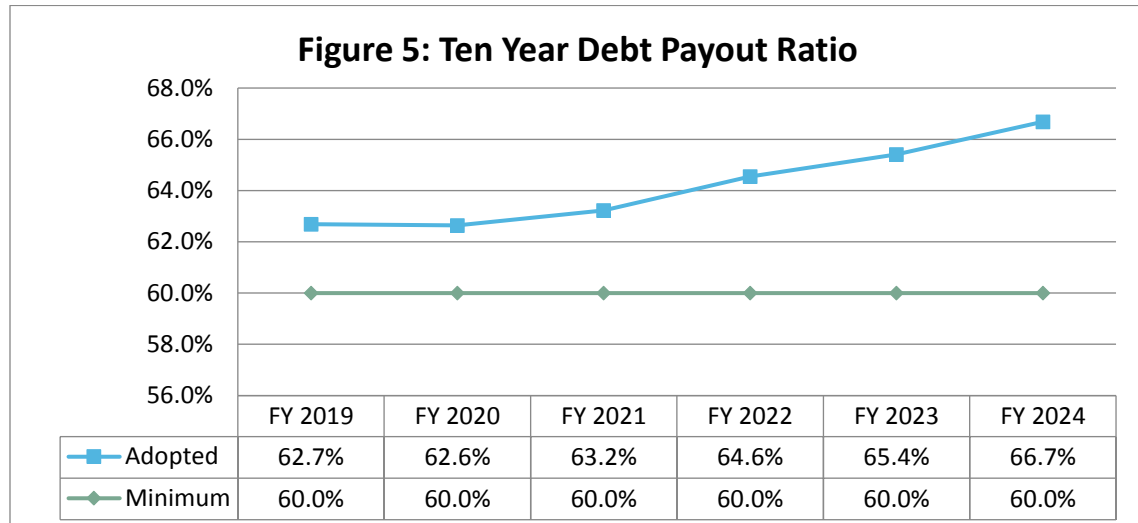
This ratio means the amount of debt service (principal and interest payments) in each fiscal year, cannot exceed 10% of total governmental funds expenditures. This includes all appropriated funds, not just the General Fund. Because debt service is considered a fixed cost (i.e.; not discretionary) the established ratio ensures that the County does not lose expenditure flexibility by having a significant portion of its budget dedicated to debt service payments. This ratio works in tandem with the debt to assessed value ratio. The bond rating agencies also consider this ratio to be very important and often site the County's adherence to this policy target as a measure of the County's ability to maintain an affordable debt burden.



## Debt Service Fund

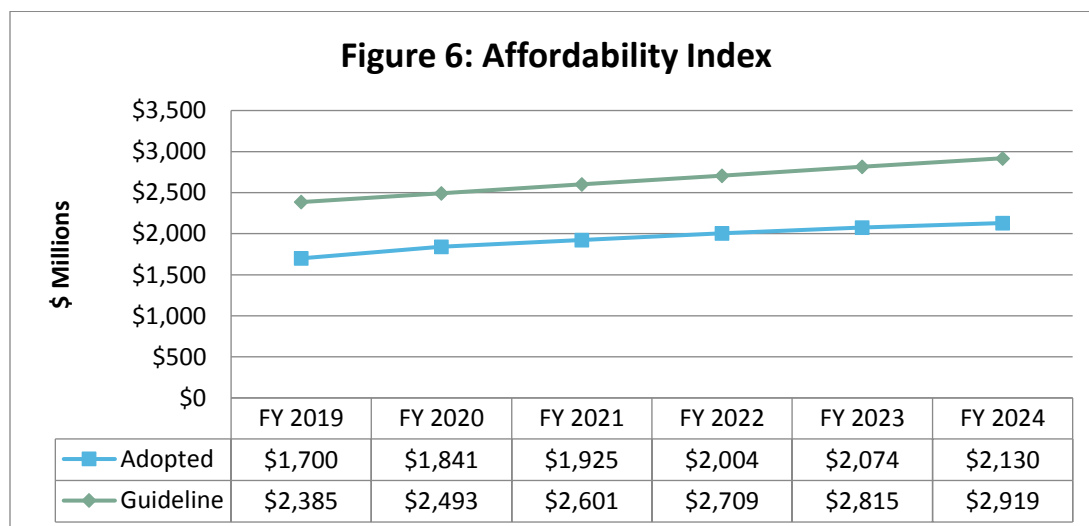
- *Ten year debt payout ratio should be above 60%.*

This ratio means the amount of principal paid off in a ten year period should be more than 60 percent of the projected debt outstanding. Per the Fiscal Policy, the County uses a level principal repayment structure for debt service whenever possible; thus allowing the County to pay down principal faster.



- *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%).*

This index demonstrates the maximum amount of debt the County can afford to have outstanding without overburdening the taxpayers. Market value and per capita income are components which illustrate wealth of the County and therefore demonstrates the ability to generate revenue, which is an important factor in being able to repay debt.



## Debt Service Fund

### The Capital Improvement Program and the Impact on Future Debt Ratios

The development of the six-year Capital Improvement Program (CIP) and the inclusion of new debt financed projects must be analyzed and evaluated against previously authorized debt financed projects and the existing required debt service payments for those projects to ensure the inclusion of the new projects complies with the County's fiscal and debt policies. The results are shown on the *Impact on Future Debt Ratios* table on the following page (Table 3).

Table 3 begins with the projected amount of tax supported debt, and then shows the impact of adding the debt-financed capital projects contained in the Adopted FY 2019 – FY 2024 Capital Improvement Program to the existing debt 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 assessing the County's ability to retire old debt and issue new debt.

**Beginning Net Tax Supported Debt and Ending Net Tax Supported Debt.** The Beginning Net Tax Supported Debt is the amount of principal projected to be outstanding at the beginning of each fiscal year. The Ending Net Tax Supported Debt is the amount of principal projected to be outstanding at the end of each fiscal year. The New Debt Issued, represents the amount of all new debt scheduled to be issued for the projects contained in the CIP. Retired Old Debt is the actual amount of principal on existing debt scheduled to be paid during that fiscal year. Retired New Debt is the projected amount of principal to be paid on the new debt that is issued during the fiscal year. Note that principal on new debt issued in the first year will not be paid in that year, but will commence the following year. The Ending Net Tax Supported Debt represents the outstanding existing debt, plus new debt issued, less the retired debt.

**Debt Service.** Debt service represents the amount of principal and interest that is expected to be paid during the year. This includes debt related to general obligation bonds and appropriation-backed debt such as lease revenue bonds, lease purchase agreements and loans.

**Ratios.** The ratios section of the table shows the results of how the debt included in the CIP, coupled with the County's existing debt comply with the Board's fiscal policy targets. Throughout the development of the CIP, these ratios are constantly monitored to see how changes to project funding and timing impact the ratios. For more information on how the CIP is developed and the factors affecting the development of the CIP, see the Capital Improvement Program Executive Summary included in Volume 2 of the Adopted Budget document.

**Annual Debt Issuance Guideline.** The Board of Supervisors' fiscal policy has an annual debt issuance guideline of \$225 million, excluding debt issued for Dulles Metrorail Project, Metrorail Garages, the County Landfill, and economic development projects. This section of the table shows the amount of debt projected to be issued each year and the remaining capacity under the guideline.

**Affordability Index.** This portion of the table shows what the amount of outstanding debt is projected to be in each year against the maximum amount of outstanding debt allowable per the affordability index calculation (described in preceding pages).

**Overlapping Debt.** The overlapping debt is the portion of tax-supported debt of an authority or special tax district sharing the County's geographical location such as the Dulles Town Center Community Development Authority and regional projects such as the Route 28 special tax district. Per the Board's Fiscal Policy, the maximum amount of outstanding debt allowed is 0.75% of estimated property value. This guideline is set to limit the burden on taxpayers. The Overlapping Debt Projected represents the amount of overlapping debt expected to be outstanding each year based on the current debt payment schedules. This calculation is not driven by the development of the CIP; however, since it is calculated based on the estimated property value, it is included in this table.



## Debt Service Fund

| Table 3: IMPACT ON FUTURE DEBT RATIOS  |                  |                  |                  |                  |                  |                  |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| Adopted FY 2019 - FY 2024  |                  |                  |                  |                  |                  |                  |
|  | FY 2019          | FY 2020          | FY 2021          | FY 2022          | FY 2023          | FY 2024          |
| Beginning Net Tax Supported Debt   | \$ 1,549,642,361 | \$ 1,699,833,215 | \$ 1,841,325,676 | \$ 1,924,862,141 | \$ 2,004,377,966 | \$ 2,074,203,976 |
| Plus:  |                  |                  |                  |                  |                  |                  |
| New Debt Issued  | 281,246,526      | 285,609,488      | 234,043,696      | 234,100,665      | 233,916,325      | 234,271,500      |
| Less:  |                  |                  |                  |                  |                  |                  |
| Retired Debt (Old)   | 131,055,672      | 126,102,027      | 113,952,231      | 102,519,840      | 94,420,315       | 95,931,497       |
| Retired Debt (New)   | 0                | 18,015,000       | 36,555,000       | 52,065,000       | 69,670,000       | 82,600,000       |
| Ending Net Tax Supported Debt  | \$ 1,699,833,215 | \$ 1,841,325,676 | \$ 1,924,862,141 | \$ 2,004,377,966 | \$ 2,074,203,976 | \$ 2,129,943,978 |
| Debt Service (1)   | \$ 191,418,646   | \$ 216,604,560   | \$ 229,460,875   | \$ 238,903,372   | \$ 252,391,215   | \$ 270,173,390   |
| Population   | 413,612          | 422,946          | 432,113          | 439,961          | 447,170          | 453,652          |
| Public School Enrollment   | 83,105           | 85,084           | 86,790           | 88,002           | 89,261           | 90,768           |
| Estimated Property Value (in Millions)   | \$94,279         | \$98,836         | \$103,078        | \$107,138        | \$111,109        | \$115,005        |
| Per Capita Income  | \$78,200         | \$80,000         | \$82,100         | \$84,600         | \$87,200         | \$89,700         |
| Expenditures (in Thousands)  | \$2,340,844,646  | \$2,457,886,878  | \$2,580,781,222  | \$2,709,820,283  | \$2,845,311,297  | \$2,987,576,862  |
| <b>Ratios:</b>   |                  |                  |                  |                  |                  |                  |
| Debt to Estimated Property Value<br>(Fiscal Policy Target = <3%)   | 1.80%            | 1.86%            | 1.87%            | 1.87%            | 1.87%            | 1.85%            |
| Debt to Per Capita Income<br>(Fiscal Policy Target = <8%)  | 5.26%            | 5.44%            | 5.43%            | 5.39%            | 5.32%            | 5.23%            |
| Debt Service to Expenditures<br>(Fiscal Policy Target =<10%)   | 8.18%            | 8.81%            | 8.89%            | 8.82%            | 8.87%            | 9.04%            |
| Ten-Year Debt Payout Ratio<br>(Fiscal Policy Target=>60%)  | 62.7%            | 62.6%            | 63.2%            | 64.6%            | 65.4%            | 66.7%            |
| <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    |
| Less:  |                  |                  |                  |                  |                  |                  |
| Debt Issuance Projected  | \$224,416,526    | \$224,549,488    | \$224,043,696    | \$224,100,665    | \$223,916,325    | \$224,271,500    |
| Remaining Debt Capacity  | \$583,474        | \$450,512        | \$956,304        | \$899,335        | \$1,083,675      | \$728,500        |
| <b>Affordability Index: (2)</b>  |                  |                  |                  |                  |                  |                  |
| Outstanding Debt Guideline   | \$2,385,217,335  | \$2,493,158,040  | \$2,600,950,864  | \$2,708,523,117  | \$2,815,366,772  | \$2,918,785,863  |
| Outstanding Debt Projected   | \$1,699,833,215  | \$1,841,325,676  | \$1,924,862,141  | \$2,004,377,966  | \$2,074,203,976  | \$2,129,943,978  |
| <b>Overlapping Debt: (3)</b>   |                  |                  |                  |                  |                  |                  |
| Overlapping Debt Guideline   | \$707,092,500    | \$741,270,000    | \$773,085,000    | \$803,535,000    | \$833,317,500    | \$862,537,500    |
| Overlapping Debt Projected   | \$123,169,314    | \$116,917,722    | \$110,602,793    | \$104,179,529    | \$97,609,482     | \$90,864,592     |
| <p>1) Debt Includes general obligation bonds and appropriation-based financing.</p> <p>(2) Affordability Index is the weighted average of Debt Per Capita (20%) / Debt to Estimated Property Value (45%) / Debt to Per Capita Income (35%).</p> <p>(3) Maximum Outstanding Overlapping Debt allowed per the Fiscal Policy is 0.75% of estimated property value.</p> <p>Note: The \$225 million annual debt issuance guideline includes projects in the CIP with the exception of the Dulles Corridor Metrorail Project, the three Loudoun County-based Metrorail garages, and the County Landfill.</p> |                  |                  |                  |                  |                  |                  |





## Debt Service Fund

**Debt Issuance by Category.** The following table shows the projected amount of debt to be issued each year within each of the major categories of the CIP. The General Government category contains the functional areas of Administration, General Government, Health and Welfare, Parks, Recreation and Culture, and Public Safety. The Transportation category contains road and transit projects. The Schools category contains elementary, middle, and high schools projects as well as other school facility projects.

**Figure 7: New Debt Issuance by Category**

| Adopted New Debt Financing For FY 2019- FY 2024 Capital Improvement Program |   |                                     |                              |                              |                         |
|---|---|-------------------------------------|------------------------------|------------------------------|-------------------------|
| Fiscal Year   | General Government<br>FY 2019 - FY 2024 | Transportation<br>FY 2019 - FY 2024 | Schools<br>FY 2019 - FY 2024 | Total County                 |                         |
|   |   |                                     |                              | Adopted<br>FY 2019 - FY 2024 | Board<br>Guideline      |
| <b>2019</b>   | \$ 52,875,000                           | \$ 20,780,000                       | \$ 150,761,526               | \$ 224,416,526               | \$ 225,000,000          |
| <b>2020</b>   | 67,384,000                              | 22,841,000                          | 134,324,488                  | 224,549,488                  | \$ 225,000,000          |
| <b>2021</b>   | 56,623,550                              | 38,159,000                          | 129,261,146                  | 224,043,696                  | \$ 225,000,000          |
| <b>2022</b>   | 91,126,625                              | 68,420,000                          | 64,554,040                   | 224,100,665                  | \$ 225,000,000          |
| <b>2023</b>   | 85,989,325                              | 77,333,000                          | 60,594,000                   | 223,916,325                  | \$ 225,000,000          |
| <b>2024</b>   | 61,619,500                              | 83,083,500                          | 79,568,500                   | 224,271,500                  | \$ 225,000,000          |
| <b>Total</b>  | <b>\$ 415,618,000</b>                   | <b>\$ 310,616,500</b>               | <b>\$ 619,063,700</b>        | <b>\$ 1,345,298,200</b>      | <b>\$ 1,350,000,000</b> |

### Schedule of Major Financings

The first set of tables on the following pages show the planned schedule of financing for capital projects. Information about each project is provided, including the name of the project, total project costs, total amount to be financed during the CIP period, planned start of construction, and referendum year and amount, if applicable. This schedule is a projected plan of issuance and is subject to change as various factors can impact the County's ability to adhere to the schedule, including project delays or advancements, structure of the debt issuance, and other rules and regulations governing municipal borrowing that may require a change in the planned issuance. The County works closely with Bond Counsel and financial advisors to achieve the most favorable results for the County from each issuance.

### Debt Service Projections

The second set of tables show the projected debt service due for each project based on when the debt is planned to be issued. Included in the table is the total amount of principal and interest due for each project and a breakout of the amount that will be due in each year from FY 2019 through FY 2024. The final table summarizes the debt service projections by functional area for the County and the Schools.



## Debt Service Fund

| Schedule of Major Financings   |               |                                       |                    |                      |                                     |   |            |            |            |            |            |
|--|---------------|---------------------------------------|--------------------|----------------------|-------------------------------------|---|------------|------------|------------|------------|------------|
| FY 2019 - FY 2024 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 2019-FY 2024 | Project Start Year | Amount of Referendum | Potential Referendum Date or Status | FY 2019                                       | FY 2020    | FY 2021    | FY 2022    | FY 2023    | FY 2024    |
| <b>General Obligation Bonds or Appropriation-Based:</b>  |               |                                       |                    |                      |                                     |   |            |            |            |            |            |
| <b>Administration Projects:</b>  |               |                                       |                    |                      |                                     |   |            |            |            |            |            |
| Major Computer Systems   | 71,300,000    | 12,300,000                            | N/A                | N/A                  | Not Required (2)                    | 5,600,000                                     | 5,800,000  | 0          | 900,000    | 0          | 0          |
| Subtotal, Administration Projects  | 71,300,000    | 12,300,000                            |                    |                      |                                     | 5,600,000                                     | 5,800,000  | 0          | 900,000    | 0          | 0          |
| <b>General Government Projects:</b>  |               |                                       |                    |                      |                                     |   |            |            |            |            |            |
| Consolidated Shops & Warehouse   | 38,700,000    | 7,500,000                             | 2016               | N/A                  | Not Required (2)                    | 0   | 4,000,000  | 0          | 3,500,000  | 0          | 0          |
| General Government Office Space Phase I  | 123,073,000   | 11,000,000                            | 2020               | N/A                  | Not Required (2)                    | 0   | 0          | 0          | 0          | 5,000,000  | 6,000,000  |
| Landfill Reclamation Project   | 21,480,000    | 8,480,000 A                           | 2014               | N/A                  | Not Required (2)                    | 5,480,000                                     | 3,000,000  | 0          | 0          | 0          | 0          |
| Landfill Sequence V Closure  | 6,410,000     | 6,410,000                             | 2019               | N/A                  | Not Required (2)                    | 1,350,000                                     | 5,060,000  | 0          | 0          | 0          | 0          |
| Landfill Sequence 1A Cap & Closure   | 1,500,000     | 1,500,000                             | 2020               | N/A                  | Not Required (2)                    | 0   | 1,500,000  | 0          | 0          | 0          | 0          |
| Waterford Space Renovation   | 2,000,000     | 2,000,000                             | 2021               | N/A                  | Not Required (2)                    | 0   | 0          | 2,000,000  | 0          | 0          | 0          |
| Eastern Services Center  | 17,250,000    | 5,750,000 B                           | 2024               | N/A                  | Not Required (2)                    | 0   | 0          | 0          | 0          | 0          | 5,750,000  |
| Subtotal, General Government Projects  | 210,413,000   | 42,640,000                            |                    |                      |                                     | 6,830,000                                     | 13,560,000 | 2,000,000  | 3,500,000  | 5,000,000  | 11,750,000 |
| <b>Health &amp; Welfare Projects:</b>  |               |                                       |                    |                      |                                     |   |            |            |            |            |            |
| DS Group Residence - Eastern Loudoun   | 2,375,000     | 2,375,000                             | 2021               | N/A                  | Not Required (2)                    | 0   | 0          | 2,375,000  | 0          | 0          | 0          |
| DS Group Residence - Purcellville  | 2,125,000     | 2,125,000                             | 2018               | N/A                  | Not Required (2)                    | 2,125,000                                     | 0          | 0          | 0          | 0          | 0          |
| Subtotal, Health & Welfare Projects  | 4,500,000     | 4,500,000                             |                    |                      |                                     | 2,125,000                                     | 0          | 2,375,000  | 0          | 0          | 0          |
| <b>Parks &amp; Recreation and Library Services Projects:</b>   |               |                                       |                    |                      |                                     |   |            |            |            |            |            |
| Ashburn Recreation & Community Center  | 85,930,000    | 49,590,000 A                          | 2017               | 44,270,000           | Nov. 2016 (1)                       | 0   | 0          | 0          | 12,495,000 | 14,105,000 | 22,990,000 |
| Brambleton Library   | 10,519,000    | 5,780,000                             | 2019               | N/A                  | Not Required (2)                    | 0   | 5,780,000  | 0          | 0          | 0          | 0          |
| Scott Jenkins Park Phase III   | 2,255,000     | 1,755,000                             | 2021               | 1,755,000            | Nov. 2019 (1)                       | 0   | 0          | 1,755,000  | 0          | 0          | 0          |
| Fields Farm Park   | 31,045,000    | 9,787,000 B                           | 2021               | 29,185,000           | Nov. 2019 (1)                       | 0   | 0          | 0          | 1,787,000  | 3,000,000  | 5,000,000  |
| STEM Library   | 47,000,000    | 26,800,000 B                          | 2021               | 47,000,000           | Nov. 2019 (1)                       | 0   | 0          | 1,500,000  | 6,400,000  | 8,418,000  | 10,482,000 |
| Hal & Berni Hanson Regional Park   | 89,140,000    | 38,172,000                            | 2010               | 31,845,000           | Nov. 2016 (1)                       | 0   | 0          | 5,638,000  | 11,595,000 | 20,939,000 | 0          |
| Lovettsville District Park Phase II  | 4,680,000     | 4,680,000                             | 2021               | 4,680,000            | Nov. 2019 (1)                       | 0   | 0          | 2,508,000  | 2,172,000  | 0          | 0          |
| Franklin Park to Purcellville Trail  | 5,520,000     | 5,000,000                             | 2015               | 5,000,000            | Nov. 2020 (1)                       | 0   | 0          | 0          | 1,250,000  | 3,750,000  | 0          |
| Philip Bolen Park Phase II   | 7,225,000     | 6,175,000                             | 2021               | 6,175,000            | Nov. 2019 (1)                       | 0   | 0          | 3,032,550  | 2,127,125  | 1,015,325  | 0          |
| Sterling Community Center Renovation   | 15,502,000    | 5,084,000 A                           | 2008               | 6,085,000            | Nov. 2014 (1)                       | 0   | 5,084,000  | 0          | 0          | 0          | 0          |
| Subtotal, Parks & Recreation and Library Services Projects   | 298,816,000   | 152,823,000                           |                    |                      |                                     | 0   | 10,864,000 | 14,433,550 | 37,826,125 | 51,227,325 | 38,472,000 |
| Notes on Amount to be Financed between FY 2019 - FY 2024   |               |                                       |                    |                      |                                     |   |            |            |            |            |            |
| A - Includes previously authorized, but unissued debt financing  |               |                                       |                    |                      |                                     |   |            |            |            |            |            |
| B - Remaining amount to be financed after FY 2024  |               |                                       |                    |                      |                                     |   |            |            |            |            |            |
| Notes on Potential Referendum Dates and Projects:  |               |                                       |                    |                      |                                     |   |            |            |            |            |            |
| (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 2019 - FY 2024 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 2019-FY 2024 | Project Start Year | Amount of Referendum | Potential Referendum Date or Status | FY 2019                                       | FY 2020            | FY 2021           | FY 2022            | FY 2023            | FY 2024            |
| <b>General Obligation Bonds or Appropriation-Based:</b>  |                      |                                       |                    |                      |                                     |   |                    |                   |                    |                    |                    |
| <b>Public Safety Projects:</b>   |                      |                                       |                    |                      |                                     |   |                    |                   |                    |                    |                    |
| Animal Services Facility   | 17,895,000           | 13,800,000                            | A 2017             | 15,370,000           | Nov. 2014 (1)                       | 5,050,000                                     | 6,350,000          | 2,400,000         | 0                  | 0                  | 0                  |
| Courts Complex Phase III   | 107,010,000          | 85,050,000                            | A 2011             | N/A                  | Not Required (2)                    | 18,000,000                                    | 13,000,000         | 13,000,000        | 19,335,500         | 16,714,500         | 0                  |
| Public Safety Redundant Prime Tower  | 3,075,000            | 1,450,000                             | 2018               | N/A                  | Not Required (2)                    | 1,450,000                                     | 0                  | 0                 | 0                  | 0                  | 0                  |
| Philomont Fire Rescue Station Replacement  | 15,925,000           | 2,000,000                             | B 2022             | 13,725,000           | Nov. 2020 (1)                       | 0   | 0                  | 0                 | 0                  | 0                  | 2,000,000          |
| Fire and Rescue Vehicle Annex  | 6,340,000            | 4,450,000                             | 2022               | 5,700,000            | Nov. 2021 (1)                       | 0   | 0                  | 0                 | 0                  | 2,850,000          | 1,600,000          |
| Juvenile Detention Center Phase II   | 5,195,000            | 5,195,000                             | O 2023             | N/A                  | Not Required (2)                    | 0   | 0                  | 0                 | 0                  | 2,597,500          | 2,597,500          |
| Juvenile Detention Center Phase I  | 20,015,000           | 8,000,000                             | A 2009             | N/A                  | Not Required (2)                    | 0   | 0                  | 4,000,000         | 4,000,000          | 0                  | 0                  |
| Aldie Fire Rescue Station Replacement  | 18,860,000           | 4,000,000                             | 2008               | 9,504,553            | Nov. 2007 (1)                       | 0   | 0                  | 0                 | 1,500,000          | 2,500,000          | 0                  |
| Leesburg South Fire & Rescue Station   | 17,600,000           | 8,900,000                             | B 2021             | 17,600,000           | Nov. 2019 (1)                       | 0   | 0                  | 1,000,000         | 1,200,000          | 2,700,000          | 4,000,000          |
| Lovettsville Fire Station Replacement  | 14,500,000           | 10,500,000                            | A 2016             | 13,500,000           | Nov. 2016 (1)                       | 6,750,000                                     | 3,750,000          | 0                 | 0                  | 0                  | 0                  |
| Lucketts Fire Station Replacement  | 12,730,000           | 8,570,000                             | A 2014             | 11,490,000           | Nov. 2013 (1)                       | 5,000,000                                     | 3,570,000          | 0                 | 0                  | 0                  | 0                  |
| Fire Rescue Training Center Expansion  | 7,250,000            | 6,500,000                             | 2019               | 6,500,000            | Nov. 2019 (1)                       | 0   | 0                  | 2,300,000         | 3,000,000          | 1,200,000          | 0                  |
| Public Safety Firing Range   | 21,300,000           | 12,000,000                            | A 2014             | N/A                  | Not Required (2)                    | 0   | 5,000,000          | 5,000,000         | 2,000,000          | 0                  | 0                  |
| Round Hill Fire Station Replacement  | 15,660,000           | 15,660,000                            | 2019               | 15,660,000           | Nov. 2017 (1)                       | 1,900,000                                     | 5,000,000          | 5,000,000         | 3,760,000          | 0                  | 0                  |
| Leesburg VFD Expansion (#20)   | 4,780,000            | 3,000,000                             | A 2016             | 4,000,000            | Nov. 2016 (1)                       | 3,000,000                                     | 0                  | 0                 | 0                  | 0                  | 0                  |
| Sterling Fire Station Replacement  | 16,371,000           | 12,470,000                            | A 2015             | 14,430,000           | Nov. 2014 (1)                       | 0   | 5,050,000          | 5,115,000         | 2,305,000          | 0                  | 0                  |
| Old Ox Road (Route 606) Station  | 19,010,000           | 2,400,000                             | B 2023             | 19,010,000           | Nov. 2021 (1)                       | 0   | 0                  | 0                 | 0                  | 1,200,000          | 1,200,000          |
| Public Safety Radio Tower Coverage Sites   | 1,400,000            | 1,400,000                             | 2019               | N/A                  | Not Required (2)                    | 1,400,000                                     | 0                  | 0                 | 0                  | 0                  | 0                  |
| Public Safety Phone Switch Replacement   | 2,300,000            | 2,300,000                             | 2022               | N/A                  | Not Required (2)                    | 0   | 0                  | 0                 | 2,300,000          | 0                  | 0                  |
| Public Safety Non-Handheld Radio Replacements  | 5,200,000            | 2,600,000                             | 2018               | N/A                  | Not Required (2)                    | 2,600,000                                     | 0                  | 0                 | 0                  | 0                  | 0                  |
| Public Safety Handheld Radio Replacements  | 9,500,000            | 9,500,000                             | 2023               | N/A                  | Not Required (2)                    | 0   | 0                  | 0                 | 9,500,000          | 0                  | 0                  |
| Subtotal, Public Safety Projects   | 341,916,000          | 219,745,000                           |                    |                      |                                     | 45,150,000                                    | 46,720,000         | 37,815,000        | 48,900,500         | 29,762,000         | 11,397,500         |
| <b>Transit Projects:</b>   |                      |                                       |                    |                      |                                     |   |                    |                   |                    |                    |                    |
| MetroRail Parking Garages  | 84,500,000           | 81,500,000                            | A 2016             | N/A                  | Not Required (2)                    | 40,000,000                                    | 41,500,000         | 0                 | 0                  | 0                  | 0                  |
| Subtotal, Transit Projects   | 84,500,000           | 81,500,000                            |                    |                      |                                     | 40,000,000                                    | 41,500,000         | 0                 | 0                  | 0                  | 0                  |
| <b>Road Projects:</b>  |                      |                                       |                    |                      |                                     |   |                    |                   |                    |                    |                    |
| Dulles West- Northstar to Arcola   | 43,700,000           | 9,000,000                             | 2021               | 9,000,000            | Nov. 2019 (1)                       | 0   | 0                  | 3,530,000         | 3,535,000          | 1,935,000          | 0                  |
| Westwind Drive - State St to Ladbrook  | 51,301,000           | 17,550,000                            | 2019               | 17,550,000           | Nov. 2019 (1)                       | 0   | 0                  | 7,900,000         | 4,000,000          | 5,750,000          | 0                  |
| Crosstrail Blvd - Segment B  | 74,860,000           | 36,580,000                            | 2017               | 36,580,000           | Nov. 2018 (1)                       | 0   | 8,750,000          | 5,900,000         | 8,400,000          | 13,510,000         | 0                  |
| Route 772 Transit Station Connector Bridge   | 26,528,360           | 8,875,000                             | A 2013             | N/A                  | Not Required (2)                    | 8,875,000                                     | 0                  | 0                 | 0                  | 0                  | 0                  |
| Evergreen Mills-Stone Springs to Loudoun Cty Pkwy  | 38,000,000           | 7,908,000                             | 2021               | 7,908,000            | Nov. 2020 (1)                       | 0   | 0                  | 2,500,000         | 2,500,000          | 2,908,000          | 0                  |
| Evergreen Mills-Northstar to Stone Springs   | 30,885,000           | 13,090,000                            | 2020               | 13,090,000           | Nov. 2018 (1)                       | 0   | 1,971,000          | 1,314,000         | 3,000,000          | 6,805,000          | 0                  |
| Ryan Road Widening (Evergreen Mills to Northstar)  | 20,980,000           | 1,835,000                             | B 2022             | 20,980,000           | Nov. 2022 (1)                       | 0   | 0                  | 0                 | 0                  | 1,835,000          | 0                  |
| Route 9/Route 287  | 14,483,000           | 9,565,000                             | B 2015             | 13,255,000           | Nov. 2018 (1)                       | 0   | 0                  | 955,000           | 0                  | 4,920,000          | 3,690,000          |
| Route 7/Route 690 Interchange  | 40,735,000           | 16,100,000                            | B 2013             | 15,100,000           | Nov. 2019 (1)                       | 2,000,000                                     | 0                  | 0                 | 4,150,000          | 2,000,000          | 7,950,000          |
| Loudoun County Pkwy Widening (Ryan Road to Shellhorn Rd)   | 22,190,000           | 3,795,000                             | B 2024             | 22,190,000           | Nov. 2022 (1)                       | 0   | 0                  | 0                 | 0                  | 0                  | 3,795,000          |
| Belmont Ridge Rd - Shreveport to Evergreen Mills   | 21,175,000           | 4,175,000                             | 2022               | 4,175,000            | Nov. 2020 (1)                       | 0   | 0                  | 0                 | 1,755,000          | 2,420,000          | 0                  |
| Braddock Rd Widening - Rt659 to Royal Hunter   | 6,095,000            | 5,660,000                             | 2020               | 5,660,000            | Nov. 2018 (1)                       | 0   | 780,000            | 860,000           | 2,010,000          | 2,010,000          | 0                  |
| Route 15 Bypass to Montessor Rd  | 78,933,000           | 5,406,000                             | B 2019             | 15,768,000           | Nov. 2020 (1)                       | 0   | 0                  | 0                 | 0                  | 0                  | 5,406,000          |
| Crosen Lane Widening- Claiborne to Mooreview Pkwy  | 20,900,000           | 6,450,000                             | 2021               | 6,450,000            | Nov. 2019 (1)                       | 0   | 0                  | 2,700,000         | 1,750,000          | 0                  | 2,000,000          |
| Elk Lick Rd Intersections - Rt 50 & Tall Cedars Pkwy   | 1,654,000            | 1,565,000                             | 2022               | 1,565,000            | Nov. 2020 (1)                       | 0   | 0                  | 0                 | 365,000            | 1,200,000          | 0                  |
| Route 50 Corridor Improvements   | 13,351,000           | 3,125,000                             | 2018               | 3,125,000            | Nov. 2018 (1)                       | 0   | 3,125,000          | 0                 | 0                  | 0                  | 0                  |
| Harmony Middle School Sidewalk   | 3,160,000            | 3,160,000                             | 2022               | 3,160,000            | Nov. 2020 (1)                       | 0   | 0                  | 0                 | 1,260,000          | 0                  | 1,900,000          |
| Poland Road Path - Edgewater-Poland Hill   | 2,285,000            | 2,285,000                             | 2022               | 2,285,000            | Nov. 2020 (1)                       | 0   | 0                  | 0                 | 1,220,000          | 0                  | 1,065,000          |
| River Creek Sidewalk   | 1,315,000            | 1,315,000                             | 2022               | 1,315,000            | Nov. 2020 (1)                       | 0   | 0                  | 0                 | 1,315,000          | 0                  | 0                  |
| Route 50/Everfield Roundabout  | 11,495,000           | 1,015,000                             | B 2024             | 11,495,000           | Nov. 2022 (1)                       | 0   | 0                  | 0                 | 0                  | 0                  | 1,015,000          |
| Sterling Boulevard/W&OD Overpass   | 7,745,000            | 7,745,000                             | B 2021             | 7,745,000            | Nov. 2019 (1)                       | 0   | 0                  | 845,000           | 3,865,000          | 3,035,000          | 0                  |
| Northstar- Tall Cedars to Braddock   | 28,368,000           | 2,500,000                             | 2022               | 2,500,000            | Nov. 2020 (1)                       | 0   | 0                  | 0                 | 1,614,000          | 886,000            | 0                  |
| Shellhorn Rd   | 130,750,000          | 28,000,000                            | A 2017             | 86,787,000           | Nov. 2021 (1)                       | 8,000,000                                     | 0                  | 0                 | 0                  | 8,000,000          | 12,000,000         |
| Farmwell Road- Smith Switch to Ashburn   | 32,099,000           | 19,235,000                            | 2016               | 19,235,000           | Nov. 2018 (1)                       | 0   | 2,000,000          | 2,800,000         | 7,500,000          | 3,715,000          | 3,220,000          |
| Prentice Drive   | 102,325,000          | 12,000,000                            | 2017               | 12,000,000           | Nov. 2018 (1)                       | 0   | 4,000,000          | 4,000,000         | 4,000,000          | 0                  | 0                  |
| Route 50 North Collector Road (Air & Space Museum Parkway to Route 50)   | 92,710,000           | 17,650,000                            | B 2024             | 87,015,000           | Nov. 2020 (1)                       | 0   | 0                  | 0                 | 4,095,000          | 4,095,000          | 9,460,000          |
| Intelligent Transportation System, Phase 1   | 2,327,000            | 2,327,000                             | 2019               | N/A                  | Not Required (2)                    | 1,050,000                                     | 0                  | 0                 | 0                  | 0                  | 1,277,000          |
| Intersection Improvements  | 51,272,000           | 41,253,000                            | B 2019             | 49,660,000           | Nov. 2018 (1)                       | 0   | 2,215,000          | 6,355,000         | 9,761,000          | 9,237,000          | 13,685,000         |
| Route 7 Pedestrian Improvements  | 7,055,000            | 6,055,000                             | 2019               | N/A                  | Not Required (2)                    | 855,000                                       | 0                  | 1,000,000         | 0                  | 2,100,000          | 2,100,000          |
| Route 50/Trailhead Roundabout  | 10,000,000           | 6,252,500                             | B 2022             | 10,000,000           | Nov. 2020 (1)                       | 0   | 0                  | 0                 | 1,215,000          | 1,290,000          | 3,747,500          |
| Route 15/Braddock Roundabout   | 11,495,000           | 1,015,000                             | B 2024             | 11,495,000           | Nov. 2022 (1)                       | 0   | 0                  | 0                 | 0                  | 0                  | 1,015,000          |
| Trailhead/Braddock Roundabout  | 11,495,000           | 1,015,000                             | B 2024             | 11,495,000           | Nov. 2022 (1)                       | 0   | 0                  | 0                 | 0                  | 0                  | 1,015,000          |
| Sidewalk and Trail Program   | 69,505,000           | 7,035,000                             | 2022               | 13,055,000           | Nov. 2020 (1)                       | 0   | 0                  | 0                 | 1,110,000          | 1,925,000          | 4,000,000          |
| Subtotal, Transportation Projects  | 1,230,466,360        | 310,616,500                           |                    |                      |                                     | 20,780,000                                    | 22,841,000         | 38,159,000        | 68,420,000         | 77,333,000         | 83,083,500         |
| <b>SUBTOTAL - General Government</b>   | <b>2,241,911,360</b> | <b>824,124,500</b>                    |                    |                      |                                     | <b>120,485,000</b>                            | <b>141,285,000</b> | <b>94,782,550</b> | <b>159,546,625</b> | <b>163,322,325</b> | <b>144,703,000</b> |
| Notes on Amount to be Financed between FY 2019 - FY 2024   |                      |                                       |                    |                      |                                     |   |                    |                   |                    |                    |                    |
| A - Includes previously authorized, but unissued debt financing  |                      |                                       |                    |                      |                                     |   |                    |                   |                    |                    |                    |
| B - Remaining amount to be financed after FY 2024  |                      |                                       |                    |                      |                                     |   |                    |                   |                    |                    |                    |
| Notes on Potential Referendum Dates and Projects:  |                      |                                       |                    |                      |                                     |   |                    |                   |                    |                    |                    |
| (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 2019 - FY 2024 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 2019-FY 2024 | Project Start Year | Amount of Referendum | Potential Referendum Date or Status | FY 2019                                       | FY 2020            | FY 2021            | FY 2022            | FY 2023            | FY 2024            |
| <b>General Obligation Bonds or Appropriation-Based:</b>  |                      |                                       |                    |                      |                                     |   |                    |                    |                    |                    |                    |
| <b>School Administration Projects:</b>   |                      |                                       |                    |                      |                                     |   |                    |                    |                    |                    |                    |
| School Vehicle Lease   | 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         |
| Subtotal, Administration Projects  | 60,000,000           | 60,000,000                            |                    |                      |                                     | 10,000,000                                    | 10,000,000         | 10,000,000         | 10,000,000         | 10,000,000         | 10,000,000         |
| <b>Elementary School Projects:</b>   |                      |                                       |                    |                      |                                     |   |                    |                    |                    |                    |                    |
| ES-24 Central Loudoun Area   | 54,195,000           | 3,182,500 B                           | 2024               | 54,195,000           | Nov. 2022 (1)                       | 0   | 0                  | 0                  | 0                  | 0                  | 3,182,500          |
| ES-23, North Dulles  | 44,235,000           | 44,235,000 B                          | 2019               | 44,235,000           | Nov. 2018 (1)                       | 5,105,000                                     | 15,000,000         | 15,310,000         | 8,820,000          | 0                  | 0                  |
| Algonkian ES Renovation  | 24,390,000           | 10,005,000 B                          | 2023               | 24,390,000           | Nov. 2021 (1)                       | 0   | 0                  | 0                  | 0                  | 2,815,000          | 7,190,000          |
| Goshen Post Elementary School (ES-28)  | 38,770,000           | 20,202,000                            | 2016               | 38,770,000           | Nov. 2016 (1)                       | 20,202,000                                    | 0                  | 0                  | 0                  | 0                  | 0                  |
| ES-31, Dulles North Area   | 39,810,000           | 36,355,000                            | 2016               | 38,270,000           | Nov. 2015 (1)                       | 15,000,000                                    | 21,355,000         | 0                  | 0                  | 0                  | 0                  |
| ES-29, Dulles South Area   | 44,235,000           | 44,235,000                            | 2019               | 44,235,000           | Nov. 2018 (1)                       | 5,105,000                                     | 15,000,000         | 15,310,000         | 8,820,000          | 0                  | 0                  |
| ES-34 Dulles North Area  | 53,215,000           | 4,985,000                             | 2023               | N/A                  | Not Required (2)                    | 0   | 0                  | 0                  | 0                  | 4,985,000          | 0                  |
| Elementary School Classroom Additions- Countywide  | 28,735,000           | 12,415,000 B                          | 2021               | 12,415,000           | Nov. 2019 (1)                       | 0   | 0                  | 3,200,000          | 3,200,000          | 3,880,000          | 2,135,000          |
| Cool Springs ES Renovation   | 25,055,000           | 2,940,000 B                           | 2024               | 25,055,000           | Nov. 2022 (1)                       | 0   | 0                  | 0                  | 0                  | 0                  | 2,940,000          |
| Subtotal, Elementary School Projects   | 352,640,000          | 178,554,500                           |                    |                      |                                     | 45,412,000                                    | 51,355,000         | 33,820,000         | 20,840,000         | 11,680,000         | 15,447,500         |
| <b>Middle School Projects:</b>   |                      |                                       |                    |                      |                                     |   |                    |                    |                    |                    |                    |
| Willard Middle School (MS-7)   | 60,820,000           | 26,385,000                            | 2016               | 60,820,000           | Nov. 2016 (1)                       | 24,510,000                                    | 1,875,000          | 0                  | 0                  | 0                  | 0                  |
| MS-14, Dulles North  | 100,360,000          | 37,300,000                            | 2022               | 100,360,000          | Nov. 2020 (1)                       | 0   | 0                  | 0                  | 5,000,000          | 10,000,000         | 22,300,000         |
| Subtotal, Middle School Projects   | 161,180,000          | 63,685,000                            |                    |                      |                                     | 24,510,000                                    | 1,875,000          | 0                  | 5,000,000          | 10,000,000         | 22,300,000         |
| <b>High School Projects:</b>   |                      |                                       |                    |                      |                                     |   |                    |                    |                    |                    |                    |
| HS- Tennis Court Lighting (15)   | 11,245,000           | 3,500,000                             | 2023               | 11,245,000           | Nov. 2021 (1)                       | 0   | 0                  | 0                  | 0                  | 1,000,000          | 2,500,000          |
| HS- Weight Room Expansion  | 6,840,000            | 4,560,000                             | 2023               | 6,840,000            | Nov. 2021 (1)                       | 0   | 0                  | 0                  | 0                  | 1,280,000          | 3,280,000          |
| Lightridge High School (HS-9)  | 125,540,000          | 94,747,200                            | 2017               | 117,160,000          | Nov. 2016 (1)                       | 22,947,200                                    | 34,400,000         | 32,400,000         | 5,000,000          | 0                  | 0                  |
| Independence High School (HS-11)   | 121,870,000          | 74,680,000                            | 2016               | 112,725,000          | Nov. 2015 (1)                       | 26,515,000                                    | 20,985,000         | 27,180,000         | 0                  | 0                  | 0                  |
| Advance Technology Academy   | 114,638,000          | 16,175,000 A                          | 2015               | 83,175,000           | Nov. 2014 (1)                       | 16,175,000                                    | 0                  | 0                  | 0                  | 0                  | 0                  |
| CS Monroe Technology Center  | 64,943,000           | 63,193,000 B                          | 2017               | 63,193,000           | Nov. 2017 (1)                       | 1,830,000                                     | 10,683,500         | 16,558,000         | 14,428,500         | 15,251,000         | 4,442,000          |
| Synthetic Field and Track Resurface (2)  | 7,948,000            | 2,936,000                             | 2019               | 2,936,000            | Nov. 2017 (1)                       | 1,000,000                                     | 1,936,000          | 0                  | 0                  | 0                  | 0                  |
| Subtotal, High School Projects   | 453,024,000          | 259,791,200                           |                    |                      |                                     | 68,467,200                                    | 68,004,500         | 76,138,000         | 19,428,500         | 17,531,000         | 10,222,000         |
| <b>Other School Projects:</b>  |                      |                                       |                    |                      |                                     |   |                    |                    |                    |                    |                    |
| Division Security Improvements   | 11,484,000           | 11,484,000                            | 2019               | 11,484,000           | Nov. 2017 (1)                       | 2,211,163                                     | 4,344,994          | 2,866,723          | 2,061,120          | 0                  | 0                  |
| Staff Training Center/Round Hill Support Center Renovations  | 25,730,000           | 21,674,000                            | 2021               | 25,730,000           | Nov. 2019 (1)                       | 0   | 0                  | 1,107,000          | 5,240,000          | 5,583,000          | 9,744,000          |
| Joint Use Dry Bulk Storage Facility  | 4,280,000            | 4,280,000                             | 2021               | N/A                  | Not Required (2)                    | 0   | 0                  | 1,000,000          | 1,565,000          | 1,715,000          | 0                  |
| School Bus Replacement & Acquisition   | 91,815,000           | 48,365,000                            | 2018               | 4,148,000            | Nov. 2017 (1)                       | 7,200,000                                     | 7,525,000          | 7,865,000          | 8,215,000          | 8,585,000          | 8,975,000          |
| School Security Vestibules   | 14,350,000           | 10,350,000                            | 2019               | 10,350,000           | Nov. 2018 (1)                       | 2,211,163                                     | 344,994            | 5,589,423          | 2,204,420          | 0                  | 0                  |
| School Walking Tracks  | 1,800,000            | 890,000                               | 2024               | 1,800,000            | Nov. 2022 (1)                       | 0   | 0                  | 0                  | 0                  | 0                  | 890,000            |
| Valley Service Center Replacement - Culbert ES Bus Parking   | 28,275,000           | 9,155,000                             | 2023               | 28,725,000           | Nov. 2021 (1)                       | 0   | 0                  | 0                  | 0                  | 1,655,000          | 7,500,000          |
| Bus Radio Replacements   | 3,845,000            | 3,845,000                             | 2023               | N/A                  | Not Required (2)                    | 0   | 0                  | 0                  | 0                  | 3,845,000          | 0                  |
| Arcola ES/Northstar Connection   | 2,280,000            | 2,280,000                             | 2024               | 2,280,000            | Nov. 2022 (1)                       | 0   | 0                  | 0                  | 0                  | 0                  | 2,280,000          |
| Tolbert ES Road Connection   | 845,000              | 845,000                               | 2024               | 845,000              | Nov. 2022 (1)                       | 0   | 0                  | 0                  | 0                  | 0                  | 845,000            |
| Valley Service Center Traffic Signal   | 585,000              | 585,000                               | 2024               | 585,000              | Nov. 2022 (1)                       | 0   | 0                  | 0                  | 0                  | 0                  | 585,000            |
| Heritage HS Entrance to Battlefield Parkway  | 780,000              | 780,000                               | 2024               | 780,000              | Nov. 2022 (1)                       | 0   | 0                  | 0                  | 0                  | 0                  | 780,000            |
| Broadband Infrastructure   | 5,000,000            | 2,500,000                             | 2019               | N/A                  | Not Required (2)                    | 750,000                                       | 875,000            | 875,000            | 0                  | 0                  | 0                  |
| Subtotal, Other School Projects  | 191,069,000          | 117,033,000                           |                    |                      |                                     | 12,372,326                                    | 13,089,988         | 19,303,146         | 19,285,540         | 21,383,000         | 31,599,000         |
| <b>SUBTOTAL - Schools</b>  | <b>1,217,913,000</b> | <b>679,063,700</b>                    |                    |                      |                                     | <b>160,761,526</b>                            | <b>144,324,488</b> | <b>139,261,146</b> | <b>74,554,040</b>  | <b>70,594,000</b>  | <b>89,568,500</b>  |
| <b>GRAND TOTAL</b>   | <b>3,459,824,360</b> | <b>1,503,188,200</b>                  |                    |                      |                                     | <b>281,246,526</b>                            | <b>285,609,488</b> | <b>234,043,696</b> | <b>234,100,665</b> | <b>233,916,325</b> | <b>234,271,500</b> |
| Notes on Amount to be Financed between FY 2019 - FY 2024   |                      |                                       |                    |                      |                                     |   |                    |                    |                    |                    |                    |
| A - Includes previously authorized, but unissued debt financing  |                      |                                       |                    |                      |                                     |   |                    |                    |                    |                    |                    |
| B - Remaining amount to be financed after FY 2024  |                      |                                       |                    |                      |                                     |   |                    |                    |                    |                    |                    |
| Notes on Potential Referendum Dates and Projects:  |                      |                                       |                    |                      |                                     |   |                    |                    |                    |                    |                    |
| (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

## Debt Service Projections FY 2019-FY 2024 Adopted Capital Improvement Program

| Projects   | Principal    | Interest    | Total Debt Service | Debt Service Projections FY 2019-FY 2024 |           |           |           |           |           | Total      |
|--|--------------|-------------|--------------------|--|-----------|-----------|-----------|-----------|-----------|------------|
|  |              |             |                    | 2019                                     | 2020      | 2021      | 2022      | 2023      | 2024      |            |
| <b>Administration</b>  |              |             |                    |  |           |           |           |           |           |            |
| Major Computer Systems                                       | \$12,300,000 | \$2,458,000 | \$ 14,758,000      | 140,000                                  | 1,205,000 | 2,119,250 | 2,060,250 | 2,128,000 | 2,040,000 | 9,692,500  |
| <b>General Government</b>                                    |              |             |                    |  |           |           |           |           |           |            |
| Consolidated Shops & Warehouse                               | \$7,500,000  | \$3,937,500 | \$ 11,437,500      | -  | 100,000   | 395,000   | 472,500   | 720,625   | 701,875   | 2,390,000  |
| Landfill Reclamation Project                                 | 8,480,000    | 4,445,500   | 12,925,500         | 137,000                                  | 617,125   | 824,625   | 803,375   | 782,125   | 760,875   | 3,925,125  |
| Landfill Sequence V Closure                                  | 6,410,000    | 3,359,000   | 9,769,000          | 33,750                                   | 262,250   | 629,000   | 617,875   | 596,750   | 585,625   | 2,725,250  |
| Landfill Sequence 1A Cap & Closure                           | 1,500,000    | 787,500     | 2,287,500          | -  | 37,500    | 148,125   | 144,375   | 140,625   | 136,875   | 607,500    |
| Waterford Space Renovation                                   | 2,000,000    | 1,050,000   | 3,050,000          | -  | -         | 50,000    | 197,500   | 192,500   | 187,500   | 627,500    |
| Eastern Services Center                                      | 5,750,000    | 3,017,500   | 8,767,500          | -  | -         | -         | -         | -         | 143,750   | 143,750    |
| <b>Health &amp; Welfare Projects:</b>                        |              |             |                    |  |           |           |           |           |           |            |
| DS Group Residence - Eastern Loudoun                         | 2,375,000    | 1,138,750   | 3,513,750          | -  | -         | 59,375    | 265,000   | 257,500   | 250,000   | 831,875    |
| DS Group Residence - Purcellville                            | 2,125,000    | 1,121,250   | 3,246,250          | 53,125                                   | 208,625   | 203,375   | 198,125   | 192,875   | 187,625   | 1,043,750  |
| <b>Parks &amp; Recreation and Library Services Projects:</b> |              |             |                    |  |           |           |           |           |           |            |
| Ashburn Recreation & Community Center                        | 49,590,000   | 24,170,750  | 73,760,750         | -  | -         | -         | -         | 1,249,750 | 2,628,750 | 3,878,500  |
| Brambleton Library   | 5,780,000    | 3,028,000   | 8,808,000          | -  | 144,500   | 571,750   | 557,250   | 542,750   | 528,250   | 2,344,500  |
| Scott Jenkins Park Phase 3                                   | 1,755,000    | 918,000     | 2,673,000          | -  | -         | -         | 177,750   | 173,250   | 168,750   | 519,750    |
| Fields Farm Park   | 9,787,000    | 5,133,500   | 14,920,500         | -  | -         | -         | -         | 179,350   | 474,850   | 654,200    |
| STEM Library   | 26,800,000   | 11,956,500  | 38,756,500         | -  | -         | -         | 150,000   | 786,250   | 1,607,400 | 2,543,650  |
| Hal & Berni Hanson Regional Park                             | 38,172,000   | 18,648,500  | 56,820,500         | -  | -         | -         | 561,900   | 1,987,650 | 4,142,600 | 6,692,150  |
| Lovettsville District Park (includes entrance & access road) | 4,680,000    | 2,292,500   | 6,972,500          | -  | -         | -         | 250,400   | 507,750   | 493,750   | 1,251,900  |
| Franklin Park to Purcellville Trail                          | 5,000,000    | 2,622,500   | 7,622,500          | -  | -         | -         | -         | 127,500   | 496,750   | 624,250    |
| Philip Bolen Park Phase 2                                    | 6,175,000    | 3,258,500   | 9,433,500          | -  | -         | -         | 301,628   | 505,484   | 593,500   | 1,400,612  |
| Sterling Community Center Renovation                         | 5,084,000    | 2,501,750   | 7,585,750          | -  | -         | 554,200   | 539,200   | 524,200   | 514,200   | 2,131,800  |
| <b>Public Safety Projects:</b>                               |              |             |                    |  |           |           |           |           |           |            |
| Animal Services Facility                                     | 13,800,000   | 6,690,000   | 20,490,000         | -  | 507,500   | 1,282,250 | 1,491,000 | 1,443,500 | 1,411,250 | 6,135,500  |
| Courts Complex Phase III                                     | 85,050,000   | 43,361,790  | 128,411,790        | 450,000                                  | 2,227,500 | 3,835,000 | 5,187,138 | 7,267,514 | 8,310,252 | 27,277,404 |
| Public Safety Redundant Prime Tower                          | 1,450,000    | 290,000     | 1,740,000          | 36,250                                   | 272,375   | 267,000   | 251,625   | 246,250   | 230,875   | 1,304,375  |
| Philomont Fire Rescue Station Replacement                    | 2,000,000    | 1,050,000   | 3,050,000          | -  | -         | -         | -         | -         | -         | -          |
| Fire and Rescue Vehicle Annex                                | 4,450,000    | 2,335,000   | 6,785,000          | -  | -         | -         | -         | -         | 287,500   | 287,500    |
| Juvenile Detention Center Phase I                            | 8,000,000    | 4,200,000   | 12,200,000         | -  | -         | 100,000   | 495,000   | 780,000   | 760,000   | 2,135,000  |
| Juvenile Detention Center Phase II                           | 5,195,000    | 2,725,000   | 7,920,000          | -  | -         | -         | -         | -         | 259,875   | 259,875    |
| Aldie Fire Rescue Station Replacement                        | 4,000,000    | 1,611,750   | 5,611,750          | -  | -         | -         | 37,500    | 148,125   | 534,375   | 720,000    |
| Leesburg South Fire & Rescue Station                         | 8,900,000    | 4,672,500   | 13,572,500         | -  | -         | -         | 100,000   | 217,500   | 482,000   | 799,500    |
| Lovettsville Fire Station Replacement                        | 10,500,000   | 5,071,750   | 15,571,750         | -  | 677,500   | 1,158,000 | 1,130,500 | 1,087,750 | 1,065,500 | 5,119,250  |
| Lucketts Fire Station Replacement                            | 8,570,000    | 3,776,750   | 12,346,750         | -  | 500,000   | 1,051,000 | 1,019,250 | 987,500   | 955,750   | 4,513,500  |
| Fire Rescue Training Center Expansion                        | 6,500,000    | 3,023,000   | 9,523,000          | -  | -         | -         | 230,000   | 524,250   | 741,000   | 1,495,250  |
| Public Safety Firing Range                                   | 12,000,000   | 6,185,572   | 18,185,572         | -  | 125,000   | 618,750   | 1,025,000 | 1,181,625 | 1,145,000 | 4,095,375  |
| Round Hill Fire Station Replacement                          | 15,660,000   | 7,754,000   | 23,414,000         | -  | 190,000   | 685,250   | 1,168,000 | 1,646,250 | 1,605,500 | 5,295,000  |
| Leesburg VFD Expansion (#20)                                 | 3,000,000    | 1,575,000   | 4,575,000          | -  | 300,000   | 292,500   | 285,000   | 277,500   | 270,000   | 1,425,000  |
| Sterling Fire Station Replacement                            | 12,470,000   | 6,126,750   | 18,596,750         | -  | -         | 507,500   | 1,000,500 | 1,330,500 | 1,288,250 | 4,126,750  |
| Route 606 Station (#29)                                      | 2,400,000    | 1,260,000   | 3,660,000          | -  | -         | -         | -         | -         | 120,000   | 120,000    |
| Public Safety Radio Tower Coverage Sites                     | 1,400,000    | 735,000     | 2,135,000          | 35,000                                   | 138,250   | 134,750   | 131,250   | 127,750   | 124,250   | 691,250    |
| Public Safety Phone Switch Replacement                       | 2,300,000    | 1,207,500   | 3,507,500          | -  | -         | -         | 57,500    | 227,125   | 221,375   | 506,000    |
| Public Safety Non-Handheld Radio Replacements                | 2,600,000    | 520,500     | 3,120,500          | 65,000                                   | 490,750   | 472,250   | 453,750   | 440,125   | 416,500   | 2,338,375  |
| Public Safety Handheld Radio Replacements                    | 9,500,000    | 1,900,000   | 11,400,000         | -  | -         | -         | 237,500   | 1,796,125 | 1,733,250 | 3,766,875  |



## Debt Service Fund

## Debt Service Projections FY 2019-FY 2024 Adopted Capital Improvement Program

| Projects  | Principal  | Interest   | Total Debt Service | Debt Service Projections FY 2019-FY 2024 |           |           |           |           |           | Total      |
|---|------------|------------|--------------------|--|-----------|-----------|-----------|-----------|-----------|------------|
|   |            |            |                    | 2019                                     | 2020      | 2021      | 2022      | 2023      | 2024      |            |
| <b>Transit Projects:</b>                                    |            |            |                    |  |           |           |           |           |           |            |
| Metrorail Parking Garages                                   | 81,500,000 | 42,787,500 | 124,287,500        | 1,000,000                                | 4,987,500 | 7,948,125 | 7,744,375 | 7,540,625 | 7,336,875 | 36,557,500 |
| <b>Road Projects:</b>                                       |            |            |                    |  |           |           |           |           |           |            |
| Dulles West- Northstar to Arcola                            | 9,000,000  | 4,739,000  | 13,739,000         | -  | -         | -         | 351,500   | 694,500   | 868,750   | 1,914,750  |
| Westwind Drive - State St to Ladbrook                       | 17,650,000 | 9,265,000  | 26,915,000         | -  | -         | -         | 790,000   | 1,170,250 | 1,718,000 | 3,678,250  |
| Crosstrail Blvd - Segment B                                 | 36,560,000 | 19,196,500 | 55,756,500         | -  | -         | 877,500   | 1,440,500 | 2,249,000 | 3,536,750 | 8,103,750  |
| Route 772 Transit Station Connector Bridge                  | 8,875,000  | 4,652,500  | 13,527,500         | 221,875                                  | 877,625   | 855,375   | 833,125   | 810,875   | 788,625   | 4,387,500  |
| Evergreen Mills-Stone Springs to Loudoun Cty Pkwy           | 7,908,000  | 4,155,000  | 12,063,000         | -  | -         | -         | -         | 250,000   | 493,750   | 743,750    |
| Evergreen Mills-Northstar to Stone Springs                  | 13,090,000 | 6,873,250  | 19,963,250         | -  | -         | 198,550   | 324,250   | 616,000   | 1,280,500 | 2,419,300  |
| Ryan Road Widening (Evergreen Mills to Northstar)           | 1,835,000  | 967,750    | 2,802,750          | -  | -         | -         | -         | -         | -         | -          |
| Route 9/Route 287   | 9,565,000  | 5,019,500  | 14,584,500         | -  | -         | -         | 97,750    | 95,250    | 583,750   | 776,750    |
| Route 7/Route 690 Interchange                               | 16,100,000 | 8,450,000  | 24,550,000         | -  | 200,000   | 195,000   | 190,000   | 602,500   | 782,000   | 1,969,500  |
| Loudoun County Pkwy Widening (Ryan Road to Waxpool Rte)     | 3,795,000  | 1,990,000  | 5,785,000          | -  | -         | -         | -         | -         | -         | -          |
| Belmont Ridge Rd - Shreveport to Evergreen Mills            | 4,175,000  | 2,194,000  | 6,369,000          | -  | -         | -         | -         | 177,750   | 414,250   | 592,000    |
| Braddock Rd Widening - Rt659 to Royal Hunter                | 5,660,000  | 2,967,500  | 8,627,500          | -  | -         | 79,000    | 165,000   | 361,250   | 552,500   | 1,157,750  |
| Route 15 Bypass to Montessor                                | 5,406,000  | 2,840,750  | 8,246,750          | -  | -         | -         | -         | -         | -         | -          |
| Croson Lane Widening- Claiborne to Mooreview Pkwy           | 6,450,000  | 3,385,000  | 9,835,000          | -  | -         | -         | 270,000   | 440,750   | 424,500   | 1,135,250  |
| Elk Lick Rd Intersections - Rt50 & Tall Cedars Pkwy         | 1,565,000  | 815,500    | 2,380,500          | -  | -         | -         | -         | 38,250    | 157,250   | 195,500    |
| Route 50 Corridor Improvements                              | 3,125,000  | 1,646,250  | 4,771,250          | -  | -         | 311,250   | 303,500   | 295,750   | 288,000   | 1,198,500  |
| Harmony Middle School Sidewalk                              | 3,160,000  | 1,654,000  | 4,814,000          | -  | -         | -         | -         | 128,000   | 124,750   | 252,750    |
| Poland Road Path - Edgewater-Poland Hill                    | 2,285,000  | 1,199,000  | 3,484,000          | -  | -         | -         | -         | 121,000   | 118,000   | 239,000    |
| River Creek Sidewalk  | 1,315,000  | 695,250    | 2,010,250          | -  | -         | -         | -         | 130,750   | 127,500   | 258,250    |
| Route 50/Everfield Roundabout                               | 1,015,000  | 537,750    | 1,552,750          | -  | -         | -         | -         | -         | -         | -          |
| Sterling Boulevard/W&OD Overpass                            | 7,745,000  | 4,065,500  | 11,810,500         | -  | -         | -         | 82,250    | 468,500   | 763,500   | 1,314,250  |
| Northstar- Tall Cedars to Braddock                          | 2,500,000  | 1,312,500  | 3,812,500          | -  | -         | -         | -         | 160,700   | 246,000   | 406,700    |
| Shellhorn Rd  | 28,000,000 | 14,700,000 | 42,700,000         | -  | 800,000   | 780,000   | 760,000   | 740,000   | 1,520,000 | 4,600,000  |
| Farmwell Road- Smith Switch to Ashburn                      | 19,235,000 | 10,108,750 | 29,343,750         | -  | -         | 200,000   | 475,000   | 1,213,000 | 1,553,000 | 3,441,000  |
| Prentice Drive  | 12,000,000 | 6,300,000  | 18,300,000         | -  | -         | 400,000   | 790,000   | 1,170,000 | 1,140,000 | 3,500,000  |
| Route 50 North Collector Road (Air & Space Parkway to Tall) | 17,650,000 | 9,256,500  | 26,906,500         | -  | -         | -         | -         | 409,750   | 809,250   | 1,219,000  |
| Intelligent Transportation System, Phase 1                  | 2,327,000  | 1,214,500  | 3,541,500          | 26,250                                   | 106,125   | 98,500    | 100,875   | 93,250    | 127,550   | 552,550    |
| Intersection Improvements                                   | 41,253,000 | 21,654,500 | 62,907,500         | -  | -         | 220,750   | 853,000   | 1,809,550 | 2,685,400 | 5,568,700  |
| Route 7 Pedestrian Crossing                                 | 6,055,000  | 3,175,500  | 9,230,500          | 21,375                                   | 86,625    | 84,375    | 182,125   | 172,500   | 382,875   | 929,875    |
| Route 50/Trailhead Roundabout                               | 6,252,500  | 3,283,250  | 9,535,750          | -  | -         | -         | -         | 120,750   | 247,250   | 368,000    |
| Route 15/Braddock Roundabout                                | 1,015,000  | 537,750    | 1,552,750          | -  | -         | -         | -         | -         | -         | -          |
| Trailhead/Braddock Roundabout                               | 1,015,000  | 537,750    | 1,552,750          | -  | -         | -         | -         | -         | -         | -          |
| Sidewalk and Trail Program                                  | 7,035,000  | 3,702,750  | 10,737,750         | -  | -         | -         | -         | 110,500   | 299,000   | 409,500    |



## Debt Service Fund

## Debt Service Projections FY 2019-FY 2024 Adopted Capital Improvement Program

| Projects   | Principal              | Interest             | Total Debt Service     | Debt Service Projections FY 2019-FY 2024 |                   |                   |                   |                    |                    | Total              |
|--|------------------------|----------------------|------------------------|--|-------------------|-------------------|-------------------|--------------------|--------------------|--------------------|
|  |                        |                      |                        | 2019                                     | 2020              | 2021              | 2022              | 2023               | 2024               |                    |
| <b>School Administration Projects:</b>                     |                        |                      |                        |  |                   |                   |                   |                    |                    |                    |
| School Vehicle Lease                                       | \$60,000,000           | \$7,500,000          | \$ 67,500,000          | -  | 3,000,000         | 5,875,000         | 8,625,000         | 11,250,000         | 11,250,000         | 40,000,000         |
| <b>Elementary School Projects</b>                          |                        |                      |                        |  |                   |                   |                   |                    |                    |                    |
| ES-24 Central Loudoun Area                                 | \$3,182,500            | \$1,664,750          | \$ 4,847,250           | -  | -                 | -                 | -                 | -                  | -                  | -                  |
| ES-23, North Dulles  | 44,235,000             | 21,790,475           | 66,025,475             | -  | 510,250           | 1,997,500         | 3,477,750         | 4,680,250          | 4,549,250          | 15,215,000         |
| Argonian ES Renovation                                     | 10,005,000             | 5,253,250            | 15,258,250             | -  | -                 | -                 | -                 | -                  | 280,750            | 280,750            |
| Goshen Post Elementary School (ES-28)                      | 20,202,000             | 9,288,500            | 29,490,500             | -  | 2,400,100         | 2,325,600         | 2,261,350         | 2,186,850          | 2,117,600          | 11,291,500         |
| ES-31, Dulles North Area                                   | 36,355,000             | 17,785,000           | 54,140,000             | -  | 1,500,000         | 3,970,250         | 3,860,750         | 3,751,250          | 3,641,750          | 16,724,000         |
| ES-29, Dulles South Area                                   | 44,235,000             | 21,790,475           | 66,025,475             | -  | 510,250           | 1,997,500         | 3,477,750         | 4,680,250          | 4,549,250          | 15,215,000         |
| ES-34 Dulles North Area                                    | 4,985,000              | 2,611,500            | 7,596,500              | -  | -                 | -                 | -                 | -                  | 499,250            | 499,250            |
| Elementary School Classroom Additions- Countywide          | 12,415,000             | 6,255,000            | 18,670,000             | -  | -                 | -                 | 320,000           | 632,000            | 1,005,000          | 1,957,000          |
| Cool Springs ES Renovation                                 | 2,940,000              | 1,546,500            | 4,486,500              | -  | -                 | -                 | -                 | -                  | -                  | -                  |
| <b>Middle School Projects:</b>                             |                        |                      |                        |  |                   |                   |                   |                    |                    |                    |
| Willard Middle School (MS-7)                               | 26,385,000             | \$13,394,000         | \$ 39,779,000          | -  | 2,450,500         | 2,708,000         | 2,635,500         | 2,563,000          | 2,490,500          | 12,847,500         |
| MS-14, Dulles North  | 37,300,000             | 17,357,500           | 54,657,500             | -  | -                 | -                 | -                 | 500,000            | 1,487,500          | 1,987,500          |
| <b>High School Projects:</b>                               |                        |                      |                        |  |                   |                   |                   |                    |                    |                    |
| HS- Tennis Court Lighting (15)                             | \$3,500,000            | \$1,837,500          | \$ 5,337,500           | -  | -                 | -                 | -                 | -                  | 100,000            | 100,000            |
| HS- Weight Room Expansion (3)                              | 4,560,000              | 2,381,000            | 6,941,000              | -  | -                 | -                 | -                 | -                  | 129,000            | 129,000            |
| Lightridge High School (HS-9)                              | 94,747,200             | 49,744,450           | 144,491,650            | -  | 2,292,360         | 5,675,110         | 8,776,860         | 9,047,360          | 8,815,610          | 34,607,300         |
| Independence High School (HS-11)                           | 74,680,000             | 36,496,250           | 111,176,250            | -  | 2,650,750         | 4,683,750         | 8,059,000         | 7,833,500          | 7,608,000          | 30,835,000         |
| Advance Technology Academy                                 | 16,175,000             | 8,485,000            | 24,660,000             | -  | 1,618,750         | 1,578,250         | 1,537,750         | 1,497,250          | 1,456,750          | 7,688,750          |
| CS Monroe Technology Center                                | 63,193,000             | 31,737,250           | 94,930,250             | -  | 181,500           | 1,246,175         | 3,117,825         | 4,599,250          | 5,999,550          | 15,144,300         |
| School Bus Replacement & Acquisition                       | 48,365,000             | 9,670,500            | 58,035,500             | -  | 1,390,000         | 2,789,750         | 4,202,750         | 5,627,000          | 7,056,000          | 21,065,500         |
| Synthetic Field and Track Resurface (2)                    | 2,936,000              | 1,546,250            | 4,482,250              | -  | 100,000           | 289,300           | 282,050           | 274,800            | 267,550            | 1,213,700          |
| <b>Other School Projects:</b>                              |                        |                      |                        |  |                   |                   |                   |                    |                    |                    |
| Division Security Improvements                             | \$11,484,000           | \$5,662,040          | \$ 17,146,040          | -  | 220,558           | 647,308           | 919,394           | 1,208,950          | 1,179,950          | 4,176,160          |
| Staff Training Center/Round Hill Support Center Renovation | 21,674,000             | 10,538,750           | 32,212,750             | -  | -                 | -                 | 110,350           | 629,600            | 1,358,000          | 2,097,950          |
| Joint Use Dry Bulk Storage Facility                        | 4,280,000              | 2,181,250            | 6,461,250              | -  | -                 | 25,000            | 137,875           | 314,875            | 428,250            | 906,000            |
| School Security Vestibules                                 | 10,350,000             | 4,965,500            | 15,315,500             | -  | 220,558           | 247,308           | 800,529           | 1,135,500          | 1,108,000          | 3,511,895          |
| School Walking Tracks                                      | 890,000                | 463,000              | 1,353,000              | -  | -                 | -                 | -                 | -                  | -                  | -                  |
| Valley Service Center Replacement - Culbert ES Bus Parkin  | 9,155,000              | 4,803,000            | 13,958,000             | -  | -                 | -                 | -                 | -                  | 167,750            | 167,750            |
| Bus Radio Replacements                                     | 3,845,000              | 768,250              | 4,613,250              | -  | -                 | -                 | -                 | 96,125             | 728,500            | 824,625            |
| Arcola ES/Northstar Connection                             | 2,280,000              | 1,190,500            | 3,470,500              | -  | -                 | -                 | -                 | -                  | -                  | -                  |
| Tolbert ES Road Connection                                 | 845,000                | 444,750              | 1,289,750              | -  | -                 | -                 | -                 | -                  | -                  | -                  |
| Valley Service Center Traffic Signal                       | 585,000                | 301,500              | 886,500                | -  | -                 | -                 | -                 | -                  | -                  | -                  |
| Heritage HS Entrance to Battlefield Parkway                | 780,000                | 403,000              | 1,183,000              | -  | -                 | -                 | -                 | -                  | -                  | -                  |
| Broadband Infrastructure                                   | 2,500,000              | 1,297,500            | 3,797,500              | 18,750                                   | 98,375            | 179,125           | 245,750           | 234,375            | 233,000            | 1,009,375          |
| <b>Totals</b>  | <b>\$1,503,188,200</b> | <b>\$714,726,802</b> | <b>\$2,217,915,002</b> | <b>2,238,375</b>                         | <b>34,205,701</b> | <b>64,442,301</b> | <b>90,199,124</b> | <b>116,382,508</b> | <b>137,125,512</b> | <b>444,593,521</b> |





## Debt Service Fund

## Debt Service Projections FY 2019-FY 2024 Adopted Capital Improvement Program

| Total<br>Principal                            | Summary - Total County Projects                             |  |                        |                                 |  |                                | Summary - Total School Projects            |                                     |                                 |                               |                                |                              | Total County<br>&<br>School Projects |
|---|---|--|------------------------|---------------------------------|--|--------------------------------|--|-------------------------------------|---------------------------------|-------------------------------|--------------------------------|------------------------------|--------------------------------------|
|   | Total General<br>Government &<br>Administration<br>Projects | Total Health &<br>Welfare Services<br>Projects | Total PRCS<br>Projects | Total Public Safety<br>Projects | Total<br>Transportation<br>Services Projects | Subtotal, County<br>Government | Total School<br>Administration<br>Projects | Total Elementary<br>School Projects | Total Middle<br>School Projects | Total High<br>School Projects | Total Other<br>School Projects | Subtotal, School<br>Projects |                                      |
|   | \$ 54,940,000   | \$ 4,500,000                                   | \$ 152,823,000         | \$ 219,745,000                  | \$ 392,116,500                               | \$ 824,124,500                 | \$ 60,000,000                              | \$ 178,554,500                      | \$ 63,685,000                   | \$ 259,791,200                | \$ 117,033,000                 | \$ 679,063,700               | \$ 1,503,188,200                     |
| 2019  | 310,750   | 53,125   | -                      | 586,250                         | 1,269,500                                    | 2,219,625                      | -  | -                                   | -                               | -                             | 18,750                         | 18,750                       | 2,238,375                            |
| 2020  | 2,221,875   | 208,625  | 144,500                | 5,428,875                       | 7,057,875                                    | 15,061,750                     | 3,000,000                                  | 4,920,600                           | 2,450,500                       | 6,843,360                     | 1,929,491                      | 19,143,951                   | 34,205,701                           |
| 2021  | 4,166,000   | 262,750  | 1,125,950              | 10,404,250                      | 12,248,425                                   | 28,207,375                     | 5,875,000                                  | 10,290,850                          | 2,708,000                       | 13,472,585                    | 3,888,491                      | 36,234,926                   | 64,442,301                           |
| 2022  | 4,295,875   | 463,125  | 2,538,128              | 14,300,513                      | 15,753,250                                   | 37,350,891                     | 8,625,000                                  | 13,397,600                          | 2,635,500                       | 21,773,485                    | 6,416,648                      | 52,848,233                   | 90,199,124                           |
| 2023  | 4,685,625   | 450,375  | 6,583,934              | 19,729,389                      | 22,191,000                                   | 53,640,323                     | 11,250,000                                 | 15,930,600                          | 3,063,000                       | 23,252,160                    | 9,246,425                      | 62,742,185                   | 116,382,508                          |
| 2024  | 5,200,250   | 437,625  | 11,648,800             | 21,962,502                      | 29,369,575                                   | 68,618,752                     | 11,250,000                                 | 16,642,850                          | 3,978,000                       | 24,376,460                    | 12,259,450                     | 68,506,760                   | 137,125,512                          |
| 2025  | 5,894,000   | 424,875  | 16,311,900             | 22,433,127                      | 36,857,700                                   | 81,921,602                     | 11,250,000                                 | 17,779,225                          | 6,733,000                       | 24,751,060                    | 15,862,400                     | 76,375,685                   | 158,297,287                          |
| 2026  | 5,699,500   | 412,125  | 15,863,900             | 21,771,502                      | 35,887,700                                   | 79,634,727                     | 8,250,000                                  | 17,245,725                          | 6,535,500                       | 24,047,310                    | 15,307,400                     | 71,385,935                   | 151,020,662                          |
| 2027  | 4,720,125   | 399,375  | 15,385,150             | 20,498,252                      | 34,892,700                                   | 75,895,602                     | 5,375,000                                  | 16,142,475                          | 6,338,000                       | 23,328,310                    | 13,717,150                     | 64,900,935                   | 140,796,537                          |
| 2028  | 3,761,500   | 386,625  | 14,867,150             | 19,120,627                      | 33,917,950                                   | 72,053,852                     | 2,625,000                                  | 15,072,975                          | 5,940,500                       | 22,629,810                    | 12,143,275                     | 58,411,560                   | 130,465,412                          |
| 2029  | 3,648,500   | 325,125  | 14,401,900             | 18,493,509                      | 32,938,450                                   | 69,807,484                     | -  | 14,608,975                          | 5,753,000                       | 20,338,810                    | 10,551,300                     | 51,252,085                   | 121,059,569                          |
| 2030  | 3,408,750   | 319,750  | 13,441,900             | 15,543,296                      | 31,958,450                                   | 64,672,146                     | -  | 12,870,625                          | 5,565,500                       | 19,540,910                    | 8,590,105                      | 46,567,140                   | 111,239,286                          |
| 2031  | 3,307,125   | 304,375  | 12,821,900             | 14,676,546                      | 30,984,075                                   | 62,094,021                     | -  | 12,462,625                          | 5,378,000                       | 18,896,410                    | 6,203,230                      | 42,940,265                   | 105,034,286                          |
| 2032  | 3,195,500   | 303,875  | 10,641,150             | 14,188,796                      | 29,993,700                                   | 58,323,021                     | -  | 11,934,625                          | 4,210,500                       | 18,234,060                    | 4,636,855                      | 39,016,040                   | 97,339,061                           |
| 2033  | 3,089,000   | 283,375  | 10,323,150             | 13,721,046                      | 29,024,575                                   | 56,441,146                     | -  | 11,542,625                          | 4,077,000                       | 17,595,810                    | 4,472,855                      | 37,688,290                   | 94,129,436                           |
| 2034  | 2,982,500   | 282,875  | 9,959,275              | 13,233,296                      | 28,034,200                                   | 54,492,146                     | -  | 11,130,125                          | 3,933,250                       | 17,003,560                    | 4,339,605                      | 36,406,540                   | 90,898,686                           |
| 2035  | 2,876,000   | 262,375  | 9,641,400              | 12,765,546                      | 27,075,075                                   | 52,620,396                     | -  | 10,738,125                          | 3,799,750                       | 16,355,060                    | 4,170,605                      | 35,063,540                   | 87,683,936                           |
| 2036  | 2,769,500   | 261,875  | 9,277,775              | 12,282,796                      | 26,079,325                                   | 50,671,271                     | -  | 10,325,625                          | 3,656,000                       | 15,763,060                    | 4,052,605                      | 33,797,290                   | 84,468,561                           |
| 2037  | 2,663,000   | 241,375  | 8,970,150              | 11,809,796                      | 25,134,825                                   | 48,819,146                     | -  | 9,928,625                           | 3,522,500                       | 15,114,810                    | 3,873,105                      | 32,439,040                   | 81,258,186                           |
| 2038  | 2,556,500   | 240,875  | 8,596,275              | 11,327,046                      | 24,128,075                                   | 46,848,771                     | -  | 9,546,375                           | 3,378,750                       | 14,523,060                    | 3,744,980                      | 31,193,165                   | 78,041,936                           |
| 2039  | 2,450,000   | 220,375  | 8,298,900              | 10,863,921                      | 23,193,075                                   | 45,026,271                     | -  | 9,115,125                           | 3,245,250                       | 13,882,260                    | 3,578,431                      | 29,821,066                   | 74,847,337                           |
| 2040  | 2,007,125   | 112,625  | 7,918,775              | 8,335,046                       | 19,189,950                                   | 37,563,521                     | -  | 6,661,275                           | 1,871,500                       | 9,852,700                     | 3,178,852                      | 21,564,327                   | 59,127,848                           |
| 2041  | 1,264,625   | 102,500  | 7,108,250              | 5,933,671                       | 15,231,400                                   | 29,640,446                     | -  | 3,977,025                           | 1,779,500                       | 6,004,975                     | 2,767,635                      | 14,529,135                   | 44,169,581                           |
| 2042  | 1,106,500   | 0  | 6,042,647              | 3,785,901                       | 12,618,325                                   | 23,553,373                     | -  | 2,105,025                           | 1,698,250                       | 2,476,325                     | 2,062,222                      | 8,341,822                    | 31,895,195                           |
| 2043  | 890,250   | 0  | 4,068,291              | 2,025,488                       | 8,634,200                                    | 15,618,229                     | -  | 1,411,625                           | 1,377,250                       | 1,453,300                     | 1,572,475                      | 5,814,650                    | 21,432,879                           |
| 2044  | 599,625   | 0  | 1,372,350              | 595,875                         | 4,333,375                                    | 6,901,225                      | -  | 758,625                             | 808,500                         | 509,250                       | 1,138,200                      | 3,214,575                    | 10,115,800                           |
| 2045  | -   | 0  | -                      | -                               | -  | -                              | -  | -                                   | -                               | -                             | -                              | -                            | -                                    |
| 2046  | -   | 0  | -                      | -                               | -  | -                              | -  | -                                   | -                               | -                             | -                              | -                            | -                                    |
| 2047  | -   | 0  | -                      | -                               | -  | -                              | -  | -                                   | -                               | -                             | -                              | -                            | -                                    |
| 2048  | -   | 0  | -                      | -                               | -  | -                              | -  | -                                   | -                               | -                             | -                              | -                            | -                                    |
| <b>Total<br/>Principal<br/>&amp; Interest</b> | <b>\$ 79,770,000</b>  | <b>\$ 6,760,000</b>                            | <b>\$ 227,353,500</b>  | <b>\$ 325,816,862</b>           | <b>\$ 597,996,750</b>                        | <b>1,237,697,112</b>           | <b>67,500,000</b>                          | <b>266,539,950</b>                  | <b>94,436,500</b>               | <b>392,018,900</b>            | <b>159,722,540</b>             | <b>\$ 980,217,890</b>        | <b>\$ 2,217,915,002</b>              |



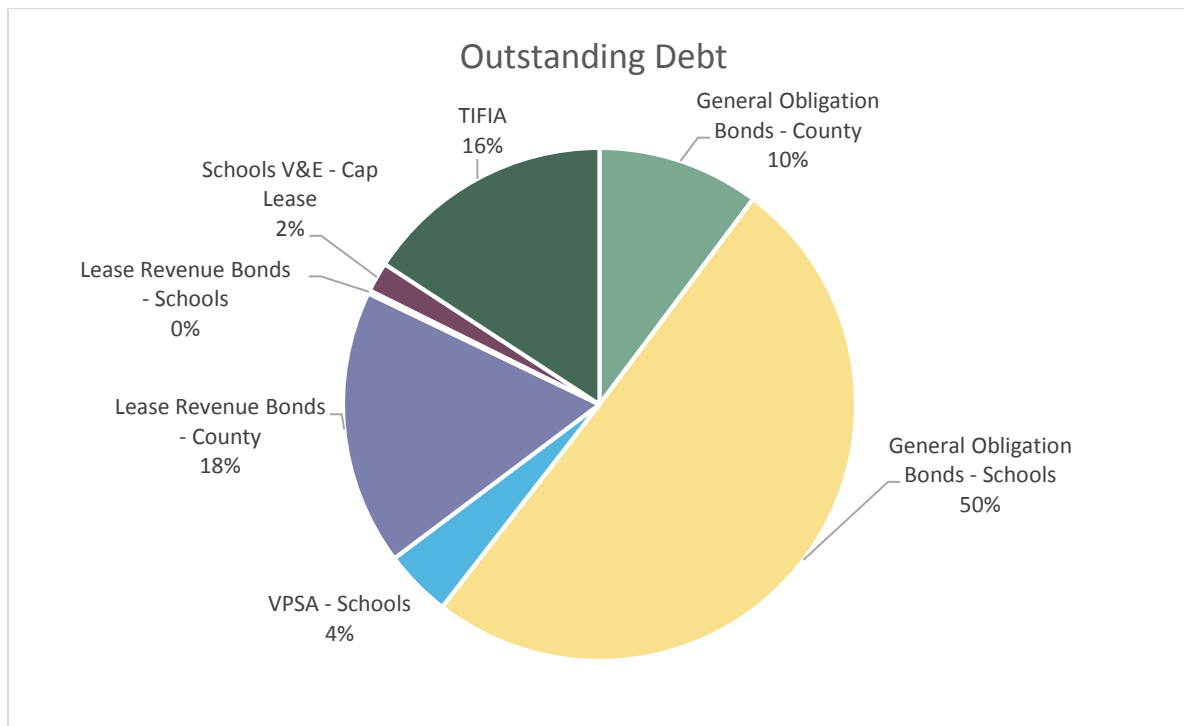
## Debt Service Fund

### Outstanding Debt and Referendum Authority

The charts and tables below summarize the outstanding debt attributable to the County and Schools by type. Outstanding debt represents the amount of existing debt (principal) the County is obligated to repay. The information in the following tables is as of April 30, 2018. Additionally, information regarding the amount of referendum authority approved and unissued is included on the following page.

### Outstanding Debt as of April 30, 2018

| Type of Debt                  | General Government   | Schools              | Total                  |
|-------------------------------|----------------------|----------------------|------------------------|
| General Obligation Bonds      | \$137,029,533        | \$673,755,467        | \$810,785,000          |
| VPSA General Obligation Bonds | -                    | 56,840,000           | 56,840,000             |
| Lease Revenue Bonds           | 232,847,000          | 2,753,000            | 235,600,000            |
| Capital Leases                | -                    | 25,153,593           | 25,153,593             |
| Federal Loans                 | 211,562,078          | -                    | 211,562,078            |
| <b>Total</b>                  | <b>\$581,438,611</b> | <b>\$758,502,060</b> | <b>\$1,339,940,671</b> |





## Debt Service Fund

The following table displays the amount of general obligation bonds approved by voters at referendum and the amount unissued. Referendum authority is valid for a period of eight years and may be extended to 10 years upon approval of a resolution by the Board of Supervisors requesting the Circuit Court to extend the period. This information is different from the table above because it represents debt the County has the authority to issue, but has not issued. Also, it is specific to general obligation debt only; whereas the table above represents debt the county has issued, and includes all types of debt. The table below is categorized by year and functional area.

### Outstanding Referendum Authority as of April 30, 2018

| Referendum Year | Functional Area      | Approved Referendum Amount | Amount Authorized and Unissued |
|-----------------|----------------------|----------------------------|--------------------------------|
| <b>2010</b>     | Schools              | 27,820,000                 | 5,590,237                      |
|                 | <b>2010 Subtotal</b> | <b>27,820,000</b>          | <b>5,590,237</b>               |
| <b>2011</b>     | Public Safety        | 3,000,000                  | 306,525                        |
|                 | Schools              | 169,620,000                | 13,173,000                     |
|                 | <b>2011 Subtotal</b> | <b>172,620,000</b>         | <b>13,479,525</b>              |
| <b>2012</b>     | Public Safety        | 2,750,000                  | 212,238                        |
|                 | Schools              | 136,150,000                | 14,800,000                     |
|                 | <b>2012 Subtotal</b> | <b>138,900,000</b>         | <b>15,012,238</b>              |
| <b>2013</b>     | Parks and Rec        | 34,255,000                 | 5,000,000                      |
|                 | Public Safety        | 14,175,000                 | 8,635,000                      |
|                 | Schools              | 10,755,000                 | 831,710                        |
|                 | <b>2013 Subtotal</b> | <b>59,185,000</b>          | <b>14,466,710</b>              |
| <b>2014</b>     | Parks and Rec        | 10,935,000                 | 5,084,000                      |
|                 | Public Safety        | 34,690,000                 | 26,186,000                     |
|                 | Schools              | 162,900,000                | 68,700,290                     |
|                 | <b>2014 Subtotal</b> | <b>208,525,000</b>         | <b>99,970,290</b>              |
| <b>2015</b>     | Public Safety        | 2,940,000                  | 2,940,000                      |
|                 | Schools              | 150,995,000                | 126,035,000                    |
|                 | <b>2015 Subtotal</b> | <b>153,935,000</b>         | <b>128,975,000</b>             |
| <b>2016</b>     | Parks and Rec        | 76,115,000                 | 71,435,000                     |
|                 | Public Safety        | 17,500,000                 | 13,500,000                     |
|                 | Transportation       | 18,000,000                 | 12,000,000                     |
|                 | Schools              | 233,070,000                | 212,240,000                    |
|                 | <b>2016 Subtotal</b> | <b>344,685,000</b>         | <b>309,175,000</b>             |
| <b>2017</b>     | Public Safety        | 15,660,000                 | 15,660,000                     |
|                 | Schools              | 81,761,000                 | 81,761,000                     |
|                 | <b>2017 Subtotal</b> | <b>97,421,000</b>          | <b>97,421,000</b>              |
|                 |                      | 1,203,091,000              | 684,090,000                    |
| <b>Totals</b>   | <b>Schools</b>       | <b>973,071,000</b>         | <b>523,131,237</b>             |
|                 | <b>County</b>        | <b>230,020,000</b>         | <b>160,958,763</b>             |
|                 | <b>Total</b>         | <b>1,203,091,000</b>       | <b>684,090,000</b>             |



# Other Funds

FY 2019 Adopted Budget

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## CAPITAL ASSET PRESERVATION PROGRAM FUND

The Board of Supervisors established the Capital Asset Preservation Program Fund (CAPP) in 1990 as a consistent means of planning and financing for major Loudoun County Public Schools (LCPS) and County General Government maintenance efforts. The CAPP 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 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 percent per year on fixed assets. The number of new facilities for the LCPS and County also influences the CAPP 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 CAPP is financed through local tax funding and lease revenue debt financing. The CAPP also receives additional revenue from surcharges collected by the Clerk of the Circuit Court on recordation taxes. This recordation tax surcharge is legally earmarked for the ongoing maintenance of Court-related facilities. Budget projections for FY 2019 through FY 2024 reflect the funding required to support capital asset preservation.

### Fund Financial Summary

|                                       | FY 2019             | FY 2020             | FY 2021             | FY 2022             | FY 2023             | FY 2024             | TOTAL                |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| <b>Revenues</b>                       |                     |                     |                     |                     |                     |                     |                      |
| <i>Transfer From The General Fund</i> |                     |                     |                     |                     |                     |                     |                      |
| General Government                    | \$10,518,500        | \$8,900,949         | \$9,618,429         | \$10,361,484        | \$10,588,484        | \$11,551,000        | \$61,538,846         |
| Schools                               | \$13,973,000        | \$14,110,000        | \$14,187,000        | \$14,409,000        | \$14,447,000        | \$14,504,000        | \$85,630,000         |
| <b>Subtotal – General Fund</b>        | <b>\$24,491,500</b> | <b>\$23,010,949</b> | <b>\$23,805,429</b> | <b>\$24,770,484</b> | <b>\$25,035,484</b> | <b>\$26,055,000</b> | <b>\$147,168,846</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 – Other Sources</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 – Revenues</b>               | <b>\$24,591,500</b> | <b>\$23,110,949</b> | <b>\$23,905,429</b> | <b>\$24,870,484</b> | <b>\$25,135,484</b> | <b>\$26,155,000</b> | <b>\$147,768,846</b> |
| <b>Expenditures</b>                   |                     |                     |                     |                     |                     |                     |                      |
| General Government                    | \$10,518,500        | \$8,900,949         | \$9,618,429         | \$10,361,484        | \$10,588,484        | \$11,551,000        | \$61,538,846         |
| Courts Maintenance                    | \$100,000           | \$100,000           | \$100,000           | \$100,000           | \$100,000           | \$100,000           | \$600,000            |
| <b>Subtotal</b>                       | <b>\$10,618,500</b> | <b>\$9,000,949</b>  | <b>\$9,718,429</b>  | <b>\$10,461,484</b> | <b>\$10,688,484</b> | <b>\$11,651,000</b> | <b>\$62,138,846</b>  |
| Schools                               | \$13,973,000        | \$14,110,000        | \$14,187,000        | \$14,409,000        | \$14,447,000        | \$14,504,000        | \$85,630,000         |
| <b>Total – Expenditures</b>           | <b>\$24,591,500</b> | <b>\$23,110,949</b> | <b>\$23,905,429</b> | <b>\$24,870,484</b> | <b>\$25,135,484</b> | <b>\$26,155,000</b> | <b>\$147,768,846</b> |



## Capital Asset Preservation Program Fund

### Program Compared to Fixed Asset Value (FAV)

| Fixed Asset Value (FAV)        | FY 2019                | FY 2020                | FY 2021                | FY 2022                | FY 2023                | FY 2024                |
|--------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|
| General Government             | \$1,433,678,941        | \$1,577,046,835        | \$1,734,751,519        | \$1,908,226,671        | \$2,099,049,338        | \$2,308,954,272        |
| Schools                        | \$1,869,116,724        | \$2,056,028,397        | \$2,261,631,236        | \$2,487,794,360        | \$2,736,573,796        | \$3,010,231,175        |
| <b>Total Fixed Asset Value</b> | <b>\$3,302,795,665</b> | <b>\$3,633,075,232</b> | <b>\$3,996,382,755</b> | <b>\$4,396,021,031</b> | <b>\$4,835,623,134</b> | <b>\$5,319,185,447</b> |

| CAPP Projects as a % of FAV         |              |              |              |              |              |              |
|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| General Government                  | 0.74%        | 0.57%        | 0.56%        | 0.55%        | 0.51%        | 0.50%        |
| Schools                             | 0.75%        | 0.69%        | 0.63%        | 0.58%        | 0.53%        | 0.48%        |
| <b>Total Projects as a % of FAV</b> | <b>0.74%</b> | <b>0.64%</b> | <b>0.60%</b> | <b>0.57%</b> | <b>0.52%</b> | <b>0.49%</b> |

### Program by Functional Area and Repair Category

| Maintenance and Repair Category                   | FY 2019             | FY 2020             | FY 2021             | FY 2022             | FY 2023             | FY 2024             | TOTAL                |
|---|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| <b>General Government</b>                         |                     |                     |                     |                     |                     |                     |                      |
| Building  | \$2,363,400         | \$2,801,372         | \$2,862,000         | \$2,944,000         | \$3,876,000         | \$4,876,000         | \$19,722,772         |
| Mechanical/Electrical Plumbing                    | \$3,443,000         | \$1,625,043         | \$1,679,000         | \$2,010,000         | \$1,210,084         | \$1,785,000         | \$11,752,127         |
| Parks/Recreation Facilities                       | \$545,600           | \$1,049,534         | \$1,157,085         | \$1,210,084         | \$1,215,000         | \$1,215,000         | \$6,392,303          |
| Pavement/Site                                     | \$1,740,000         | \$1,830,000         | \$2,320,000         | \$2,545,000         | \$2,635,000         | \$2,015,000         | \$13,085,000         |
| Renovations                                       | \$1,000,000         | \$1,000,000         | \$1,000,000         | \$1,000,000         | \$1,000,000         | \$1,000,000         | \$6,000,000          |
| Roofing   | \$1,426,500         | \$595,000           | \$600,344           | \$652,400           | \$652,400           | \$660,000           | \$4,586,644          |
| <b>Subtotal – General Government</b>              | <b>\$10,518,500</b> | <b>\$8,900,949</b>  | <b>\$9,618,429</b>  | <b>\$10,361,484</b> | <b>\$10,588,484</b> | <b>\$11,551,000</b> | <b>\$61,538,846</b>  |
| <b>Courts</b>                                     |                     |                     |                     |                     |                     |                     |                      |
| Court Facilities Maintenance                      | \$100,000           | \$100,000           | \$100,000           | \$100,000           | \$100,000           | \$100,000           | \$600,000            |
| <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  | \$2,005,000         | \$1,317,500         | \$1,113,500         | \$1,823,000         | \$1,802,000         | \$1,722,000         | \$9,783,000          |
| HVAC  | \$725,000           | \$553,750           | \$683,250           | \$1,894,000         | \$1,796,000         | \$1,915,000         | \$7,567,000          |
| Plumbing  | \$517,250           | \$603,500           | \$340,500           | \$255,000           | \$232,000           | \$345,000           | \$2,293,250          |
| Resurfacing                                       | \$5,572,750         | \$5,505,250         | \$4,972,000         | \$5,044,000         | \$1,525,000         | \$1,960,000         | \$24,579,000         |
| Roofing   | \$3,580,500         | \$3,924,000         | \$3,978,000         | \$2,730,000         | \$7,208,000         | \$6,533,000         | \$27,953,500         |
| Structure Repair                                  | \$1,572,500         | \$1,454,250         | \$2,243,000         | \$2,257,000         | \$954,000           | \$1,529,000         | \$10,009,750         |
| Windows   | \$0                 | \$751,750           | \$856,750           | \$406,000           | \$930,000           | \$500,000           | \$3,444,500          |
| <b>Subtotal – Schools</b>                         | <b>\$13,973,000</b> | <b>\$14,110,000</b> | <b>\$14,187,000</b> | <b>\$14,409,000</b> | <b>\$14,447,000</b> | <b>\$14,504,000</b> | <b>\$85,630,000</b>  |
| <b>Total – Capital Asset Preservation Program</b> | <b>\$24,591,500</b> | <b>\$23,110,949</b> | <b>\$23,905,429</b> | <b>\$24,870,484</b> | <b>\$25,135,484</b> | <b>\$26,155,000</b> | <b>\$147,768,846</b> |





## CENTRAL SERVICES FUND

The Governmental Accounting Standards 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 the system costs. For the County government, this objective is accomplished by charging agencies for their share of:

- telecommunications expenditures for maintaining and operating the County telephone system, based on the number of telephone extensions;
- central duplicating expenditures related to photocopies made at centrally-located photocopier machines;
- the County’s interdepartmental internal central mail/courier system expenditures, based on the number of pick-up locations, and;
- fleet vehicle acquisition and operational expenditures borne by the shared County/Loudoun County Public Schools fleet vehicle maintenance facility, based on the number and type of fleet 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, and is not an appropriated fund. 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 department’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.

### FY 2019 Analysis

|  | FY 2017<br>Actual   | FY 2018<br>Adopted  | FY 2019<br>Adopted  | FY 2020<br>Projected <sup>1</sup> |
|--|---------------------|---------------------|---------------------|-----------------------------------|
| <b>Expenditures</b>                      |                     |                     |                     |                                   |
| Central Duplicating                      | \$1,106,822         | \$1,236,714         | \$1,191,506         | \$1,203,421                       |
| Central Telephone                        | 2,337,114           | 2,594,581           | 2,722,701           | 2,749,928                         |
| Central Mailing                          | 602,836             | 784,060             | 684,624             | 691,470                           |
| Central Support Services <sup>2</sup>    | 1,579,000           | 0                   | 0                   | 0                                 |
| Central Vehicle Fuel                     | 2,522,970           | 2,832,064           | 3,640,681           | 3,677,088                         |
| Central Vehicle Maintenance <sup>3</sup> | 2,705,941           | 3,211,604           | 0                   | 0                                 |
| Central Vehicle Depreciation             | 8,381,786           | 10,418,995          | 9,077,819           | 9,168,597                         |
| Central Vehicle Leases                   | 199,836             | 317,950             | 322,500             | 325,725                           |
| <b>Total – Expenditures</b>              | <b>\$19,436,305</b> | <b>\$21,395,968</b> | <b>\$17,639,831</b> | <b>\$17,816,229</b>               |
| <b>FTE<sup>2</sup></b>                   | <b>11.33</b>        | <b>3.53</b>         | <b>3.53</b>         | <b>3.53</b>                       |

<sup>1</sup> Sums may not equal due to rounding.

<sup>2</sup> 7.80 FTE and operating costs associated with the Central Support Services function previously reflected in this fund are now included in the Department of Information Technology, effective with the FY 2018 budget.

<sup>3</sup> Beginning in FY 2019, vehicle maintenance expenditures will be budgeted with the Department of General Services, not in the Central Services Fund.



## Central Services Fund

As noted above, the Central Services Fund is determined by each department's size, number of locations, and estimated usage, and will fluctuate as these factors change from year-to-year. The FY 2019 Adopted Budget for the Central Services Fund decreased by \$3,756,137, primarily due to a change in how vehicle maintenance is budgeted beginning in FY 2019. Vehicle maintenance is incorporated into the Department of General Services, and will not be part of the Central Services Fund<sup>1</sup>. Central duplicating expenditures decreased by \$45,208, central telephone increased by \$128,120, central mailing decreased by \$99,436, central vehicle fuel increased by \$808,617, central vehicle depreciation decreased by \$1,341,176, and central vehicle leases increased by \$4,550.

After 7.80 FTE were moved from Central Support Services to the Department of Information Technology in FY 2018, there are 3.53 FTE remaining within the Central Services Fund. All 3.53 FTE are committed to the interdepartmental mail system, though their personnel costs are part of the Department of General Services. These four positions, which include three full-time and one part-time, manage mail distribution across the County.

### FY 2020 and Beyond

In FY 2020, the cost of services within the Central Services Fund are anticipated to grow at the same rate as regular operating and maintenance expenditures, and as positions are added.

The FY 2020 Projected Budget for the Central Services Fund includes an increase of \$176,398, or a 1 percent increase across each service line. Central duplicating increased by \$11,915, central telephone increased by \$27,227, central mailing increased by \$6,846, central vehicle fuel increased by \$36,407, central vehicle depreciation increased by \$90,778, and central vehicle leases increased by \$3,225.

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<sup>1</sup> The FY 2019 Adopted Budget for vehicle maintenance is \$3,635,715. Please see the Department of General Services Page for more information.



## CHILDREN'S SERVICES ACT FUND

The Children's Services Act (CSA), formerly the Comprehensive Services Act, is a state law that established a state and locally shared fund for the purchase of services for at-risk youth. The CSA Fund, managed by the Department of Family Services (DFS), accounts for the revenues and expenditures of the program. The program is funded through a State pool of money allocated to the County and distributed as reimbursements. A local match is required and varies based on the type of service being provided, from 23.82 percent (community-based services) to 59.54 percent (residential treatment services). The services typically funded by the CSA are for youth with behavioral or emotional problems and can include community-based, residential, and educational services.

CSA policy is set by a local Community Policy and Management Team (CPMT), which consists of appointed members from the community and local government including representatives from DFS; the Juvenile Court Services Unit; the Department of Mental Health, Substance Abuse, and Developmental Services; the Loudoun County Public Schools; County Administration; and the Health Department. 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. The Loudoun CPMT also oversees a Multi-Disciplinary Team (MDT) process which reviews all requests for CSA funded services.

### FY 2019 Budget Analysis

#### Revenues, Expenditures, and Changes in Fund Balance (Reserves) <sup>1</sup>

|  | FY 2017<br>Actual              | FY 2018<br>Adopted | FY 2019<br>Adopted | FY 2020<br>Projected |
|--|--------------------------------|--------------------|--------------------|----------------------|
| <b>Beginning Fund Balance</b>          | <b>\$3,925,462<sup>2</sup></b> | <b>\$4,591,690</b> | <b>\$4,591,690</b> | <b>\$4,083,527</b>   |
| <b>Revenues</b>                        |                                |                    |                    |                      |
| Recovered Costs - Non-Medicaid         | \$191,106                      | \$140,000          | \$200,000          | \$210,000            |
| Recovered Costs - Medicaid             | 533,652                        | 1,000,000          | 586,500            | 598,230              |
| Intergovernmental - State              | 3,684,394                      | 3,682,514          | 4,321,837          | 4,640,362            |
| Transfer From The General Fund         | 4,181,116                      | 4,171,542          | 3,685,000          | 3,909,173            |
| <b>Total – Revenues</b>                | <b>\$8,590,268</b>             | <b>\$8,994,056</b> | <b>\$8,793,337</b> | <b>\$9,357,765</b>   |
| <b>Expenditures</b>                    |                                |                    |                    |                      |
| Services Thru Medicaid                 | \$1,067,304                    | \$1,150,000        | \$1,173,000        | \$1,196,460          |
| CSA Services                           | 6,604,164                      | 7,611,475          | 8,048,500          | 8,677,305            |
| Operations And Maintenance             | 69,571                         | 49,581             | 80,000             | 84,000               |
| Transfer To The General Fund           | 183,000                        | 183,000            | 0                  | 0                    |
| <b>Total – Expenditures</b>            | <b>\$7,924,039</b>             | <b>\$8,994,056</b> | <b>\$9,301,500</b> | <b>\$9,957,765</b>   |
| <b>Ending Fund Balance (Estimated)</b> | <b>\$4,591,690</b>             | <b>\$4,591,690</b> | <b>\$4,083,527</b> | <b>\$3,483,527</b>   |
| <i>Percent Change in Fund Balance</i>  | <i>17%</i>                     | <i>0%</i>          | <i>-11%</i>        | <i>-15%</i>          |

The FY 2019 Adopted Budget for the Children's Services Act Fund is \$9,301,500 representing a 3 percent increase from the FY 2018 Adopted Budget based on historical expenditure trends. The Adopted Budget leverages \$508,163 of fund balance in the CSA Fund to reduce the required contribution of local tax funding (LTF) from the General Fund.

<sup>1</sup> Sums may not equal due to rounding.

<sup>2</sup> Source for Beginning Fund Balance – FY 2017 Comprehensive Annual Financial Report (CAFR)



## Children's Services Act Fund

While this reduces fund balance by 11%, it leaves a balance in excess of \$4 million. Over \$600,000 was contributed to fund balance in FY 2017.

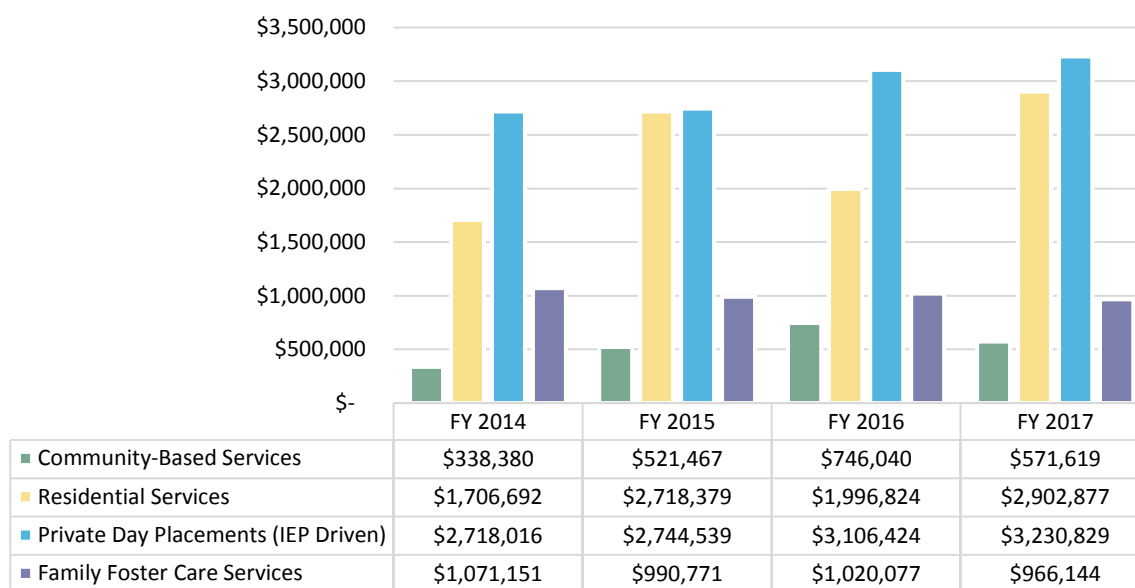
### Performance Measures

The County's CSA program became the only CSA program in the State contracted as a Magellan Independent Assessment, Certification and Coordination Team (IACCT) provider. The IACCT is the new utilization process required for Medicaid-eligible children to access congregate care services. The State identifies IACCT as essential to ensuring the most clinically appropriate, least restrictive setting and that care is provided in a manner that best suits the need of each youth and family.

During FY 2017, 306 MDT Meetings were held (25 meetings per month), authorizing services to be provided to youth and their families. The CSA Program received a satisfaction rating of 86 percent.

|   | FY 2017<br>Actual | FY 2018<br>Estimated | FY 2019<br>Projected | FY 2020<br>Projected |
|---|-------------------|----------------------|----------------------|----------------------|
| <b>Objective: 80 percent of CSA cases will be served in Community-Based Care.</b> |                   |                      |                      |                      |
| Number of new cases referred  | 124               | 120                  | 120                  | 120                  |
| Number of children served   | 225               | 200                  | 200                  | 215                  |
| Percent of cases receiving community-based care only                              | 79%               | 80%                  | 80%                  | 80%                  |
| Percent of cases receiving congregate care services                               | 21%               | 20%                  | 20%                  | 20%                  |

### Total Expense by Service Type



### FY 2020 and Beyond

The Department of Family Services has seen a dramatic shift from community-based services to residential services. Residential services are often more expensive and have a higher local match rate. Additionally there has been an increase in the number of private day placements (community-based services), which often originate within the school system. There has been discussion at the state level about moving this cost from the Office of Children's



## Children's Services Act Fund

Services to the Department of Education and accounting for these costs through the school system. Staff will continue to monitor this issue.

The FY 2020 Projected Budget for the CSA Fund includes an increase in local tax funding in the amount of \$224,173 and again reflects a strategic use of fund balance to reduce local tax funding. Expenditures are increased by 7 percent based on current expenditure trends. Revenues are increased based on projected expenditures and current match rates.

### Policies

The County does not have policies established for the Children's Services Act Fund. State legislation dictates generally the allowable expenditures. State Code Chapter 52 outlines the Children's Services Act and the responsibilities of the locality, the CPMT, and other interested parties.



## 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 2019 through FY 2024. The FY 2019 Adopted budget appropriates \$1,925,000 in local tax funding to the Computer System Replacement Fund.

#### FY 2019 – FY 2024 Computer Replacement Program Expenditure Detail

| System Replacement Category         | FY 2019            | FY 2020            | FY 2021            | FY 2022            | FY 2023            | FY 2024            | TOTAL               |
|-------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Network Equipment                   | \$800,000          | \$900,000          | \$900,000          | \$900,000          | \$900,000          | \$900,000          | \$5,300,000         |
| Windows & Enterprise Servers        | \$500,000          | \$500,000          | \$500,000          | \$500,000          | \$500,000          | \$500,000          | \$3,000,000         |
| Enterprise Printers                 | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                | \$0                 |
| Enterprise Storage                  | \$320,000          | \$320,000          | \$320,000          | \$320,000          | \$320,000          | \$320,000          | \$1,920,000         |
| Application Software                | \$20,000           | \$20,000           | \$20,000           | \$20,000           | \$20,000           | \$20,000           | \$120,000           |
| Video Conferencing                  | \$25,000           | \$25,000           | \$25,000           | \$25,000           | \$25,000           | \$25,000           | \$150,000           |
| Network Security                    | \$260,000          | \$260,000          | \$260,000          | \$260,000          | \$260,000          | \$260,000          | \$1,560,000         |
| <b>Required Annual Contribution</b> | <b>\$1,925,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$12,050,000</b> |

#### FY 2019 – FY 2024 Computer Replacement Program Financial Summary

|                                   | FY 2019            | FY 2020            | FY 2021            | FY 2022            | FY 2023            | FY 2024            | TOTAL               |
|-----------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| <b>Revenues</b>                   |                    |                    |                    |                    |                    |                    |                     |
| Transfer from the General Fund    | \$1,925,000        | \$2,025,000        | \$2,025,000        | \$2,025,000        | \$2,025,000        | \$2,025,000        | \$12,050,000        |
| <b>Total - Revenues</b>           | <b>\$1,925,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$12,050,000</b> |
| <b>Expenditures</b>               |                    |                    |                    |                    |                    |                    |                     |
| Minor Computer System Replacement | \$1,925,000        | \$2,025,000        | \$2,025,000        | \$2,025,000        | \$2,025,000        | \$2,025,000        | \$12,050,000        |
| <b>Total - Expenditures</b>       | <b>\$1,925,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$2,025,000</b> | <b>\$12,050,000</b> |



## COUNTY OPEB TRUST FUND

The Governmental Accounting Standards Board issued Statement #45 (GASB #45), Accounting and Financial Reporting by Employers for Post-employment Benefits Other Than Pensions, to address how governmental entities should account for and report their costs and obligations related to “other post-employment benefits” 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 a number of 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 2017, 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 2018 Adopted Budget included the same level of funding as FY 2017 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. The LCPS FY 2019 budget amount of \$10,000,000, which is included in the LCPS FY 2019 Adopted Budget and represents a \$2.0 million reduction from FY 2018, 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 2019 Adopted Budget includes an amount of \$5,500,000 to be paid into the OPEB Trust, which 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). This level of funding is consistent with the amounts included in the FY 2017 and FY 2018 Adopted Budgets.





## County OPEB Trust Fund

### Fund Financial Summary

|                                 | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Adopted</b> | <b>FY 2019<br/>Adopted</b> | <b>FY 2020<br/>Projected</b> |
|---------------------------------|---------------------------|----------------------------|----------------------------|------------------------------|
| County                          | \$5,500,000               | \$5,500,000                | \$5,500,000                | \$5,500,000                  |
| Schools                         | 12,000,000                | 12,000,000                 | 10,000,000                 | 10,000,000                   |
| <b>Total OPEB Contributions</b> | <b>\$17,500,000</b>       | <b>\$17,500,000</b>        | <b>\$15,500,000</b>        | <b>\$15,500,000</b>          |

### FY 2020 and Beyond

The contributions to the OPEB Trust Fund are anticipated to continue at FY 2019 levels in FY 2020 and future fiscal years.

### Policies

The County and LCPS participate in the Virginia Pooled OPEB Trust, administered by VML/VACo. Funds are pooled from participating jurisdictions and invested in the name of the Virginia Pooled OPEB Trust. The Board of Trustees of the Virginia Pooled OPEB Trust establishes investment objectives, risk tolerance, and asset allocation policies in light of market and economic conditions and generally prevailing prudent investment practices.

Effective January 1, 2013, employees were designated into OPEB groups based on years of service and/or age. Employees less than 35 years of age as of January 1, 2013 must have 15 years of County employment at retirement to be eligible for retiree healthcare benefits. Other cost savings measures recently implemented, including caps on employer cost sharing, eligibility for new hires, implementation of a Retirement Health Savings Plan and a 10 percent aggregate cost shift to retirees, were put into place to mitigate OPEB costs going forward as well as to reduce the County's Annual Required Contribution (ARC). Employer contribution rates for County employees vary depending on budgeted hours. Employer contribution rates for retirees vary based on the type of retirement, years of service, plan type, and coverage level.



## DULLES INDUSTRIAL PARK WATER AND SEWER FUND

The Board of Supervisors established the Dulles Industrial Park Water and 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 \$1,372,558. The final semi-annual payment on this debt was made in January 2017 and the final payment of all loan obligations was made in January 2018 pursuant to a budget adjustment. Consequently, the revenues and expenditures shown for FY 2019 and beyond are zero.

### Fund Financial Summary

|                     | FY 2017<br>Actual | FY 2018<br>Adopted | FY 2019<br>Adopted | FY 2020<br>Projected |
|---------------------|-------------------|--------------------|--------------------|----------------------|
| <b>Expenditures</b> | <b>\$73,307</b>   | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>           |
| <b>Revenues</b>     | <b>\$73,307</b>   | <b>\$0</b>         | <b>\$0</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.

In the initial years of this fund, the Board did not appropriate for it during the annual budget process; instead, appropriations were made as they were needed. In an effort to standardize the process, this fund is now included in the annual appropriation for the Adopted Budget.

### Fund Financial Summary

|                             | FY 2017<br>Actual  | FY 2018<br>Adopted | FY 2019<br>Adopted | FY 2020<br>Projected |
|-----------------------------|--------------------|--------------------|--------------------|----------------------|
| <b>Expenditures</b>         |                    |                    |                    |                      |
| Operating And Maintenance   | \$3,035,184        | \$3,500,000        | \$3,500,000        | \$3,500,000          |
| <b>Total – Expenditures</b> | <b>\$3,035,184</b> | <b>\$3,500,000</b> | <b>\$3,500,000</b> | <b>\$3,500,000</b>   |
| <b>Revenues</b>             |                    |                    |                    |                      |
| General Property Taxes      | \$3,035,184        | \$3,500,000        | \$3,500,000        | \$3,500,000          |
| <b>Total – Revenues</b>     | <b>\$3,035,184</b> | <b>\$3,500,000</b> | <b>\$3,500,000</b> | <b>\$3,500,000</b>   |



## EMS TRANSPORT FUND

Adopted in FY 2014, the Emergency Medical Services (EMS) Transport Fund was established as part of the FY 2015 Adopted Budget. The Program became operational during FY 2016. Through the EMS Transport Reimbursement Program, "[A]ll patients and/or their financially responsible parties, insurers or carriers, will be billed for EMS transport provided by the system according to the Fee Schedule established herein, and shall be responsible for any co-payment or deductible amount not satisfied by public or private insurance."<sup>1</sup> 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.

### FY 2019 Budget Analysis

#### Revenues, Expenditures, and Changes in Fund Balance (Reserves)

|  | FY 2017<br>Actual              | FY 2018<br>Estimated | FY 2019<br>Adopted | FY 2020<br>Projected |
|--|--------------------------------|----------------------|--------------------|----------------------|
| <b>Beginning Fund Balance</b>          | <b>\$1,906,970<sup>2</sup></b> | <b>\$3,624,764</b>   | <b>\$5,332,384</b> | <b>\$6,694,755</b>   |
| <b>Revenues</b>                        |                                |                      |                    |                      |
| Charges For Services                   | \$5,050,531                    | \$4,500,000          | \$4,800,000        | \$4,800,000          |
| <b>Total – Revenues</b>                | <b>\$5,050,531</b>             | <b>\$4,500,000</b>   | <b>\$4,800,000</b> | <b>\$4,800,000</b>   |
| <b>Expenditures</b>                    |                                |                      |                    |                      |
| Personnel                              | \$298,876                      | \$305,370            | \$721,561          | \$743,208            |
| Operating And Maintenance              | 2,833,861                      | 2,487,010            | 2,573,283          | 2,599,016            |
| Capital Outlay                         | 0                              | 0                    | 142,785            | 0                    |
| Other Uses Of Funds                    | 200,000                        | 0                    | 0                  | 0                    |
| <b>Total – Expenditures</b>            | <b>\$3,332,737</b>             | <b>\$2,792,380</b>   | <b>\$3,437,629</b> | <b>\$3,342,224</b>   |
| <b>Ending Fund Balance (Estimated)</b> | <b>\$3,624,764</b>             | <b>\$5,332,384</b>   | <b>\$6,694,755</b> | <b>\$8,152,531</b>   |
| <i>Percent Change in Fund Balance</i>  | <i>90%</i>                     | <i>47%</i>           | <i>26%</i>         | <i>22%</i>           |
| <b>Policy Mandated Reserves</b>        | <b>\$429,449</b>               | <b>\$426,905</b>     | <b>\$340,593</b>   | <b>\$364,444</b>     |
| <b>Available Fund Balance</b>          | <b>\$3,195,316</b>             | <b>\$4,905,480</b>   | <b>\$6,354,163</b> | <b>\$7,788,088</b>   |
| <b>FTE<sup>3</sup></b>                 | <b>3.00</b>                    | <b>3.00</b>          | <b>7.00</b>        | <b>7.00</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 included in the adopted appropriation. The applicable CPI utilized must be certified by the County Treasurer. No change is recommended for FY 2019.

As noted in Volume 1, the FY 2019 Adopted Budget includes 4.00 new FTE funded by Loudoun County Fire and Rescue's (LCFR) net share of operational EMS Transport revenue. These positions include: one EMS Training Officer,

<sup>1</sup> Emergency Medical Services Ordinance

<sup>2</sup> Source for Beginning Fund Balance – FY 2017 Comprehensive Annual Financial Report (CAFR)

<sup>3</sup> The personnel expenses associated with seven program staff are budgeted in this fund. Total FTE for the Department as shown in Volume 1 of this document includes those FTE budgeted in this fund.



## EMS Transport Fund

one Administrative Support, and two EMS Supervisors. Also included in the FY 2019 Adopted Budget are the operating and maintenance and one-time capital costs associated with these new positions.

### FY 2019 Rate Schedule

|                              | Type  | Rate  |
|------------------------------|---|-------|
| <b>Service Reimbursement</b> | Basic Life Support, Emergency (BLS)                 | \$467 |
|                              | Advanced Life Support, Level 1 (ALS-1)              | \$660 |
|                              | Advanced Life Support, Level 2 (ALS-2)              | \$770 |
| <b>Mileage Reimbursement</b> | Per Mile Traveled (applies to all types of service) | \$11  |

### FY 2020 and Beyond

With the growth of EMS Transport Reimbursement Program revenues come the need for continued development and evaluation of the Fund, especially in light of broader changes in the national insurance industry. LCFR and County Budget staff will continue to collaborate to project the revenues and expenses of this Fund.

### FTE History

FY 2016: The Board approved 3.00 FTE to support program staff responsible for billing insurance carriers for reimbursement to the County agency or Loudoun County Volunteer Company for the incurred costs of the transport.

FY 2019: The Board approved a total of 4.00 FTE funded through EMS Transport Fund revenue including 2.00 FTE for EMS Supervisors, 1.00 FTE for an EMS Training Officer, and 1.00 FTE for an EMS Administrative Assistant.

### Policies

#### Policy Information (Excerpts)

The EMS Transport Reimbursement Program was established as a Chapter of the Codified Ordinance of Loudoun County in January 2014. The Ordinance identifies the procedures for EMS Transport Reimbursement, and the administration of the EMS Transport Reimbursement Program and Revenue Sharing Procedure. The EMS Transport Fund is a special revenue fund through which all 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 Loudoun County Fire and Rescue (LCFR) 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 (LC-CFRS). The program staff costs are within this 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 are derived directly from the EMS Transport Reimbursement revenue and are paid first prior to any distribution.

The identified revenue sharing formula is detailed in the table below.

#### Revenue Sharing Formula

| Fiduciary Responsibility Type                      | Percentage Share |
|--|------------------|
| Apparatus (Transport Vehicle) Ownership            | 20%              |
| Station Ownership                                  | 20%              |
| EMS Provider for Highest Level of Treatment        | 25%              |
| County-Provided Infrastructure                     | 25%              |
| First Responder (Units Assigned to First Response) | 10%              |



## GREENLEA TAX DISTRICT FUND

In its 2008 Special Session, the Virginia General Assembly passed legislation amending §15.2-2404 of the Code of Virginia 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 2017<br>Actual | FY 2018<br>Adopted | FY 2019<br>Adopted | FY 2020<br>Projected |
|---------------------|-------------------|--------------------|--------------------|----------------------|
| <b>Expenditures</b> | <b>\$38,665</b>   | <b>\$44,038</b>    | <b>\$44,038</b>    | <b>\$44,038</b>      |
| <b>Revenues</b>     | <b>\$37,507</b>   | <b>\$44,038</b>    | <b>\$44,038</b>    | <b>\$44,038</b>      |







## HOUSING FUND

The Housing Fund was established in August 1997 for the purpose of promoting and funding affordable housing in Loudoun County. One of the largest components of the Housing Fund, is the Loudoun County Housing Trust. The Housing Trust Agreement, last revised in July 2017, identifies the permitted sources and uses for the fund. Sources (revenues) include cash proceeds received as the result of a fair market value sale of an Affordable Dwelling Unit (ADU) in accordance with Chapter 1450 of the County Codified Ordinance, cash contributions paid by developers as consideration for ADU Program modifications granted by the Board of Supervisors pursuant to Article 7 of the Zoning Ordinance, cash received from any source for the purpose of furthering the provision of ADUs in Loudoun County, and any other funds designated by the Board of Supervisors for the Trust. Expenditures (uses) involve a variety of County programs and initiatives including the Down Payment and Closing Cost Assistance (DPCC) Program, the Public Employee Grants for Homeownership (PEG) program, the ADU Foreclosure Purchase Program, the ADU Purchase Program, and loans to help finance the development of Affordable Housing Units in excess of the number of units required by Article 7 of the Zoning Ordinance as long as these programs meet the income eligibility requirements established by the Zoning Ordinance. The Housing Trust is targeted to those households with incomes between 30 and 70 percent of Area Median Income as defined by the U.S. Department of Housing and Urban Development. Other sources within the Housing Fund can be used for other household income ranges.

The Department of Family Services oversees the Housing Fund.

### FY 2019 Budget Analysis

#### Revenues, Expenditures, and Changes in Fund Balance (Reserves)

|  | FY 2017<br>Actual               | FY 2018<br>Adopted  | FY 2019<br>Adopted  | FY 2020<br>Projected |
|--|---------------------------------|---------------------|---------------------|----------------------|
| <b>Beginning Fund Balance</b>                      | <b>\$31,272,276<sup>1</sup></b> | <b>\$32,938,347</b> | <b>\$32,938,347</b> | <b>\$32,938,347</b>  |
| <b>Revenues</b>                                    |                                 |                     |                     |                      |
| Use Of Money And Property                          | \$341,769                       | \$0                 | \$0                 | \$0                  |
| Miscellaneous Revenue                              | 1,440,654                       | 5,000,000           | 5,000,000           | 5,000,000            |
| Recovered Costs                                    | 161                             | 0                   | 0                   | 0                    |
| <b>Total – Revenues</b>                            | <b>\$1,782,584</b>              | <b>\$5,000,000</b>  | <b>\$5,000,000</b>  | <b>\$5,000,000</b>   |
| <b>Expenditures</b>                                |                                 |                     |                     |                      |
| Operating And Maintenance                          | \$116,513                       | \$5,000,000         | \$5,000,000         | \$5,000,000          |
| <b>Total – Expenditures</b>                        | <b>\$116,513</b>                | <b>\$5,000,000</b>  | <b>\$5,000,000</b>  | <b>\$5,000,000</b>   |
| <b>Ending Fund Balance (Estimated)<sup>2</sup></b> | <b>\$32,938,347</b>             | <b>\$32,938,347</b> | <b>\$32,938,347</b> | <b>\$32,938,347</b>  |
| <i>Percent Change in Fund Balance</i>              | <i>5%</i>                       | <i>0%</i>           | <i>0%</i>           | <i>0%</i>            |

The FY 2019 Adopted Budget for the Housing Fund is \$5 million representing no change from the FY 2018 Adopted Budget. The amount of \$5 million is for planning purposes.

The creation of a Housing Policy Division is included in the FY 2019 Adopted Budget as part of the Department of Family Services in the General Fund. The division will be comprised of two staff members (2.00 FTE), including a Housing Financier, and a Real Estate Specialist to strategically address the growing gap between the need for and

<sup>1</sup> Source for Beginning Fund Balance – FY 2017 Comprehensive Annual Financial Report (CAFR)

<sup>2</sup> At the end of FY 2017, two loans to developers – totaling \$4.1 million – had been approved by the Board of Supervisors but not yet paid to the developers. These loans are included in Ending Fund Balance.



## Housing Fund

the production of affordable housing in the County. The Housing Financier will provide the necessary expertise to assemble the complex financing agreements required for affordable housing projects and will focus on leveraging County funds to access other public and private funding sources. The Real Estate Specialist will focus on identifying potential projects already in the development pipeline for the construction of additional affordable housing units as well as potential workforce housing and development sites, property rehabilitation, and strategic locations for new housing construction. In addition to the two staff members added to the Department of Family Services, a Housing Attorney was added to the Office of the County Attorney. The Attorney will provide the legal support and assistance to execute the loan agreements and carryout the necessary financial and real estate transactions.

### Performance Measures

|   | FY 2017<br>Actual | FY 2018<br>Estimated | FY 2019<br>Projected | FY 2020<br>Projected |
|---|-------------------|----------------------|----------------------|----------------------|
| <b>Public Employee Homeownership Grants (PEG)</b> |                   |                      |                      |                      |
| Number of County Government Employees             | 3                 | 6                    | 6                    | 6                    |
| Number of LCPS Employees                          | 5                 | 12                   | 12                   | 12                   |

### FY 2020 and Beyond

With the renewed focus on the need for affordable housing in the County and the addition of the Housing Financier and Real Estate Specialist in the General Fund for FY 2019, the use of the Housing Fund is anticipated to increase.

### Policies

There are no policies in place for the Housing Fund as a whole, however, the County of Loudoun Housing Trust is regulated by the Trust Agreement. The Housing Trust was last amended in July 2017 to authorize loans from the Trust to be used to help finance Affordable Housing Units, to establish the minimum requirements for Affordable Housing Units, and to update the recital and make other non-substantive clarifying edits to the twenty-year old trust. These changes also align the Trust agreement with the amendments to Article 7 of the Zoning Ordinance that allow for Affordable Housing Units to be substituted for Affordable Dwelling Units when a project verifies that it is financed with either the Low Income Housing Tax Credit (LIHTC) Program or the HUD 221 (d) 4 Affordable Program. Prior to these changes, the ADU program only served populations with an income between 30 and 50 percent of area median income (AMI). Substituting affordable housing units that are funded either with LIHTC or HUD 221 (d) 4 Affordable programs eliminates the 30 percent AMI limitation on the lower end of income limits.



## LEGAL RESOURCE CENTER FUND (LAW LIBRARY)

The Legal Resource Center Fund's (Law Library's) mission is to provide resources and reference services that address the legal information needs of the general public, Loudoun County government, court personnel, attorneys, and the local prison population. The Law Library, which is located in the Loudoun County Courts Complex, provides a collection of legal materials and electronic resources that are not generally available elsewhere in the County. The fund's full-time Legal Resources Specialist (1.00 FTE) orders, shelves, and updates materials. The library is open from 8:00 a.m. to 4:00 p.m. weekdays. During these hours, the Legal Resources Specialist provides reference service, bibliographic instruction, copier service, and online access. Attorneys and court personnel can also access the collection at other times if needed. The Legal Resources Specialist responds to patrons' requests received in person, by phone, and via email as well as to prisoner requests submitted by the Sheriff's Office.

After being organizationally a part of the Clerk of the Circuit Court's Office for many years, the Law Library was transferred to the Department of Library Services in FY 2017 so its resources could make a greater impact on the community, such that Library Services now manages this fund and the Legal Resources Specialist. Other Library Services staff provide assistance at the Law Library when the Legal Resources Specialist is unavailable. In FY 2018, Library Services expanded the availability of legal resources throughout the County by providing access to Westlaw, the specialized online legal resources, at all eight library branches.

The Law Library's funding sources are charges for services, which relate to revenue collections by the Clerk of the Circuit Court and the Clerk of the General District Court, donations, and the transfer from the General Fund.

### FY 2019 Budget Analysis

#### Revenues, Expenditures, and Changes in Fund Balance (Reserves)

|  | FY 2017<br>Actual          | FY 2018<br>Adopted | FY 2019<br>Adopted | FY 2020<br>Projected |
|--|----------------------------|--------------------|--------------------|----------------------|
| <b>Beginning Fund Balance</b>          | <b>\$7,488<sup>1</sup></b> | <b>\$9,370</b>     | <b>\$9,370</b>     | <b>\$9,370</b>       |
| <b>Revenues</b>                        |                            |                    |                    |                      |
| Charges for Services                   | \$50,820                   | \$44,980           | \$44,980           | \$44,980             |
| Transfer from the General Fund         | 58,065                     | 55,612             | 59,739             | 62,781               |
| <b>Total – Revenues</b>                | <b>\$108,885</b>           | <b>\$100,592</b>   | <b>\$104,719</b>   | <b>\$107,761</b>     |
| <b>Expenditures</b>                    |                            |                    |                    |                      |
| Personnel                              | \$91,192                   | \$95,592           | \$99,719           | \$102,711            |
| Operations and Maintenance             | 15,811                     | 5,000              | 5,000              | 5,050                |
| <b>Total – Expenditures</b>            | <b>\$107,003</b>           | <b>\$100,592</b>   | <b>\$104,719</b>   | <b>\$107,761</b>     |
| <b>Ending Fund Balance (Estimated)</b> | <b>\$9,370</b>             | <b>\$9,370</b>     | <b>\$9,370</b>     | <b>\$9,370</b>       |
| <i>Percent Change in Fund Balance</i>  | <i>25%</i>                 | <i>0%</i>          | <i>0%</i>          | <i>0%</i>            |
| <b>FTE</b>                             | <b>1.00</b>                | <b>1.00</b>        | <b>1.00</b>        | <b>1.00</b>          |

As reflected in the table above, beginning in the FY 2018 Adopted Budget, a Transfer from the General Fund to the Law Library Fund is included in the budget to address projected shortfalls in the Law Library's revenue. It is anticipated that expenditures in this fund will continue to be higher than projected revenues and will necessitate

<sup>1</sup> Source for Beginning Fund Balance – FY 2017 Comprehensive Annual Financial Report (CAFR)



## Legal Resource Center Fund (Law Library)

additional transfers from the General Fund. The Law Library's available fund balance could also be used to help with the future balancing of the fund's revenues and expenditures.

During FY 2017, the Department of Library Services transferred funds from its General Fund operating budget to the Law Library Fund to cover the actual expenditures since the Law Library Fund's actual revenues were not sufficient to cover the actual expenditures.

Periodically, the Loudoun Bar Association donates funds to the Law Library Fund to help cover operational expenditures. Those donations are inconsistent; therefore, they are not budgeted.

The Law Library Fund's FY 2019 Adopted Budget includes an increase in local tax funding of \$4,127 due to the increase in the transfer from the General Fund to balance the fund's revenues and expenditures. The FY 2019 Adopted Budget personnel expenditures for the Law Library Fund are \$4,127 higher than the FY 2018 Adopted Budget due to the 3 percent market-based salary adjustment and the 3.5 percent merit-based increase for the Legal Resources Specialist. The FY 2019 Adopted Budget operating and maintenance expenditures are at the same level as the FY 2018 Adopted Budget. The FY 2019 Adopted Budget revenues are \$4,127 higher than FY 2018 for the transfer from the General Fund budget amount, in order to match the budgeted revenues with the expenditures.

### FY 2020 and Beyond

The Law Library Fund's FY 2020 Projected Budget includes an increase in local tax funding of \$3,042. Personnel expenditures increased by \$2,992 or 3 percent, and operating and maintenance expenditures increased by \$50 or 1 percent. The Law Library Fund's FY 2020 revenues increased by \$3,042 due to the increase for the transfer from the General Fund to balance the fund's projected revenues and expenditures. That transfer increase is an increase in local tax funding for FY 2020.



## MAJOR EQUIPMENT REPLACEMENT FUND

The Major Equipment Replacement Fund 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 funding in the General Fund or through mid-year use of General Fund balance.

### FY 2019 Budget Analysis

#### Revenues, Expenditures, and Changes in Fund Balance (Reserves)

|  | FY 2017<br>Actuals             | FY 2018<br>Estimated <sup>1</sup> | FY 2019<br>Adopted | FY 2020<br>Projected |
|--|--------------------------------|-----------------------------------|--------------------|----------------------|
| <b>Beginning Fund Balance</b>          | <b>\$3,157,584<sup>2</sup></b> | <b>\$5,116,167</b>                | <b>\$594,045</b>   | <b>\$734,505</b>     |
| <b>Revenues</b>                        |                                |                                   |                    |                      |
| Transfers from the General Fund        | \$4,000,000                    | \$6,800,000                       | \$4,000,000        | \$4,000,000          |
| <b>Total – Revenues</b>                | <b>\$4,000,000</b>             | <b>\$6,800,000</b>                | <b>\$4,000,000</b> | <b>\$4,000,000</b>   |
| <b>Expenditures</b>                    |                                |                                   |                    |                      |
| Planned Replacement                    | \$784,450                      | \$5,089,809                       | \$1,359,540        | \$2,044,180          |
| Unplanned/ Emergency Replacement       | 0                              | 1,000,000                         | 1,000,000          | 1,000,000            |
| Future Replacement Reserve             | 0                              | 1,000,000                         | 1,500,000          | 1,000,000            |
| Operations And Maintenance             | 15,950                         | 47,850                            | 0                  | 0                    |
| Transfer to the General Fund           | 1,241,017                      | 0                                 | 0                  | 0                    |
| Transfer to the Capital Fund           | 0                              | 4,184,463                         | 0                  | 0                    |
| <b>Total – Expenditures</b>            | <b>\$2,041,417</b>             | <b>\$11,322,122</b>               | <b>\$3,859,540</b> | <b>\$4,044,180</b>   |
| <b>Ending Fund Balance (Estimated)</b> | <b>\$5,116,167</b>             | <b>\$594,045</b>                  | <b>\$734,505</b>   | <b>\$690,325</b>     |
| <i>Percent Change in Fund Balance</i>  | <i>62%</i>                     | <i>-88%</i>                       | <i>24%</i>         | <i>-6%</i>           |

The FY 2019 Adopted Budget appropriates \$4,000,000 in local tax funding to the Major Equipment Replacement Fund to allow for replacement of select major equipment. Planned replacement needs are estimated at \$1,359,540 in FY 2019 (more detail is provided in the below table).

Expenditures also include maintaining \$1,000,000 in contingency funds for unplanned or emergency replacement needs. The FY 2019 Adopted Budget also includes \$1,500,000 to create a reserve for the fund to accommodate above average expenditures in any single year. In addition, the fund maintains a year-end fund balance for other uses, such as funding the replacement of County equipment that has increased in value above the \$5,000 threshold.

For the FY 2019 Adopted Budget, planned expenditures are based on an asset replacement schedule developed by an independent consultant. The schedule identifies planned equipment replacements and the estimated cost of replacement over a 20-year period. Staff continually evaluates the asset replacement schedule to include additional assets and new equipment placed into service and will monitor and update funding and expenditure needs for the fund as more data becomes available.

<sup>1</sup> Amounts shown for FY 2018 represent estimated expenditures and revenues including the use of Prior-Year Fund Balance approved by the Board of Supervisors as an amendment to the FY 2018 Budget.

<sup>2</sup> Source for Beginning Fund Balance – FY 2017 Comprehensive Annual Financial Report (CAFR).



## Major Equipment Replacement Fund

### Planned Replacement Expenditure Detail

Planned Replacement expenditures are estimated based on an asset replacement study and schedule that was completed in FY 2018. This schedule was prepared using operating and maintenance funds. The following is a summary showing asset classifications and the estimated expenditures for FY 2018 and FY 2019.

| Asset Classification                         | FY 2018<br>Estimated | FY 2019<br>Estimated |
|--|----------------------|----------------------|
| <b>Operations and Maintenance</b>            |                      |                      |
| Major Equipment Replacement Fund Study       | \$47,850             | \$0                  |
| <b>Subtotal – Operations and Maintenance</b> | <b>\$47,850</b>      | <b>\$0</b>           |
| <b>Planned Replacement</b>                   |                      |                      |
| Athletic Equipment                           | \$95,240             | \$21,800             |
| Audio Visual Equipment                       | 1,454,990            | 649,230              |
| Business Machines                            | 179,890              | 0                    |
| Communications & Security Equipment          | 161,220              | 72,760               |
| Fire Department Equipment                    | 688,460              | 194,730              |
| Food Service Equipment and Appliances        | 57,840               | 0                    |
| Furniture & Accessories                      | 588,720              | 0                    |
| Furniture & Fixtures                         | 194,560              | 19,790               |
| Grounds Equipment                            | 898,359              | 98,570               |
| Heating and Cooling, Emergency Power         | 169,810              | 44,750               |
| Law Enforcement Equipment                    | 489,950              | 124,250              |
| Machinery and Tools                          | 59,270               | 0                    |
| Medical Equipment                            | 0                    | 8,810                |
| Recreational Equipment, Playground           | 46,120               | 124,850              |
| Science and Engineering Equipment            | 5,380                | 0                    |
| <b>Subtotal – Planned Replacement</b>        | <b>\$5,089,809</b>   | <b>\$1,359,540</b>   |
| <b>Transfer to Capital Fund</b>              |                      |                      |
| Public Safety Radio System Replacements      | \$1,625,000          | \$0                  |
| Public Safety Mobile Radios                  | 2,559,463            | 0                    |
| <b>Subtotal – Transfer to Capital Fund</b>   | <b>\$4,184,463</b>   | <b>\$0</b>           |
| <b>Total – Expenditures</b>                  | <b>\$9,322,122</b>   | <b>\$1,359,540</b>   |



## PUBLIC FACILITIES FUND

Developer contributions, also known as proffers, provide resources that assist in providing capital facilities in the Capital Improvement Program (CIP). The development community proffers contributions to help offset the future impact of development. Proffers can be cash contributions, dedicated land, or in-kind services that are voluntarily granted to the County to partially offset future capital facility costs associated with specific developments. Proffer contributions are typically obtained through a rezoning, or a change in the planned land use. When a developer is granted a rezoning that changes the land use from commercial to residential or that increases the density of existing residential uses, those new housing units generate a need for County services and capital facilities such as schools, parks, libraries, and public safety facilities.

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 Zoning Administrator is vested with all necessary authority to administer and enforce proffers and, per statute, adjudicates the eligibility of proffers for public facility uses.

### FY 2019 – FY 2024 Public Facilities Fund

The FY 2019 – FY 2024 Adopted Public Facilities Fund utilizes \$15,220,989 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. No proffers are included as a funding source on capital projects in FY 2021, FY 2023, or FY 2024. Staff will continue to evaluate projects to determine the future allocation of proffers.

| Programmatic Category | Cash Proffer Amount |
|-----------------------|---------------------|
| General Government    | \$243,200           |
| Parks and Culture     | \$11,346,845        |
| Roads and Sidewalks   | \$2,706,754         |
| Transit               | \$924,190           |
| <b>Total</b>          | <b>\$15,220,989</b> |

### Public Facilities Fund Financial Summary

|                             | FY 2019            | FY 2020            | FY 2021    | FY 2022            | FY 2023    | FY 2024    | 6-Year Total        |
|-----------------------------|--------------------|--------------------|------------|--------------------|------------|------------|---------------------|
| <b>Revenues</b>             |                    |                    |            |                    |            |            |                     |
| Cash Proffers               | \$7,602,845        | \$4,453,190        | \$0        | \$2,706,754        | \$0        | \$0        | \$14,792,789        |
| Cash Proffer Interest       | \$428,200          | \$0                | \$0        | \$0                | \$0        | \$0        | \$428,200           |
| <b>Total - Expenditures</b> | <b>\$8,031,045</b> | <b>\$4,483,190</b> | <b>\$0</b> | <b>\$2,706,754</b> | <b>\$0</b> | <b>\$0</b> | <b>\$15,220,989</b> |

The Adopted FY 2019 cash proffer uses 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 2019 Public Facilities Fund

### Ashburn Senior Center

| ZMAP           | Development                   | SEQ#     | Amount                |
|----------------|-------------------------------|----------|-----------------------|
| ZMAP-2005-0026 | ERICKSON RETIREMENT COMMUNITY | 99067825 | \$1,200,000.00        |
| <b>Total</b>   |                               |          | <b>\$1,200,000.00</b> |

### Brambleton Library

| ZMAP           | Development      | SEQ#     | Amount              |
|----------------|------------------|----------|---------------------|
| ZMAP-2012-0012 | STONE RIDGE EAST | 99074960 | \$680,000.00        |
| <b>Total</b>   |                  |          | <b>\$680,000.00</b> |

### Hal and Berni Hanson Regional Park

| ZMAP           | Development      | SEQ#     | Amount                |
|----------------|------------------|----------|-----------------------|
| ZMAP-2005-0001 | SEVEN HILLS      | 99066992 | \$3,579,943.85        |
| ZMAP-2002-0001 | KIRKPATRICK WEST | 99066954 | \$599,820.18          |
| ZMAP-2011-0004 | CARDINE TORRIS   | 99073555 | \$523,728.35          |
| ZMAP-2002-0003 | C D SMITH        | 99066684 | \$519,352.92          |
| <b>Total</b>   |                  |          | <b>\$5,222,845.30</b> |

### Town of Hillsboro –Old Stone School/Town Hall

| ZMAP         | Development           | SEQ# | Amount              |
|--------------|-----------------------|------|---------------------|
|              | CASH PROFFER INTEREST |      | \$243,200.00        |
| <b>Total</b> |                       |      | <b>\$243,200.00</b> |

### Town of Round Hill – Sleeter Lake Park

| ZMAP         | Development           | SEQ# | Amount              |
|--------------|-----------------------|------|---------------------|
|              | CASH PROFFER INTEREST |      | \$185,000.00        |
| <b>Total</b> |                       |      | <b>\$185,000.00</b> |

### Transit Buses

| ZMAP           | Development               | SEQ#     | Amount              |
|----------------|---------------------------|----------|---------------------|
| ZMAP-2004-0020 | EAST GATE ONE             | 99066962 | \$11,440.89         |
| ZMAP-2002-0011 | LOUDOUN VALLEY ESTATES II | 99065673 | \$124,213.33        |
| ZMAP-2005-0001 | SEVEN HILLS               | 99066991 | \$364,345.78        |
| <b>Total</b>   |                           |          | <b>\$500,000.00</b> |

**FY 2019 Total: \$8,031,045.30**



## FY 2020 Public Facilities Fund

### Brambleton Library

| ZMAP           | Development      | SEQ#     | Amount                |
|----------------|------------------|----------|-----------------------|
| ZMAP-2012-0012 | STONE RIDGE EAST | 99074960 | \$3,989,000.00        |
| ZMAP-1993-0005 | BRAMBLETON (1)   | 99064107 | \$70,000.00           |
| <b>Total</b>   |                  |          | <b>\$4,059,000.00</b> |

### Transit Buses

| ZMAP           | Development        | SEQ#     | Amount              |
|----------------|--------------------|----------|---------------------|
| ZMAP-2004-0020 | EAST GATE ONE      | 99066962 | \$214,900.00        |
| ZMAP-2002-0003 | C D SMITH PROPERTY | 99066683 | \$209,290.00        |
| <b>Total</b>   |                    |          | <b>\$424,190.00</b> |

**FY 2020 Total: \$4,483,190.00**

## FY 2022 Public Facilities Fund

### Northstar Boulevard (Tall Cedars to Braddock)

| ZMAP           | Development         | SEQ#     | Amount              |
|----------------|---------------------|----------|---------------------|
| ZMAP-1999-0006 | EAST RIDING ESTATES | 99063787 | \$87,123.52         |
| ZMAP-2000-0008 | DEAN PROPERTY       | 99065413 | \$105,630.72        |
| <b>Total</b>   |                     |          | <b>\$192,754.24</b> |

### Dulles West Boulevard (Arcola Blvd to Loudoun County Pkwy)

| ZMAP           | Development    | SEQ#     | Amount                |
|----------------|----------------|----------|-----------------------|
| ZMAP-2004-0016 | DULLES LANDING | 99069627 | \$2,514,000.00        |
| <b>Total</b>   |                |          | <b>\$2,514,000.00</b> |

**FY 2022 Total: \$2,706,754.24**





## RENTAL ASSISTANCE PROGRAM FUND

The Rental Assistance Program Fund accounts for the County's Housing Choice Voucher (HCV) Program. The HCV program is the Federal Government's major program for assisting very low-income families, the elderly, and the disabled to afford decent, safe, and sanitary housing in the private market. Since housing assistance is provided on behalf of the family or individual, participants are able to find their own housing, including single-family homes, townhomes, and apartments. Participants are free to choose any housing that meets the requirement of the program and are not limited to units located in subsidized housing projects. The family is responsible for finding a unit where the owner agrees to rent under the HCV program. Units must meet minimum standards of health and safety, based on the housing quality standards of the U.S. Department of Housing and Urban Development (HUD). A housing subsidy is paid to the landlord directly by the County on behalf of the participating family and the family is responsible for paying the difference between the actual rent charged by the landlord and the amount subsidized by the program. The HCV program has a waitlist in excess of 500 households and has been closed since 2010. This long waitlist is due to the limited amount of funding available for the program and the increasing costs of rent in the County.

### FY 2019 Budget Analysis

#### Revenues, Expenditures, and Changes in Fund Balance (Reserves)<sup>1</sup>

|  | FY 2017<br>Actual      | FY 2018<br>Adopted | FY 2019<br>Adopted | FY 2020<br>Projected |
|--|------------------------|--------------------|--------------------|----------------------|
| <b>Beginning Fund Balance</b>          | <b>\$0<sup>2</sup></b> | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>           |
| <b>Revenues</b>                        |                        |                    |                    |                      |
| Use Of Money And Property              | \$763                  | \$500              | \$1,501            | \$1,501              |
| Miscellaneous Revenue                  | 3,654                  | 12,500             | 12,500             | 12,500               |
| Recovered Costs                        | 95,343                 | 265,000            | 265,000            | 265,000              |
| Intergovernmental – Federal            | 8,197,268              | 8,203,712          | 8,238,776          | 8,238,776            |
| Transfer From The General Fund         | 23,363                 | 80,406             | 86,468             | 89,062               |
| <b>Total – Revenues</b>                | <b>\$8,320,392</b>     | <b>\$8,562,119</b> | <b>\$8,604,245</b> | <b>\$8,606,839</b>   |
| <b>Expenditures</b>                    |                        |                    |                    |                      |
| Personnel                              | \$682,433              | \$770,947          | \$759,744          | \$782,536            |
| Rental Assistance                      | 7,575,671              | 7,668,000          | 7,719,001          | 7,719,001            |
| Utility Allowance                      | 45,987                 | 100,500            | 100,500            | 100,500              |
| Other Charges And Supplies             | 16,301                 | 22,672             | 25,000             | 4,802                |
| <b>Total – Expenditures</b>            | <b>\$8,320,392</b>     | <b>\$8,562,119</b> | <b>\$8,604,245</b> | <b>\$8,606,839</b>   |
| <b>Ending Fund Balance (Estimated)</b> | <b>\$0<sup>3</sup></b> | <b>\$0</b>         | <b>\$0</b>         | <b>\$0</b>           |
| <b>Percent Change in Fund Balance</b>  | <b>0%</b>              | <b>0%</b>          | <b>0%</b>          | <b>0%</b>            |

The FY 2019 Adopted Budget for the Rental Assistance Fund is \$8,604,245 and includes an increase in local tax funding in the amount of \$6,062. Personnel expenditures decreased by \$11,203 due to changes in staffing. Since this

<sup>1</sup> Sums may not equal due to rounding.

<sup>2</sup> Source for Beginning Fund Balance – FY 2017 Comprehensive Annual Financial Report (CAFR)

<sup>3</sup> The Rental Assistance Program Fund does not maintain a fund balance. The HCV Program is an advance-funded program, meaning revenues are received before expenditures are incurred. Any unspent funds at the end of a fiscal year are classified as Unearned Revenues. Unearned Revenue at the end of FY 2017 was \$1,129,122.



## Rental Assistance Program Fund

program is grant funded, personnel savings were reallocated to operations and maintenance. With respect to staffing, 1.00 FTE is locally tax funded and 9.00 FTE are funded by the revenues of the fund.

### FY 2020 and Beyond

The HCV program is a federal program administered by the U.S. Department of Housing and Urban Development. Any policy changes at the federal level related to housing programs could impact the level of service provided by this fund. Revenues remain level but the rising cost of rent in the County results in fewer people receiving assistance, which will continue to pose a challenge in future years.

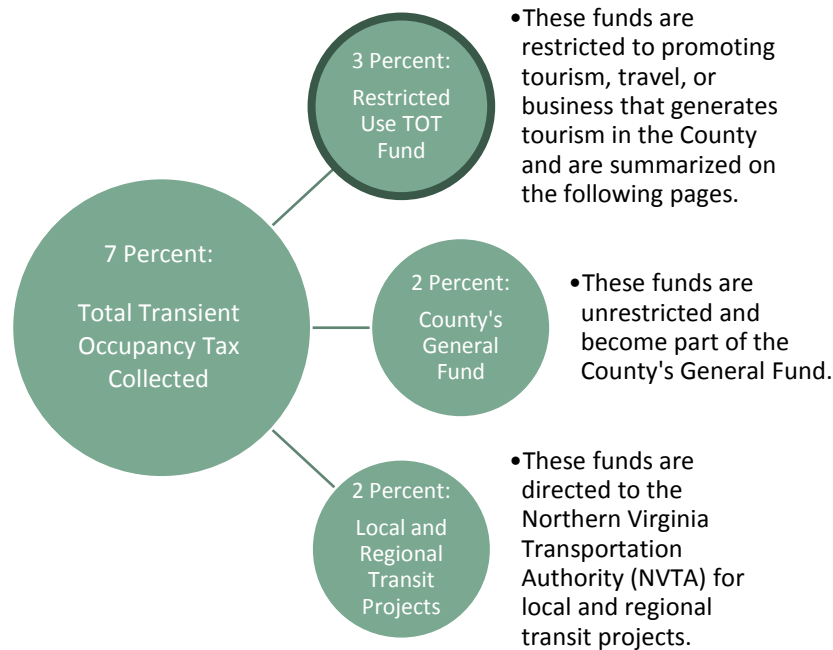
### Policies

While the County does not have any policies in place regarding the Rental Assistance Program Fund, it is governed by the regulations of the Housing Choice Voucher Program (24 CFR Part 982). For the most up-to-date information related to the program, please refer to the U.S. Department of Housing and Urban Development's website.

## 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 last revised in June 2016. The Funding Policy guides the Board of Supervisors in its efforts to strategically and proactively impact tourism in Loudoun County.

- **Core Tourism Services** to sustain Loudoun's tourism base. Core Tourism Services, based upon standards recommended by Destination Marketing Association International, are provided by Visit Loudoun, the primary programmatic element of the County's travel and tourism promotion efforts. Visit Loudoun is allocated 75 percent of the forecasted Restricted TOT revenues to implement these core services.
- **Strategic Tourism Growth Initiatives** to expand Loudoun's tourism base by implementing projects to sustain Loudoun County's Tourism Destination Strategy. The County's Tourism Destination Strategy guides the marketing, promotion, and product development of Loudoun's tourism sector. Of the remaining forecasted Restricted TOT revenues, 15 percent will be available to fund those uses as determined by the Board that best meet the goals of the Tourism Destination Strategy.



## Restricted Use Transient Occupancy Tax Fund

### FY 2019 Budget Analysis

#### Revenues, Expenditures, and Changes in Fund Balance (Reserves)

|  | FY 2017<br>Actual              | FY 2018<br>Adopted | FY 2019<br>Adopted | FY 2020<br>Projected <sup>1</sup> |
|--|--------------------------------|--------------------|--------------------|-----------------------------------|
| <b>Beginning Fund Balance</b>                          | <b>\$1,250,440<sup>2</sup></b> | <b>\$917,170</b>   | <b>\$1,301,425</b> | <b>\$1,746,115</b>                |
| <b>Revenues</b>  |                                |                    |                    |                                   |
| Estimated Restricted TOT Revenue                       | \$3,604,078                    | \$3,530,000        | \$3,790,000        | \$3,870,000                       |
| <b>Total – Revenues</b>                                | <b>\$3,604,078</b>             | <b>\$3,530,000</b> | <b>\$3,790,000</b> | <b>\$3,870,000</b>                |
| <b>Expenditures</b>                                    |                                |                    |                    |                                   |
| Visit Loudoun  | \$2,908,125                    | \$2,647,500        | \$2,842,500        | \$2,902,500                       |
| Transfers To County Funds <sup>3</sup>                 | 673,223                        | 404,045            | 415,817            | 422,480                           |
| Waterford Fair   | 150,000                        | 0                  | 0                  | 0                                 |
| Loudoun Museum   | 156,000                        | 0                  | 0                  | 0                                 |
| Visit Loudoun Sports Grants                            | 50,000                         | 50,000             | 50,000             | 50,000                            |
| Visit Loudoun International Travel                     | 0                              | 22,100             | 22,100             | 22,100                            |
| Economic Development Authority<br>International Travel | 0                              | 22,100             | 22,100             | 22,100                            |
| <b>Total – Expenditures</b>                            | <b>\$3,937,348</b>             | <b>\$3,145,745</b> | <b>\$3,352,517</b> | <b>\$3,419,180</b>                |
| <b>Ending Fund Balance (Estimated)</b>                 | <b>\$917,170</b>               | <b>\$1,301,425</b> | <b>\$1,738,908</b> | <b>\$2,196,935</b>                |
| <i>Percent Change in Fund Balance</i>                  | <i>-27%</i>                    | <i>42%</i>         | <i>34%</i>         | <i>26%</i>                        |
| <b>Policy Mandated Reserves<sup>4</sup></b>            | <b>\$360,408</b>               | <b>\$353,000</b>   | <b>\$379,000</b>   | <b>\$387,000</b>                  |
| <b>Available Fund Balance</b>                          | <b>\$556,762</b>               | <b>\$948,425</b>   | <b>\$1,359,908</b> | <b>\$1,809,935</b>                |

The FY 2019 Adopted Budget for the Restricted TOT Fund was prepared with a projected revenue of \$3,790,000, a 7 percent increase from the FY 2018 estimated revenue of \$3,530,000. This moderate increase from FY 2018 to FY 2019 is due to slowly rising room rates. Additionally, occupancy levels remain at historically high levels which are expected to continue. No new room capacity is anticipated in the projection window. Board of Supervisors policy mandates that ten percent of projected revenue is to be held in reserve. The adopted restricted reserve for FY 2019 is \$379,000.

<sup>1</sup> FY 2020 Projections are derived from data provided by the County to the NVTA

<sup>2</sup> Source for Beginning Fund Balance – FY 2017 Comprehensive Annual Financial Report

<sup>3</sup> The transfer to the General Fund is for specific tourism-related expenditures within the Departments of Economic Development, County Administration, and Parks, Recreation, and Community Services, which are outlined on the following pages. This also includes a one-time transfer to the Capital Fund for the EE Lake General Store Project.

<sup>4</sup> Mandated Reserve Policy is 10 percent of projected revenue to be held in reserve.





## Restricted Use Transient Occupancy Tax Fund

### Expenditure Detail - Transfers to other County Funds by Department from the Restricted TOT Fund

|  | FY 2017<br>Actual | FY 2018<br>Estimated | FY 2019<br>Adopted | FY 2020<br>Projected |
|--|-------------------|----------------------|--------------------|----------------------|
| <b>Transfers to the General Fund</b>   |                   |                      |                    |                      |
| <b>Department of Economic Development</b>  | \$196,300         | \$203,050            | \$209,877          | \$213,895            |
| International cluster activities within the Department of Economic Development are funded through a transfer from the Restricted TOT Fund to the General 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.   |                   |                      |                    |                      |
| <b>County Administrator:</b>   | \$84,143          | \$83,215             | \$88,160           | \$90,805             |
| <b>Office of Emergency Management<sup>1</sup></b>  |                   |                      |                    |                      |
| Restricted TOT funding is used to offset the personnel cost of the Office of Emergency Management's (OEM) Special Events Coordinator in the General Fund. This position serves as the conduit for collaborative work with event organizers to ensure compliance with permitting requirements; assists in the development of emergency contingency plans; aids in identifying ways to minimize the impact of events on the surrounding community; and, in many instances, provides onsite support during an event. Through the efforts of the Special Events Coordinator, OEM is able to work with event organizers to create safe and successful events benefiting the residents of and visitors to Loudoun County. Each year hundreds of special events 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, 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. |                   |                      |                    |                      |
| <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>\$398,223</b>  | <b>\$404,045</b>     | <b>\$415,817</b>   | <b>\$422,480</b>     |
| <b>Transfers to the Capital Fund</b>   |                   |                      |                    |                      |
| <b>EE Lake General Store</b>   | \$275,000         | \$0                  | \$0                | \$0                  |
| The EE Lake General Store is a capital project designed to stabilize and renovate the circa-1901 EE Lake General Store to open the building as a tourist center for hikers and cyclists in the Bluemont area. Included in the work are structural repairs, improvements to address safety and code compliance, and renovations for ADA compliance, and the addition of public restrooms. This transfer was approved by the Board in FY 2017. The project is expected to be completed in FY 2018.   |                   |                      |                    |                      |
| <b>Total Transfer to the Capital Fund</b>  | <b>\$275,000</b>  | <b>\$0</b>           | <b>\$0</b>         | <b>\$0</b>           |
| <b>Total Transfers to County Funds</b>   | <b>\$673,223</b>  | <b>\$404,045</b>     | <b>\$408,610</b>   | <b>\$415,058</b>     |

<sup>1</sup> This transfer was previously made to the Department of Fire, Rescue and Emergency Management, which was reorganized during FY 2017. As part of that reorganization, the Office of Emergency Management was moved to the Office of the County Administrator.



## Restricted Use Transient Occupancy Tax Fund

### Expenditure Detail - Contributions to External Organizations from the Restricted TOT Fund

| Summary of Adopted Contributions to External Organizations   | FY 2017 Actual     | FY 2018 Estimated  | FY 2019 Adopted    | FY 2020 Projected  |
|--|--------------------|--------------------|--------------------|--------------------|
| <b>Visit Loudoun</b>   | \$2,908,125        | \$2,647,500        | \$2,842,500        | \$2,902,500        |
| Visit Loudoun is Loudoun County's designated destination management organization and the primary programmatic element of the County's travel and tourism promotion efforts. Visit Loudoun receives 75 percent of projected Restricted TOT revenue appropriated by the Board each year per the County's Memorandum of Understanding with Visit Loudoun, dated June 23, 2016.  |                    |                    |                    |                    |
| <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, is a fast growing sector in the global travel industry. Loudoun is well-positioned to take advantage of this segment, with quality facilities, professional sports, parks and recreation organizations, and a community that supports tourism. The Sports Tournaments Grant Program was established as one of the Strategic Growth Initiatives of the Tourism Destination Strategy adopted by the Board of Supervisors in March 2006. The program is designed to support bids on sports tournaments, including human and animal events that generate the greatest return on investment in terms of visitor spending in the County. A competitive application process encourages cooperation, ensures that the tournaments can be accommodated, and increases their success. |                    |                    |                    |                    |
| <b>Visit Loudoun International Travel Strategic Tourism Initiatives</b>  | \$0                | \$22,100           | \$22,100           | \$22,100           |
| This expenditure category was created in FY 2018. As a part of the June 2016 revision to the Restricted TOT Funding Policy, the County has the option to support Visit Loudoun's travel to and attendance on international economic development trips where tourism subject matter experts or Visit Loudoun staff may provide a strategic benefit.   |                    |                    |                    |                    |
| <b>Economic Development Authority International Travel</b>   | \$0                | \$22,100           | \$22,100           | \$22,100           |
| This expenditure category was created in FY 2018. As a part of the June 2016 revision to the Restricted TOT Funding Policy, the County has the option to support travel to and attendance on international economic development trips where local representatives may provide a strategic benefit to County tourism efforts. Funding these trips is accomplished with a transfer to the Loudoun County Economic Development Authority.   |                    |                    |                    |                    |
| <b>The Waterford Foundation Waterford Fair</b>   | \$150,000          | \$0                | \$0                | \$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. The FY 2017 contribution of \$150,000 was one-time in nature.  |                    |                    |                    |                    |
| <b>The Loudoun Museum</b>  | \$156,000          | \$0                | \$0                | \$0                |
| The Loudoun Museum focuses on the history of Loudoun County; its mission is to collect, preserve, and interpret, to the highest professional standards, objects that document the history of Loudoun County. In FY 2017, the Board approved a MOA with the Loudoun Museum that provided \$156,000 in funding to support operations of the museum.  |                    |                    |                    |                    |
| <b>Total Contributions to External Organizations</b>   | <b>\$3,264,125</b> | <b>\$2,741,700</b> | <b>\$2,936,700</b> | <b>\$2,996,700</b> |

## Restricted Use Transient Occupancy Tax Fund

### FY 2020 and Beyond

As outlined in the Restricted Use TOT Funding Policy, 75 percent of the Restricted Use TOT funding will continue to go to Visit Loudoun, 10 percent will continue to be committed to be mandated reserves, and the remaining 15 percent will be available to fund uses as determined by the Board that best meet the goals of the Tourism Destination Strategy. The balance that remains plus the mandated reserve will carry-over to the next fiscal year as the starting fund balance. All currently funded Restricted Use TOT Fund projects are anticipated to continue into FY 2020.

The FY 2020 Projected Budget for the Restricted Use TOT Fund includes an increase in estimated revenue of \$80,000 and an accompanying increase in total expenditures in the amount of \$66,448. The projected increase in revenue is again attributed to slowly rising room rates and continued high occupancy. The spending increase is driven primarily by an increase in funding for Visit Loudoun, which receives 75 percent of the Restricted TOT revenue. The remaining increases are tied to positions that are funded through the transfers to County funds, specifically the International Cluster position in the Department of Economic Development and the Special Events Coordinator in the Office of Emergency Management, within County Administration. The policy mandated reserve for the FY 2020 Projected Budget is \$387,000.

### Policies

The Loudoun County Board of Supervisors adopted the Restricted Use Transient Occupancy Tax (TOT) Funding Policy on July 19, 2005. The Policy was last revised June 23, 2016 and details the guidelines and requirements for Restricted TOT funding.

The Restricted Use TOT Funding Policy identifies the purpose of the Fund as providing the Board with the opportunity to strategically and proactively impact tourism within the County, enabling targeted investment in high-priority tourism projects that advance the County's strategic tourism objectives, and maximizing tax relief to the General Fund by increasing Restricted TOT revenues. It specifies that the use of Restricted TOT Funds must meet the purposes designated by Section 58.1-3819 of the Code of Virginia (1950), as amended, which is:

"(Any) excess 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."

As noted above, the priorities for funding through Restricted Use TOT revenue are Core Tourism Services and Strategic Tourism Growth Initiatives. Core Tourism Services sustain Loudoun's tourism base and competitively position Loudoun County to attract visitors. Core Tourism Services are defined and measured based upon standards recommended by Destination Marketing Association International. These services are provided by Visit Loudoun under a Memorandum of Understanding with the County. Both the Restricted Use TOT Fund Policy and the MOU specify that 75 percent of Restricted TOT funds will be annually allocated to Visit Loudoun in order to deliver Core Tourism Services.

Strategic Tourism Growth Initiatives expand Loudoun's tourism base by implementing high priority projects that are compatible with the programmatic elements of the Loudoun County Tourism Destination Strategy, which the County develops and adopts with Visit Loudoun. Visit Loudoun serves as the primary programmatic element of the County's travel and tourism promotion activities. Projects funded as Strategic Tourism Growth Initiatives will be identified and prioritized as part of the County's annual budget process. Projects can be funded by Board direction, competitive procurement, grants to non-profit entities, or transfers to County Agencies or Visit Loudoun. Any unused funds will be carried over for use as reserve or for multi-year projects. The Policy also details the funding process for Strategic Growth Initiatives. The policy mandates a reserve of 10 percent of actual Restricted TOT Revenues, for use during years in which revenues received are less than projected.



## Restricted Use Transient Occupancy Tax Fund

The Policy calls for a 5-Year Tourism Destination Strategy, followed by a 4-Year Tourism Destination Strategy. The Tourism Destination Strategy is reviewed annually by the Board of Supervisors, Visit Loudoun, the Economic Development Advisory Commission, and industry partners to identify and prioritize Strategic Tourism Growth Initiatives.

The table below outlines the percentage available of the Restricted TOT 3 percent for each use.

| Restricted TOT Fund Use   | Percentage of<br>Restricted 3% |
|---|--------------------------------|
| Visit Loudoun (Core Tourism Services)                           | 75%                            |
| Board-determined Uses<br>(Strategic Tourism Growth Initiatives) | 15%                            |
| Policy Mandated Reserves  | 10%                            |



## REVOLVING LOAN FUND

The Board of Supervisors created the Revolving Loan Fund 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. It is included as part of the General Fund.

### FY 2019 Budget Analysis

#### Financial Summary

|  | FY 2017<br>Actual  | FY 2018<br>Estimated | FY 2019<br>Adopted    | FY 2020<br>Projected |
|--|--------------------|----------------------|-----------------------|----------------------|
| <b>Beginning Program Balance</b>                       | <b>\$4,105,477</b> | <b>\$4,183,571</b>   | <b>\$4,258,269</b>    | <b>\$4,329,572</b>   |
| <b>Revenues</b>  |                    |                      |                       |                      |
| Principal Payment – Leesburg<br>Volunteer Fire Company | \$67,908           | \$67,908             | \$67,908 <sup>1</sup> | \$0                  |
| Interest Income  | 10,186             | 6,790                | 3,395                 | 0                    |
| <b>Total – Revenues</b>                                | <b>\$78,094</b>    | <b>\$74,698</b>      | <b>\$71,303</b>       | <b>\$0</b>           |
| <b>Ending Program Balance (Estimated)</b>              | <b>\$4,183,571</b> | <b>\$4,258,269</b>   | <b>\$4,329,572</b>    | <b>\$4,329,572</b>   |

#### Revolving Loan Fund Requests

There were no requests submitted for FY 2019. An estimated \$4.3 million will be available by FY 2020 for loans meeting the Board of Supervisors' criteria.

<sup>1</sup> The loan made to Leesburg Volunteer Fire Company will be fully paid off in July, 2018 (last payment made in FY 2019).





## ROUTE 28 SPECIAL IMPROVEMENTS FUND

Loudoun County, in partnership with Fairfax County, formed the Route 28 Highway Transportation Improvement District on December 21, 1987. Under Virginia law, such a district may be formed only upon the joint petition of owners of at least 51 percent of the land area in each County located within the boundaries of the district, and which has been zoned or is used for commercial or industrial purposes. The District was formed to provide improvements to State Route 28, which connects State Route 7 in eastern Loudoun County to U.S. Route 50 and Interstate Highway 66 in western Fairfax County, running approximately parallel to the County's eastern border. State Route 28 provides access to Dulles International Airport, along with the Dulles Access Road, which connects the Capital Beltway to Dulles Airport, and the Dulles Greenway, which provides highway access into central Loudoun County. This District was formed upon landowner petition to accelerate planned highway improvements which relied primarily on slower pay-as-you-go financing from the Northern Virginia region's share of the State primary road fund allocation.

A Commission appointed by the Boards of Supervisors of both Counties administers the District, and the Commission may subject the owners of industrial and commercial property within the District to a maximum additional tax assessment of 20 cents per \$100 of assessed value. These funds, in addition to funds received through the State Primary Road Fund allocation formula, are to be used for the road improvements and debt service on bonds issued by the State. The initial debt issue for this project consisted of \$138.5 million in revenue bonds issued by the State in September 1988. In 2002, the County entered into an agreement with the State and Fairfax County to refund the existing debt and issue new bonds to construct six additional interchanges. The total cost of this additional project is estimated at \$190 million and will be completed under the auspices of the State Public Private Transportation Act.

Loudoun County and Fairfax County entered into a contract with the District on September 1, 1988, and agreed to levy additional tax assessments as requested by the district, collect the tax and pay all tax revenues to the Commonwealth Transportation Board. The contract specified that: (1) the County Administrator shall include in the budget all amounts to be paid by the County under the District Contract for the fiscal year; (2) the County shall provide by February of each year the total assessed fair market value of the district as of January 1 of that year; and (3) the district in turn shall notify the County of the required payment and request a rate sufficient to collect that amount, up to a maximum of 20 cents per \$100 of assessed value. Initially, tax collections at the maximum amount were not sufficient to pay the debt obligation in full. Consequently, the shortfall was made up from the Northern Virginia State Highway allocation. The inter-jurisdictional agreement was subsequently amended to incorporate the revised financing plan for the new work program. Under the revised agreement, Fairfax and Loudoun counties agreed to transfer funds necessary to pay debt service on the existing debt. The remaining amount will be held in a revenue stabilization fund to protect the counties against any fluctuations in revenue. Expected expenditures can be met in FY 2019 with a rate of 18 cents per \$100 of assessed value.

For FY 2019, the Route 28 Special Improvements Fund is projected to generate \$12,239,000 in current and delinquent tax revenue to offset its estimated \$12,239,000 in expenditures. There is no local tax funding in this district/fund.





## Route 28 Special Improvements Fund

### Fund Financial Summary

|                     | FY 2017<br>Actual   | FY 2018<br>Adopted  | FY 2019<br>Adopted  | FY 2020<br>Projected |
|---------------------|---------------------|---------------------|---------------------|----------------------|
| <b>Expenditures</b> | <b>\$10,066,806</b> | <b>\$11,131,000</b> | <b>\$12,239,000</b> | <b>\$13,141,000</b>  |
| <b>Revenues</b>     | <b>\$10,331,454</b> | <b>\$11,131,000</b> | <b>\$12,239,000</b> | <b>\$13,141,000</b>  |
| <b>Total</b>        | <b>\$264,648</b>    | <b>\$0</b>          | <b>\$0</b>          | <b>\$0</b>           |

### FY 2019 Forecasted C&I Real Property Taxable Base (Forecasted as of January 2018)

|   |                     |
|---|---------------------|
| 2018 fair market value of C&I real taxable property <sup>1</sup>                        | \$6,651,667,000     |
| PLUS: Reassessment due to equalization  | 252,296,000         |
| PLUS: Actual full value of new construction   | <u>237,761,000</u>  |
| 2019 Forecasted fair market value of C&I real taxable property                          | \$7,141,724,000     |
| <br>FY 2019 C&I Real property tax base subtotal   | <br>\$6,896,696,000 |
| LESS: Potential administrative and/or Board of Equalization adjustments <sup>2, 3</sup> | (105,018,120)       |
| LESS: Land use deferrals  | 0                   |
| Plus: Partial value of new construction   | <u>47,552,000</u>   |
| FY 2019 Forecasted C&I real property tax base total                                     | \$6,839,229,880     |

### FY 2019 Forecasted Real Property Tax Revenue

|   | Forecasted<br>Taxable Base | Net Revenue<br>per Penny <sup>4</sup> | Revenue<br>(\$0.18/\$100 Tax Base) |
|---|----------------------------|---------------------------------------|------------------------------------|
| Real Property                                 | \$6,839,229,880            | \$674,690                             | \$12,144,000                       |
| Public Service Corp., Delinquent, and Penalty |                            |                                       | <u>\$95,000</u>                    |
| <b>Total Revenue<sup>5</sup></b>              |                            |                                       | <b>\$12,239,000</b>                |

<sup>1</sup> Excludes residential and \$29.8 million in public service corporation properties. Value provided by the Office of the Commissioner of the Revenue on January 25, 2018.

<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 2019.

<sup>5</sup> Revenue total is rounded to nearest \$1,000 for FY 2020 forecast.



## STATE AND FEDERAL GRANTS FUND

The State and Federal Grants Fund is used to account for the revenues related to grants and donations that are restricted for a specific use (expenditures). The most common sources are the Commonwealth of Virginia (State) and Federal governments. Some private organizations provide grants to the County but they are often pass-through grants that originate at the state and federal levels. The restrictions on these funds are typically outlined in a grant agreement and include the type of expenditures and the timeframe in which expenditures can be made. Some grants are reimbursement based, such as the Urban Area Securities Initiative (UASI), and others are advance funded such as Four-for-Life funding and the Community Development Block Grant (CDBG).

Since the fund accounts for a variety of grants throughout the County, the Department of Management and Budget works closely with the Department of Finance and Procurement to manage the fund. This also requires communication with the departments responsible for the grants themselves like Fire, Rescue, and Emergency Management (FREM), the Department of Family Services (DFS), and Mental Health, Substance Abuse, and Developmental Services (MHSADS).

### FY 2019 Budget Analysis

#### Revenues, Expenditures, and Changes in Fund Balance (Reserves)

|  | FY 2017<br>Actuals           | FY 2018<br>Adopted | FY 2019<br>Adopted | FY 2020<br>Projected |
|--|------------------------------|--------------------|--------------------|----------------------|
| <b>Beginning Fund Balance</b>                      | <b>\$238,442<sup>1</sup></b> | <b>\$266,518</b>   | <b>\$266,518</b>   | <b>\$266,518</b>     |
| <b>Revenues</b>                                    |                              |                    |                    |                      |
| Miscellaneous Revenue                              | \$308                        | \$0                | \$0                | \$0                  |
| Recovered Costs                                    | 85                           | 0                  | 0                  | 0                    |
| Intergovernmental – Commonwealth                   | 1,286,229                    | 1,489,320          | 1,163,018          | 1,163,018            |
| Intergovernmental – Federal                        | 2,628,978                    | 1,450,817          | 1,656,294          | 1,656,294            |
| <b>Total – Revenues</b>                            | <b>\$3,915,600</b>           | <b>\$2,940,137</b> | <b>\$2,819,312</b> | <b>\$2,819,312</b>   |
| <b>Expenditures</b>                                |                              |                    |                    |                      |
| Public Safety                                      | \$846,660                    | \$290,000          | \$314,000          | \$314,000            |
| Health And Welfare                                 | 2,890,173                    | 2,545,587          | 2,400,762          | 2,400,762            |
| Community Development                              | 150,691                      | 104,550            | 104,550            | 104,550              |
| <b>Total – Expenditures</b>                        | <b>\$3,887,524</b>           | <b>\$2,940,137</b> | <b>\$2,819,312</b> | <b>\$2,819,312</b>   |
| <b>Ending Fund Balance (Estimated)<sup>2</sup></b> | <b>\$266,518</b>             | <b>\$266,518</b>   | <b>\$266,518</b>   | <b>\$266,518</b>     |
| <i>Percent Change in Fund Balance</i>              | 12%                          | 0%                 | 0%                 | 0%                   |
| <b>FTE<sup>3</sup></b>                             | <b>7.28</b>                  | <b>7.28</b>        | <b>13.75</b>       | <b>13.75</b>         |

<sup>1</sup> Source for Beginning Fund Balance – FY 2017 Comprehensive Annual Financial Report (CAFR)

<sup>2</sup> There is no policy that restricts fund balance for the State and Federal Grants Fund. However, this fund balance typically represents grant funding which is restricted for a specific purpose, including advanced funded grants like Four-for-Life.

<sup>3</sup> FTE count is different from FY 2018 Adopted Budget Document due to the addition of 6.00 FTE in the Early Intervention program in the Department of Mental Health, Substance Abuse, and Developmental Services, which were moved to the General Fund for FY 2018, and a correction of positions within the Department of Family Services. Neither of these changes represent new position authority in the FY 2019 Adopted Budget.



## State and Federal Grants Fund

The FY 2019 Adopted Budget for the State and Federal Grants Fund is \$2,819,312, which is a decrease of \$120,825, or 4.3 percent, from the FY 2018 Adopted Budget. This is due to the right-sizing of grants.

### Expenditure Detail

| Grant / Department  | FY 2018<br>Adopted | FY 2019<br>Adopted | FY 2020<br>Projected |
|---|--------------------|--------------------|----------------------|
| <b>Four-for-Life (FREM)</b>   | <b>\$290,000</b>   | <b>\$314,000</b>   | <b>\$314,000</b>     |
| The Four for Life grant is managed by the Department of Fire, Rescue, and Emergency Services (FREM). Program funding comes from a \$4 charge as part of the registration of certain vehicles. Twenty-six percent is remitted back to the originating locality to be used for specific purposes as outlined in the Code of Virginia. The grant is distributed to all of the volunteer fire companies and to LCFR.  |                    |                    |                      |
| <b>Community Development Block Grant (DFS)</b>  | <b>\$1,025,447</b> | <b>\$1,160,000</b> | <b>\$1,160,000</b>   |
| The CDBG grant is managed by the Department of Family Services (DFS) and is used for the program operating costs and personnel (2.75 FTE). Funding is part of the CDBG Entitlement Program which provides annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment and expanding economic opportunities, principally for low and moderate-income persons. |                    |                    |                      |
| <b>Early Intervention (MHSADS)</b>  | <b>\$1,520,140</b> | <b>\$1,240,762</b> | <b>\$1,240,762</b>   |
| The Early Intervention Program managed by the Department of Mental Health, Substance, Abuse, and Developmental Services (MHSADS). The program is mandated to provide early intervention services to disabled infants and toddlers and their families. In addition to program costs, the grants support personnel to oversee the program (12 FTE).   |                    |                    |                      |
| <b>Congestion Mitigation Air Quality (DTCI)</b>   | <b>\$77,250</b>    | <b>\$77,250</b>    | <b>\$77,250</b>      |
| The Congestion Mitigation and Air Quality Improvement Program (CMAQ) is managed by the Department of Transportation and Capital Infrastructure (DTCI). The funding supports the lease of the Broadlands Parking Lot.  |                    |                    |                      |
| <b>Regional Surface Transportation Program (DTCI)</b>   | <b>\$27,300</b>    | <b>\$27,300</b>    | <b>\$27,300</b>      |
| The Regional Surface Transportation Program (RSTP) is managed by the Department of Transportation and Capital Infrastructure (DTCI). The funding supports the lease of the Lowes Island Parking Lot.  |                    |                    |                      |
| <b>Total</b>  | <b>\$2,940,137</b> | <b>\$2,819,312</b> | <b>\$2,819,312</b>   |

### FY 2020 and Beyond

The Four-for-Life grant has a steady funding stream but the other grants are typically funded either directly by the Federal Government or as pass-thru grants from the Federal Government to the State. While the programs supported by the other grants are mandated, the funding availability is somewhat uncertain given the unpredictability of the federal budget process. Staff will continue to monitor funding status for these grants.

### FTE History

FY 2017 Mid-Year: The Board approved 0.47 FTE to convert a part-time Accounts Assistant for the CDBG Program to full-time.

FY 2018: The Board approved 6.00 FTE for the Early Intervention Program: 2.00 FTE for Services Coordinators, 1.00 FTE for a Developmental Specialist, 1.00 FTE for a Clinical Supervisor, 1.00 FTE for a Clinical Supervisor, and 1.00 FTE for a Speech Pathologist.



## State and Federal Grants Fund

### Policies

While internal policies do not typically exist for the State and Federal Grants Fund, individual grant agreements—and the legal authorization for those funding streams—govern how funds can be spent. Information on the grants included in the Adopted Budget for the State and Federal Grants Fund are below.

#### Four-for-Life

The Four-for-Life grant is administered by the state and provides funding for the training of emergency medical service personnel and for the purchase of necessary equipment and supplies for use by the County in the Department of Fire and Rescue.

Per State Code Section 46.2-694, a fee of \$4.25 is charged and collected at the time of registration of each pickup or panel truck and each motor vehicle under subdivisions 1 through 12. All funds collected from \$4 of the \$4.25 fee are remitted to the Virginia Department of the Treasury and set aside as a special fund to only be used for emergency medical services purposes.

Of the \$4 fee revenue, the State Department of Health receives 32 percent, the Rescue Squad Assistance Fund (RSAF) receives 32 percent, ten percent is available to the State Department of Health's Office of Emergency Medical Services, and the originating locality receives 26 percent, which are the source of funding for the Four-for Life grant. These funds cannot be used to supplant local funds.

#### Community Development Block Grant (Source: U.S. Department of Housing and Urban Development Website, Oct. 2017)

The Entitlement Program under the Community Development Block Grant is authorized under Title 1 of the Housing and Community Development Act of 1974, Public Law 93-383, as amended; 42 U.S.C.-4301 et seq. Eligible activities under this program include:

- Acquisition of real property
- Relocation and demolition
- Rehabilitation of residential and non-residential structures
- Construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes
- Public services, within certain limits
- Activities relating to energy conservation and renewable energy resources
- Provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities.

Additional information on this grant can be found on the U.S. Department of Housing and Urban Development's (HUD) website.

#### Early Intervention Programs (Source: Virginia Department of Behavioral Health & Development Services website, Oct. 2017)

Congress enacted early intervention legislation in 1986 as an amendment to the Education of Handicapped Children's Act (1975) to ensure that all children with disabilities from birth through the age of two would receive appropriate early intervention services. This amendment formed Part H of the Act, which was re-authorized in 1991 and renamed the Individuals with Disabilities Education Act (IDEA). When the IDEA was re-authorized in 1998, Part H became Part C of the Act. Virginia's early intervention system is called the Infant & Toddler Connection of Virginia.

These funds are intended to supplement local funding, not supplant.



## State and Federal Grants Fund

### **Congestion Mitigation Air Quality Improvement (CMAQ) Program (Source: CMAQ Fact Sheet, Feb. 2016)**

The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The federal share of CMAQ funds is governed by 23 U.S.C. 149 and the FAST Act § 1114.

### **Regional Surface Transportation Program (RSTP) (Source: Surface Transportation Block Grant Program Fact Sheet, Feb. 2016)**

At the federal level, RSTP is referred to as the Surface Transportation Block Grant Program (STBG). It promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. The federal share of RSTP funds is governed by 23 U.S.C. 133 and the FAST Act § 1109.



## TALL OAKS WATER AND SEWER SPECIAL REVENUE FUND

The Board of Supervisors adopted the ordinance establishing the Tall Oaks Water and Sewer Special Revenue Fund pursuant to the Code of Virginia, Section 15.2, Chapter 24, on January 11, 2017. The ordinance also imposed a special assessment on the ten commercial properties whose owners petitioned for the creation of this special tax district to fund the installation of water and sewer lines by Loudoun Water. The ten commercial properties are located along the west side of Cascades Parkway, south of Maries Road, and north of Woodland Road.

Each of the property owners entered into the Special Assessment Agreement pursuant to which the cost of the water and sewer improvements is apportioned among the properties based upon parcel acreage. The special assessment is estimated to generate \$1,115,210 in revenue over twenty years which equals the initial estimate of the cost of the project. Consistent with past practice this amount will be adjusted to reflect the actual cost incurred by Loudoun Water once the project is complete. The annual amounts shown are the current estimates.

### Fund Financial Summary

|                     | FY 2017<br>Actual | FY 2018<br>Adopted | FY 2019<br>Adopted | FY 2020<br>Projected |
|---------------------|-------------------|--------------------|--------------------|----------------------|
| <b>Expenditures</b> | <b>\$24,046</b>   | <b>\$60,572</b>    | <b>\$60,572</b>    | <b>\$60,572</b>      |
| <b>Revenues</b>     | <b>\$24,046</b>   | <b>\$60,572</b>    | <b>\$60,572</b>    | <b>\$60,572</b>      |



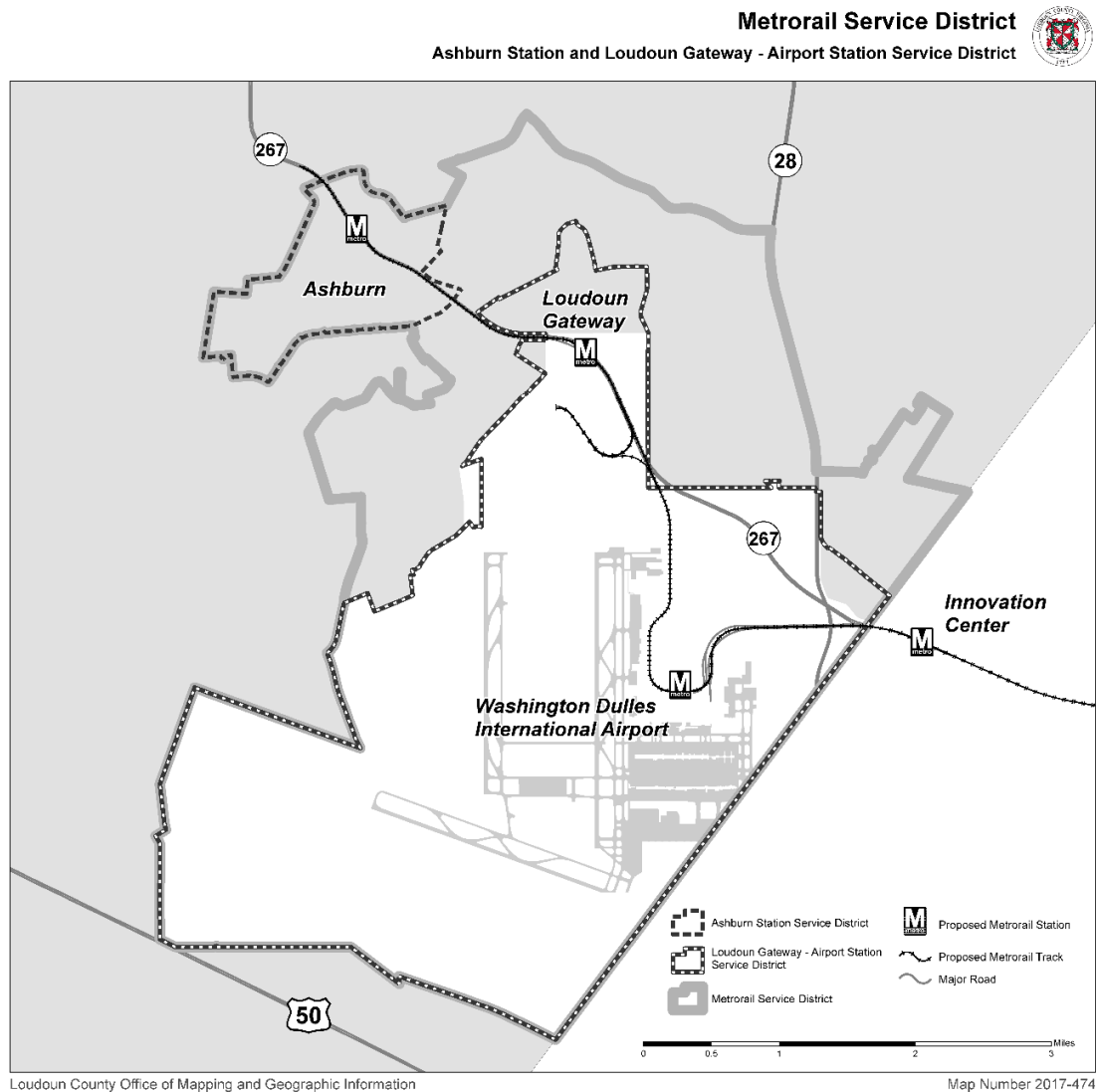


## TRANSPORTATION DISTRICT FUND

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 equivalent to \$0.02 of the real property tax rate, local gasoline tax revenue, and revenue resulting from the enactment of HB 2313 by the Virginia General Assembly in 2013.

### 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: the Metrorail Service Special Tax District, Loudoun Gateway – Airport Service Tax District, and the Ashburn Station Service Tax District (illustrated in the following map). Supplemental real property taxes are assessed on parcels within the boundaries of the three special tax districts at an effective rate not to exceed \$0.20 per \$100 of assessed value exclusive of all other applicable taxes and are collected by the Treasurer in the same manner the Countywide real property tax is administered.





## Transportation District Fund

The **Metrorail Service 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 the County's share of the cost of constructing any related facilities and structures including parking facilities; rail lines and a rail yard; vehicular and pedestrian access; electrical facilities and equipment; studies, assessments, and analysis of environmental and other impacts; local, state, and federal government approvals; environmental preservation and mitigation; acquisition of real property or easements; relocation of roadways; and engineering and legal costs related to the Metrorail project. The primary purpose of the Metrorail Service Tax District is to pay off the debt service on the federal 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.

Located within the Metrorail Service Tax District are the **Loudoun Gateway - Airport Station Service Tax District** and the **Ashburn Station Service Tax District**, which were created to provide public transportation systems to serve each District. The Tax Districts will provide revenue continuing beyond the term of the larger Metrorail Service Tax District for the purpose of funding 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) 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 for each entity's individual capital contribution for the Dulles Corridor Metrorail Project. Loudoun County submitted an application for TIFIA credit assistance in the form of a secured loan in the amount of \$195,072,507, plus deferred interest. On December 9, 2014, USDOT and Loudoun County closed on the loan.

MWAA estimates the total construction cost of the Dulles Corridor Metrorail Project will be \$5.8 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 in December 2011, Loudoun County is responsible for 4.8 percent, which is now estimated at \$274 million of the total project cost. The County will fund its share of construction-related costs using the \$195 million TIFIA loan, \$56 million of lease revenue financing, and an estimated \$22.6 million of tax revenue generated from the Metrorail Service Tax District.

Beginning in FY 2020, Loudoun County will begin paying its portion of the WMATA capital contributions for the Metrorail system. At this time, the County's FY 2020 capital contribution is estimated to be \$16.4 million. These funds are included in the FY 2019 – FY 2024 Adopted CIP. Beginning in FY 2021, contributions are expected to increase and the CIP includes funding for this increase to a level of \$28 million. While the ordinance establishing the Metrorail Service District allows the use of the revenues generated by the district for ongoing costs to WMATA, per the TIFIA loan agreement, the debt service on the TIFIA loan and additional borrowing for the construction of the project have priority in drawing on those revenues until the debt is paid off, which is estimated to be in 2042. The FY 2019 Adopted Budget includes \$6,044,587 to make interest payments on the TIFIA loan and additional debt to be issued for Metrorail construction. Per the terms of the TIFIA loan agreement, principal payments are deferred until FY 2023. This allows additional time for the Metrorail Service Tax District to generate revenue to offset these and other costs.



## Transportation District Fund

### HB 2313 Statutory Requirements and Local and Regional Revenues

During the 2013 Virginia General Assembly legislative session, HB 2313 was enacted<sup>1</sup>. It established three revenue sources dedicated to transportation and transit for Northern Virginia and designated the Northern Virginia Transportation Authority (NVTA) as the organization responsible for managing these revenue sources.

HB 2313 included an incremental increase of 0.7 percent for the State Sales Tax; an increase of 2 percent to the Transient Occupancy Tax; and an additional \$0.15 congestion relief fee for the Grantor's Tax within the nine jurisdictions comprising the Northern Virginia Planning District. NVTA distributes "local" 30 percent (or NVTA 30%) of the proportional revenue collected to each of the jurisdictions periodically. 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 (or NVTA 70%) 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. 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 equivalent proportional share of the revenue. NVTA updated the TransAction plan in 2017 to establish a Six-Year Program (SYP) to competitively prioritize for and award NVTA 70% funding for transportation projects in the FY 2018 – FY 2023 period. Funding awards will be announced in the spring of 2018.

Additionally, towns that have a population over 3,500 within each of the respective counties are to be provided the proportional share of the NVTA 30% revenue collected within the town limits. The towns of Leesburg and Purcellville are eligible for these funds. Per HB 2313, these revenue sources must be deposited into a separate, special revenue fund for which the Transportation District Fund serves. For FY 2019, these revenues are dedicated to projects included in the FY 2019-2024 Adopted Capital Improvement Program (CIP)<sup>2</sup>.

HB 2313 also requires that the County maintain a level of funding dedicated for transportation and transit equivalent to the average amount of expenditures for transportation and transit as established for the three fiscal year period from FY 2011 to FY 2013, or approximately \$15.6 million; and that the dedicated revenue is separate from the anticipated HB 2313 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 HB 2313 revenue. It is estimated that a C&I tax levied in the County would yield approximately \$20.2 million in FY 2019. The Board of Supervisors has taken no action to levy such a tax, and consequently the FY 2019 Adopted Budget includes appropriations for transportation and transit purposes which satisfy the C&I tax equivalent requirement. The C&I equivalent for FY 2019 includes an amount equivalent to \$0.02 of the real property tax rate, or \$16,400,000, \$500,000 of cash proffer funding, and \$13,060,000 in additional local tax funding<sup>3</sup>. In accordance with the requirements of the statute, this funding is placed in a separate account within the Transportation District Fund.

### 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

<sup>1</sup> Chapter 766, 2013 Acts of Assembly

<sup>2</sup> Further details on the transportation projects utilizing HB 2313 revenues can be found within the Transportation Capital Projects section of the CIP in Volume 2 of this document.

<sup>3</sup> Additional funding is to provide for the design of Westwind Drive (State Street to Ladbrook Drive) and to support the acceleration of the construction of Crosstrail Boulevard from FY 2020 to FY 2019 to provide access to Philip A. Bolen Memorial Park. These funds are represented as a transfer of local tax funding from the General Fund through the Transportation District Fund to the Capital Projects Fund.



## Transportation District Fund

Board of Supervisors dissolved the LCTDC and elected to join the Northern Virginia Transportation Commission (NVTC), where local gasoline tax collections are received and administered in a separate Loudoun account.

In FY 2018, all County operations previously funded with gasoline tax revenue transitioned to local tax funding and an uncommitted balance of approximately \$6 million remained. In FY 2019, the County will pay Metrorail start-up operating costs totaling \$12,000,000 utilizing local gasoline tax revenues and in FY 2020, the County will pay its annual operating payment to WMATA. Payments are required 18 months in advance of the projected opening date. The projected amount of gasoline tax revenue allocated to the County for FY 2019 is \$8,487,000. Of the remaining balance reserved in FY 2018, approximately \$3.5 million is budgeted to make the total projected operating payment to WMATA.

From FY 1993 until FY 2018, the County distributed, under Board policy guidelines, gasoline tax revenues to the towns of Leesburg and Purcellville proportionate to the towns' populations of the total County population. Beginning in FY 2019, these transfers are eliminated as gasoline tax revenue is dedicated to Metrorail capital and operating costs.

Transportation and transit-related non-profit contributions and administrative contributions to transportation-related organizations previously funded by gasoline tax revenue, with the exception of administrative fees associated with the NVTC, are included in the Regional Organizations and Intergovernmental Contributions section of this document<sup>1</sup>. In FY 2019, gasoline tax revenues are used only for obligations to WMATA and fees associated with administering these revenues.

Over the long term, local gasoline tax revenue will likely not be sufficient to fully fund the County's obligation to WMATA and additional sources of revenue will need to be identified to meet these requirements. Revenue generated by the levy on the Metrorail Service Tax District must first be used to repay the TIFIA loan and other construction-related debt. These payments are estimated to end in 2042. A levy may be activated on the Station Service Tax Districts to assist in meeting the obligations to WMATA, along with other potential revenue sources the Board of Supervisors may want to consider.

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<sup>1</sup> More information is available in the Miscellaneous Section within Volume One of this document.



## Transportation District Fund

### Revenues, Expenditures, and Changes in Fund Balance (Reserves)

|  | FY 2018<br>Estimated | FY 2019<br>Adopted   | FY 2020<br>Projected |
|--|----------------------|----------------------|----------------------|
| <b>Estimated Beginning Fund Balance<sup>1</sup></b>                              | <b>\$27,269,477</b>  | <b>\$56,073,255</b>  | <b>\$58,356,668</b>  |
| <b>Revenues</b>  |                      |                      |                      |
| Metrorail Services Special Tax Districts   | \$8,610,000          | \$8,320,000          | \$8,940,000          |
| Local Gasoline Tax <sup>2</sup>  | 7,725,000            | 8,502,000            | 9,363,000            |
| NVTA Local 30%   | 17,899,501           | 19,026,000           | 19,593,000           |
| NVTA Regional 70% <sup>3</sup>   | 33,500,000           | 38,212,000           | 47,492,000           |
| Interest   | 8,000                | 8,000                | 8,000                |
| Transfer From The General Fund <sup>4</sup>                                      | 30,200,000           | 29,460,000           | 20,562,593           |
| Transfer From The Public Facilities Fund   | 1,903,124            | 500,000              | 500,000              |
| Use of Prior Year Fund Balance – Gas Tax   | 0                    | 3,508,160            | 3,147,500            |
| Use of Prior Year Fund Balance   | 0                    | 0                    | 149,138              |
| <b>Total – Revenues</b>  | <b>\$99,845,625</b>  | <b>\$107,536,160</b> | <b>\$109,755,231</b> |
| <b>Expenditures</b>  |                      |                      |                      |
| Local Gasoline Tax <sup>5</sup>  | \$1,664,222          | \$12,010,160         | \$12,510,500         |
| Towns  | 931,507              | 0                    | 0                    |
| Transportation/Transit   | 711,129              | 12,000,000           | 12,500,000           |
| Administrative   | 21,586               | 10,160               | 10,500               |
| HB 2313 Local (30%) – NVTA Administrative Fees                                   | 256,865              | 237,825              | 245,097              |
| HB 2313 Local (30%) – Transfer to Capital Fund                                   | 18,517,636           | 18,788,175           | 19,347,903           |
| HB 2313 Regional (70%) – Transfer to Capital Fund                                | 33,500,000           | 38,212,000           | 47,492,000           |
| Transportation Capital Project – Transfer to Capital Fund                        | 17,103,124           | 29,960,000           | 21,062,593           |
| Metrorail Construction Debt Service – Transfer to Debt Service Fund <sup>6</sup> | 0                    | 6,044,587            | 9,097,138            |
| <b>Total – Expenditures</b>  | <b>\$71,041,847</b>  | <b>\$105,252,747</b> | <b>\$109,755,231</b> |
| <b>Estimated Impact to Fund Balance</b>  | <b>\$28,803,778</b>  | <b>\$2,293,413</b>   | <b>\$0</b>           |
| <b>Projected Year End Fund Balance</b>   | <b>\$56,073,255</b>  | <b>\$58,356,668</b>  | <b>\$58,356,668</b>  |

<sup>1</sup> Source for Beginning Fund Balance – FY 2017 Comprehensive Annual Financial Report (CAFR)

<sup>2</sup> Includes interest on investments from NVTC holding account

<sup>3</sup> The final amount of NVTA 70% funding for FY 2018 will be announced in spring 2018.

<sup>4</sup> This transfer includes the equivalent of \$0.02 of the real property tax rate. In FY 2018, \$15,000,000 of General Fund balance was transferred to the Transportation District Fund for Metrorail Contingency funding.

<sup>5</sup> The table on the following page provides detail for local gasoline tax expenditures.

<sup>6</sup> Debt service beginning in FY 2019 is interest only per the TIFIA loan agreement.



## Transportation District Fund

### Local Gasoline Tax Appropriations

|   | FY 2018<br>Revised | FY 2019<br>Adopted <sup>1</sup> | FY 2020<br>Projected |
|---|--------------------|---------------------------------|----------------------|
| <b>Towns<sup>2</sup></b>                                    |                    |                                 |                      |
| Town of Leesburg  | \$787,774          | \$0                             | \$0                  |
| Town of Purcellville  | 143,733            | 0                               | 0                    |
| <b>Expenditure Subtotal—Towns</b>                           | <b>\$931,507</b>   | <b>\$0</b>                      | <b>\$0</b>           |
| <b>Transportation/Transit</b>                               |                    |                                 |                      |
| American Red Cross  | \$38,916           | \$0                             | 0                    |
| ECHO  | 37,200             | 0                               | 0                    |
| Loudoun Volunteer Caregivers                                | 173,565            | 0                               | 0                    |
| Virginia Regional Transit – Rural Fixed Route Service       | 461,448            | 0                               | 0                    |
| Washington Metropolitan Area Transit Authority (WMATA)      | 0                  | 12,000,000                      | 12,500,000           |
| <b>Expenditure Subtotal—Transportation/Transit Projects</b> | <b>\$711,129</b>   | <b>\$12,000,000</b>             | <b>\$12,500,000</b>  |
| <b>Administrative Contributions</b>                         |                    |                                 |                      |
| Dulles Area Transportation Association                      | \$12,000           | \$0                             | 0                    |
| Northern Virginia Transportation Commission (NVTC)          | 9,586              | 10,160                          | 10,500               |
| <b>Expenditure Subtotal—Administrative Contributions</b>    | <b>\$21,586</b>    | <b>\$10,160</b>                 | <b>\$10,500</b>      |
| <b>Total—Expenditures</b>                                   | <b>\$1,664,222</b> | <b>\$12,010,160</b>             | <b>\$12,510,500</b>  |

<sup>1</sup> Payments to non-profit organizations previously funded with gasoline tax revenues are included in the Regional Organization and Intergovernmental Contributions section in Volume One of this document. Administrative contributions to NVTC will continue to be paid from gasoline tax revenues.

<sup>2</sup> Until the end of FY 2018, the towns of Leesburg and Purcellville received a percentage of local gasoline tax revenue proportional to their share of the County's total population. The FY 2019 Adopted Budget eliminates these contributions and reallocates those revenues to support the County's contribution to WMATA.



# Fiscal Trends

FY 2019 Adopted Budget

## Contents

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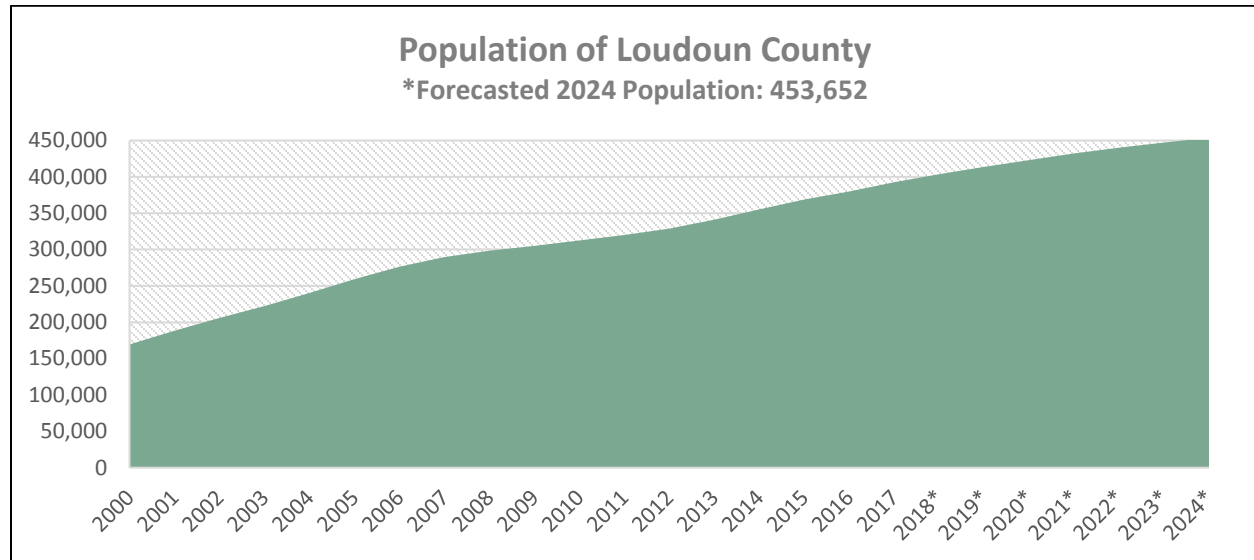




## DEMOGRAPHIC AND ECONOMIC TRENDS

### Population

Loudoun County has been one of the fastest growing counties in the nation since the late 1990s. Between 2010 and 2017 Loudoun was ranked the nineteenth fastest growing county in the nation and number nine for jurisdictions with populations over 100,000. The County's forecasted 2019 population is 413,612. In 2024, the County's population is forecasted to be 453,652, which is an increase of 45 percent from 2010.



Sources: U.S. Census Bureau, *Census 2000* and *Census 2010*; Loudoun County, *2017 Fiscal Impact Committee Guidelines*.

### 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                  | 320,171    | 2.5%                               |
| 2012  | Estimate                  | 328,890    | 2.7%                               |
| 2013  | Estimate                  | 341,187    | 3.7%                               |
| 2014  | Estimate                  | 354,983    | 4.0%                               |
| 2015  | Estimate                  | 368,669    | 3.9%                               |
| 2016  | Estimate                  | 379,807    | 3.0%                               |
| 2017  | Estimate                  | 392,711    | 3.4%                               |
| 2018* | Forecast                  | 403,815    | 2.8%                               |
| 2019* | Forecast                  | 413,612    | 2.4%                               |
| 2020* | Forecast                  | 422,946    | 2.3%                               |
| 2021* | Forecast                  | 432,113    | 2.2%                               |
| 2022* | Forecast                  | 439,961    | 1.8%                               |
| 2023* | Forecast                  | 447,170    | 1.6%                               |
| 2024* | Forecast                  | 453,652    | 1.4%                               |



## Demographic and Economic Trends

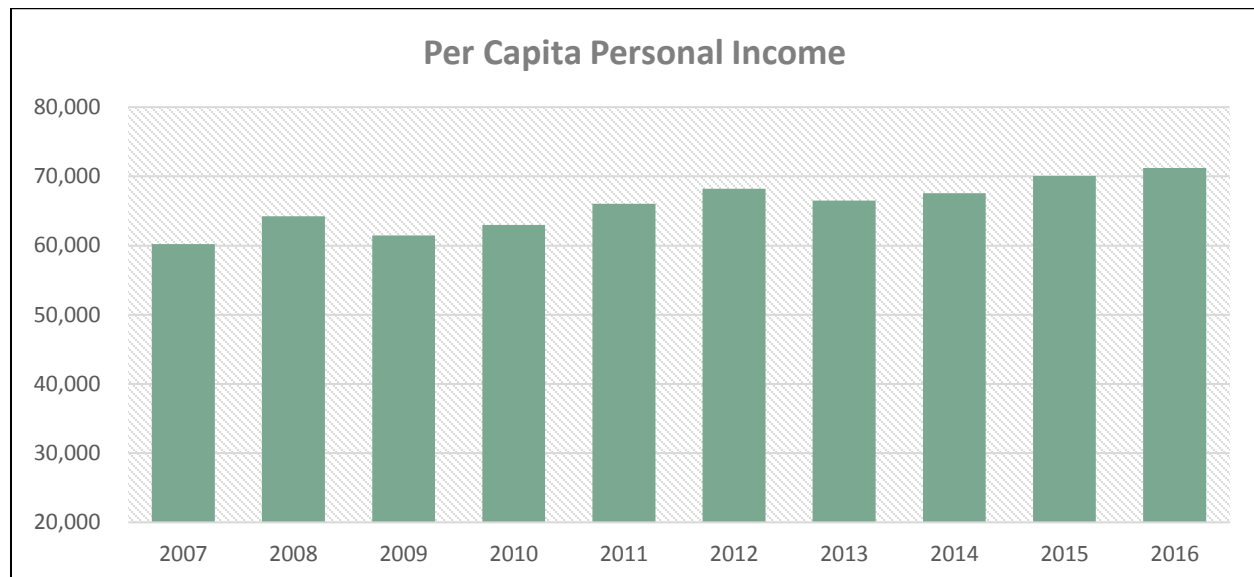
### Income

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 2012-2016 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 2016, Loudoun's median was \$134,464, more than twice the national median of \$57,617, and nearly twice Virginia's median of \$68,114. Compared to the Washington, DC, Metropolitan Statistical Area's (MSA) median of \$95,843, Loudoun was 40 percent higher.

On a per capita basis, the personal income of Loudoun County residents increased at an average annual rate of 1.9 percent per year from 2007 through 2016. Loudoun County's 2016 per capita income ranked in the top two percent in the United States, placing 61st 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 |
|------|----------------------------|
| 2007 | \$60,232                   |
| 2008 | 64,256                     |
| 2009 | 61,471                     |
| 2010 | 62,979                     |
| 2011 | 66,042                     |
| 2012 | 68,208                     |
| 2013 | 66,517                     |
| 2014 | 67,577                     |
| 2015 | 70,046                     |
| 2016 | 71,218                     |

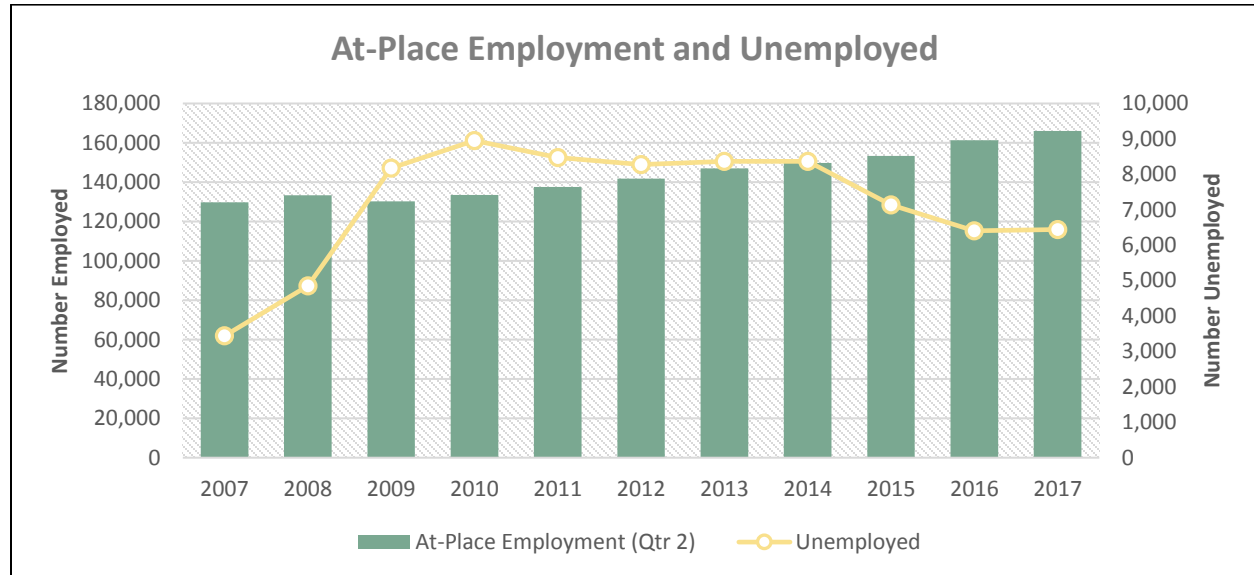


Source: U.S. Bureau of Economic Analysis (November 16, 2017).

## 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 2006 and 2016. 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 seven consecutive years; and the number of unemployed residents declined by 728 persons or 10 percent from 2015 to 2016.



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 2017 is:

| Industry Sector                               | No. of Employees | Percentage    |
|---|------------------|---------------|
| Natural Resources and Mining                  | 668              | 0.4%          |
| Construction                                  | 16,134           | 9.7%          |
| Manufacturing                                 | 7,041            | 4.2%          |
| Trade, Transportation, and Warehousing        | 35,913           | 21.6%         |
| Information                                   | 7,081            | 4.3%          |
| Financial Activities                          | 5,675            | 3.4%          |
| Professional and Business Services            | 31,771           | 19.1%         |
| Education and Health Services                 | 28,737           | 17.3%         |
| Leisure and Hospitality                       | 20,813           | 12.5%         |
| Other Services (except Public Administration) | 5,546            | 3.3%          |
| Public Administration                         | 6,090            | 3.7%          |
| Unclassified                                  | 589              | 0.4%          |
| <b>Total All Industries</b>                   | <b>166,058</b>   | <b>100.0%</b> |



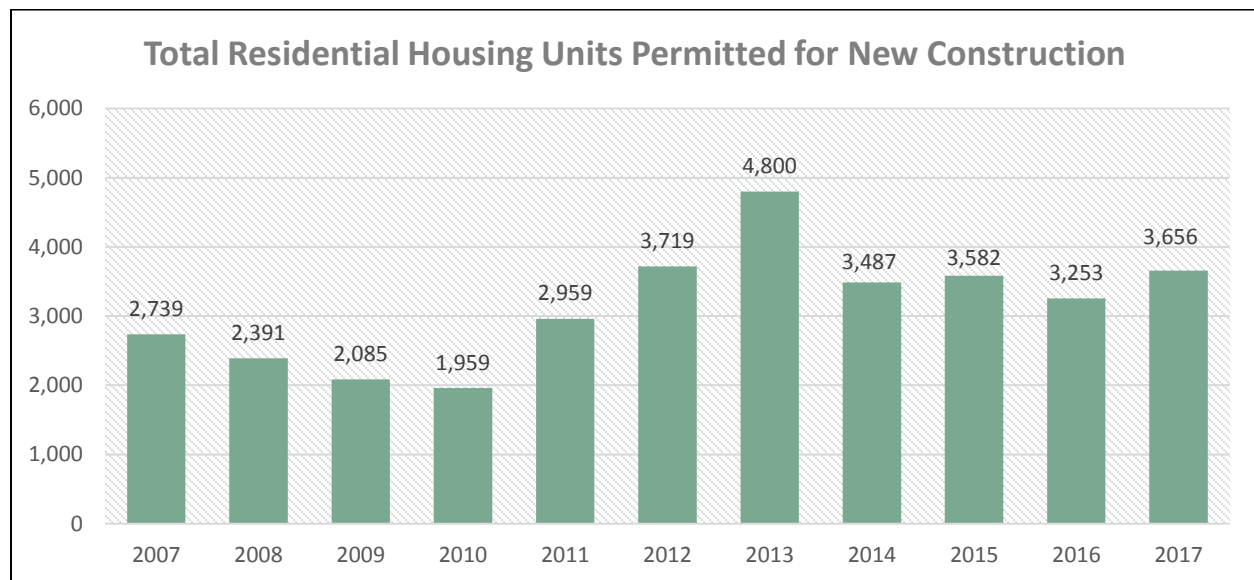
## Demographic and Economic Trends

### Residential Construction

In 2017, the County issued building permits for 3,656 new residential units, all of which were for housing units and none 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 3,656 housing units, 39 percent were for single-family detached, 28 percent for single-family attached, and 33 percent for multi-family units.

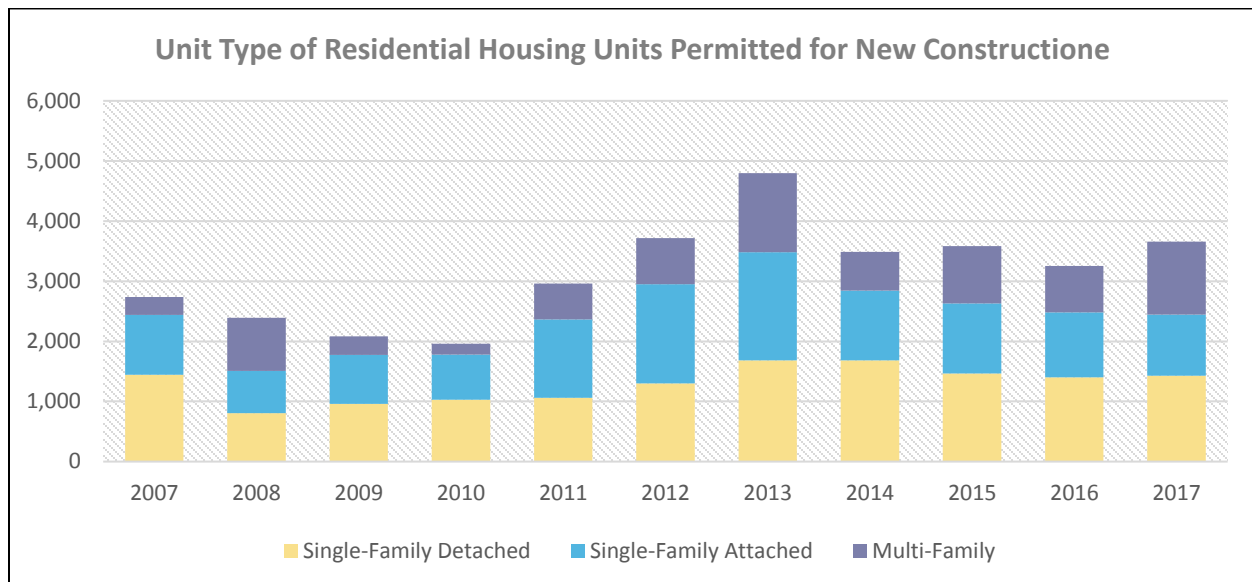
The number of building permits issued for new residential housing unit construction declined from 2005 to 2010 due to the effects of the nationwide housing crisis and recession. The post-recession recovery of the housing market was evident in 2011 with the large increase in building permits from 2010 to 2011. The years 2012 to 2017 exceeded the recession levels and the 2011 level. The 2017 residential housing unit permitting level in Loudoun was 12.4 percent more than in 2016. Loudoun continues to have one of the highest annual counts of residential permitting 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



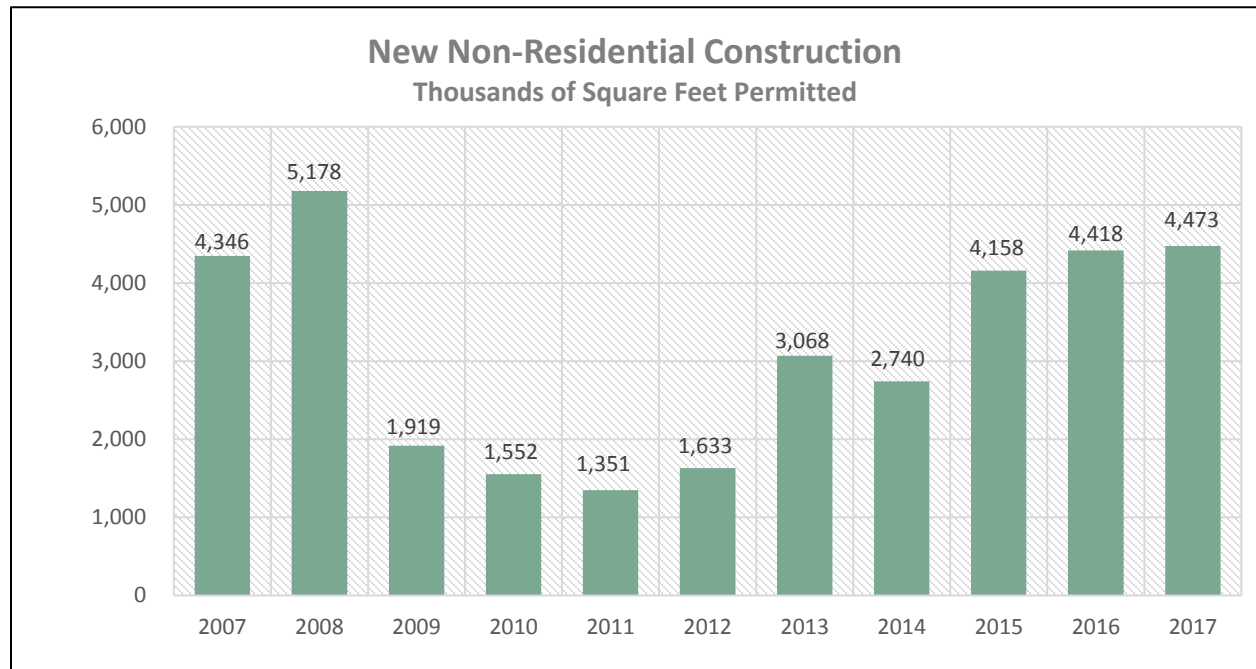
Source: Loudoun County Department of Building and Development. Compiled by: Loudoun County Department of Planning and Zoning.



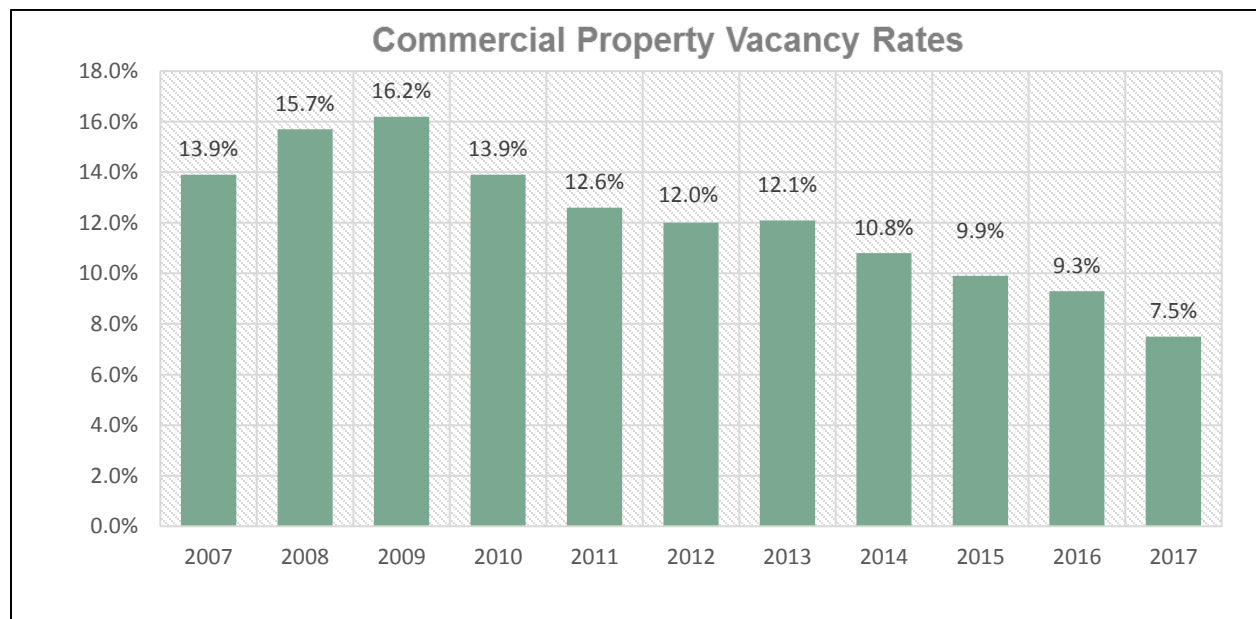
## Demographic and Economic Trends

### 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. In 2015 there was a substantial increase and 2016 and 2017 continued the upward trend. The increases are due in part to permitting for new data centers. The 2017 amount was the highest annual amount permitted since 2007.



Source: Loudoun County Department of Building and Development. Compiled by: Loudoun County Department of Planning and Zoning.



Source: CoStar, average vacancy for each year for the combined set of properties classified as office, industrial, or flex. Compiled by: Loudoun County Department of Economic Development.

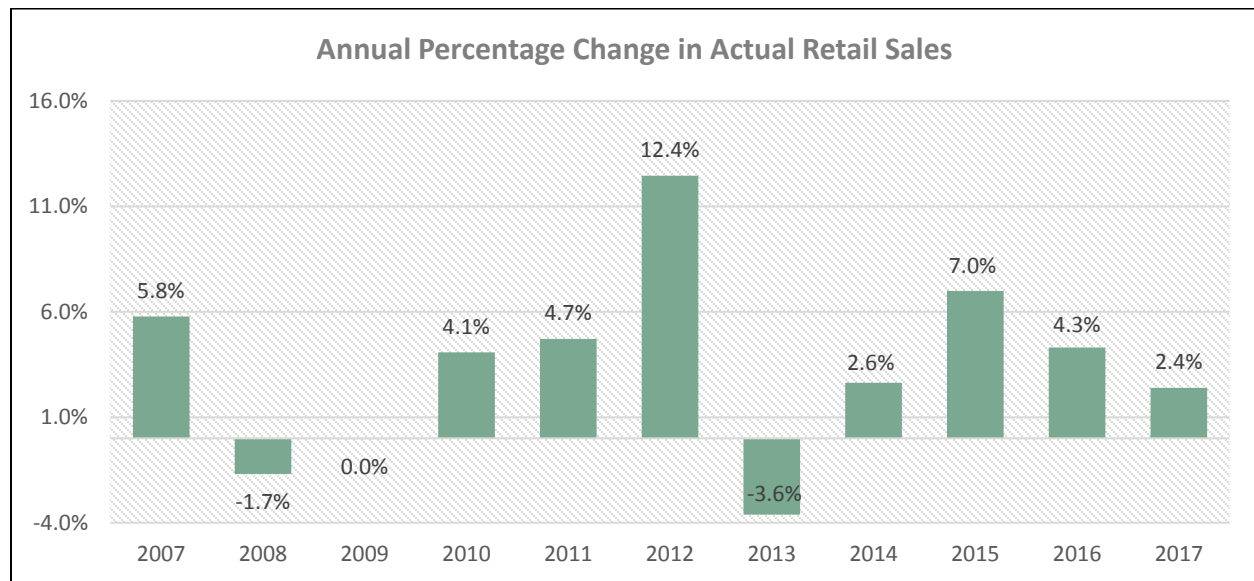




## Demographic and Economic Trends

### Retail Sales

Population growth and new retail development in Loudoun County have generally caused annual retail sales of tangible goods to increase over time. The decline in retail sales 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 percentage change to be overstated (and the 2013 change understated) relative to the value that would have occurred in the absence of any reporting errors. The retail sales reported for localities by the Virginia Department of Taxation, which administers the collection and distribution of sales and use taxes, only includes items that are subject to the general sales tax. State law exempts a host of goods from the sales tax, including motor vehicles (which are subject to a motor vehicle sales and use tax), travel trailers, motor vehicle fuels, newspapers not sold in newsstands, and a number of others.



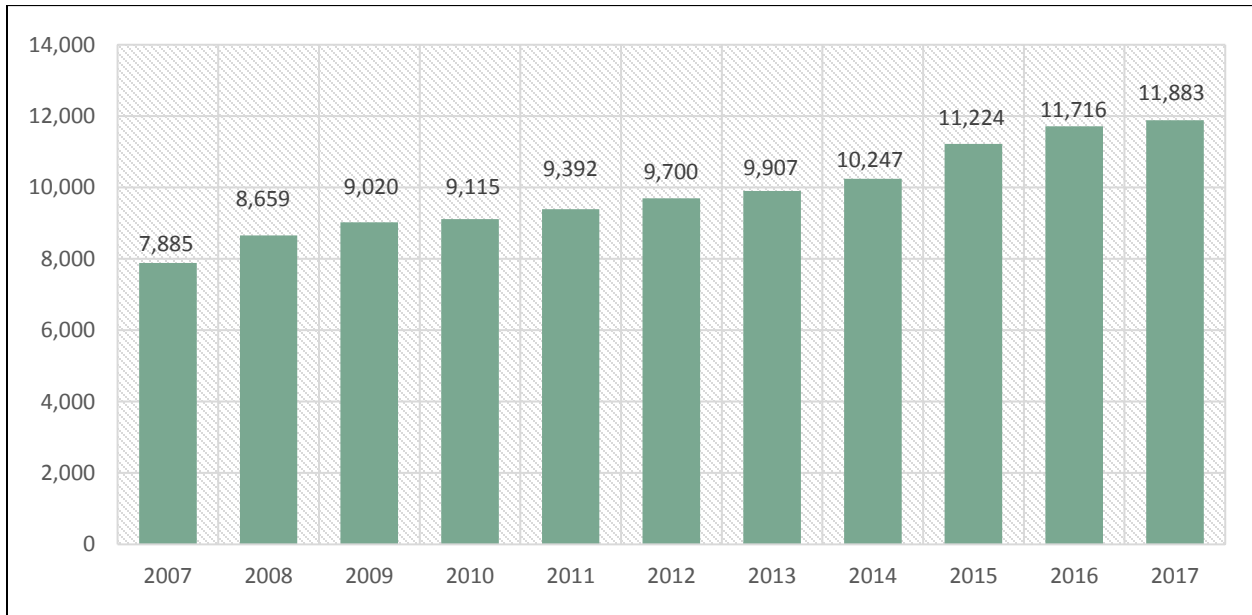
Source: Virginia Department of Taxation.

Note: Reported sales for 2012 included a correction for under-reported sales from previous years. 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 2007, the number of business payroll 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 at more than one location, or are engaged in multiple services or products that fall under different classifications. The annual growth in business establishments has been 4.2 percent per year over the past ten years.



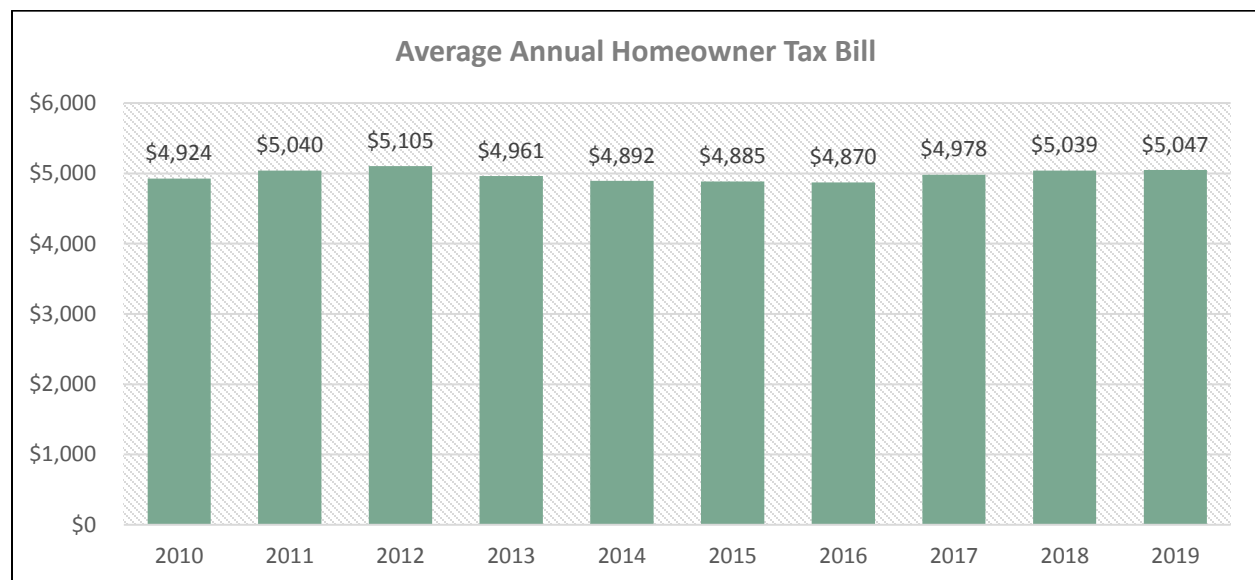
Source: Virginia Employment Commission, Second Quarter Data.

## 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 | Average Assessed Home Value | Average Tax Bill |
|---------------|-------------|----------|-----------------------------|------------------|
| 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  | \$429,100                   | \$4,870          |
| 2016          | 2017        | \$1.145  | \$434,800                   | \$4,978          |
| 2017          | 2018        | \$1.125  | \$447,700                   | \$5,037          |
| 2018          | 2019        | \$1.085  | \$465,200                   | \$5,047          |



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.

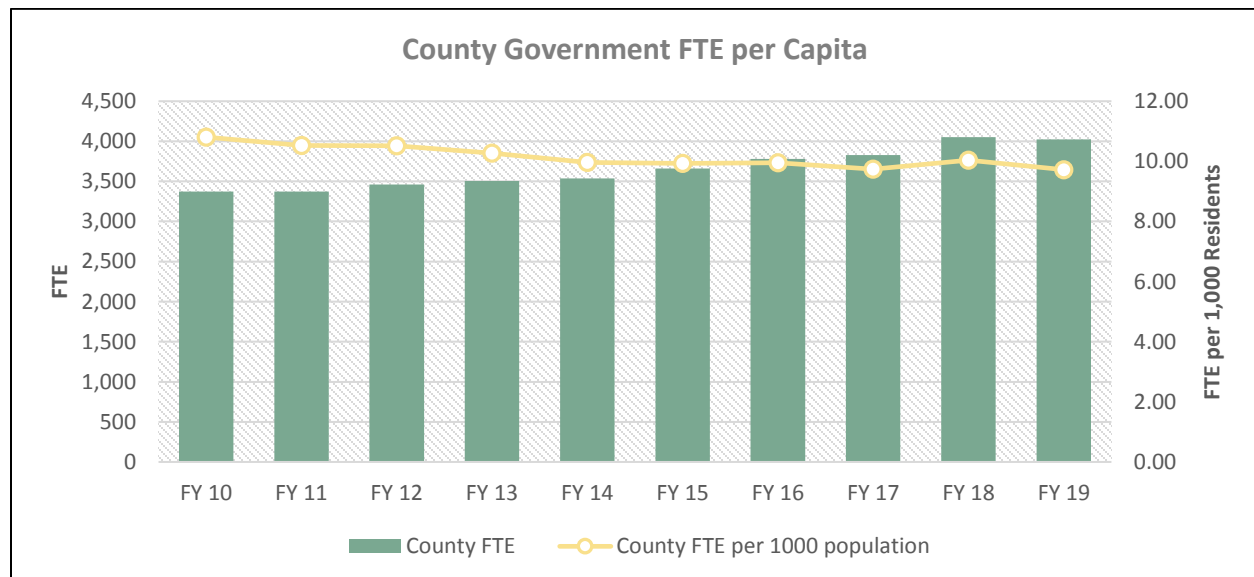
## Demographic and Economic Trends

### 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 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 |
|-------------|--------------------------|
| 2010        | 10.81                    |
| 2011        | 10.53                    |
| 2012        | 10.52                    |
| 2013        | 10.27                    |
| 2014        | 9.96                     |
| 2015        | 9.93                     |
| 2016        | 9.95                     |
| 2017        | 9.75                     |
| 2018        | 10.04                    |
| 2019        | 9.72                     |



Source: Loudoun County Department of Management and Budget.<sup>1</sup>

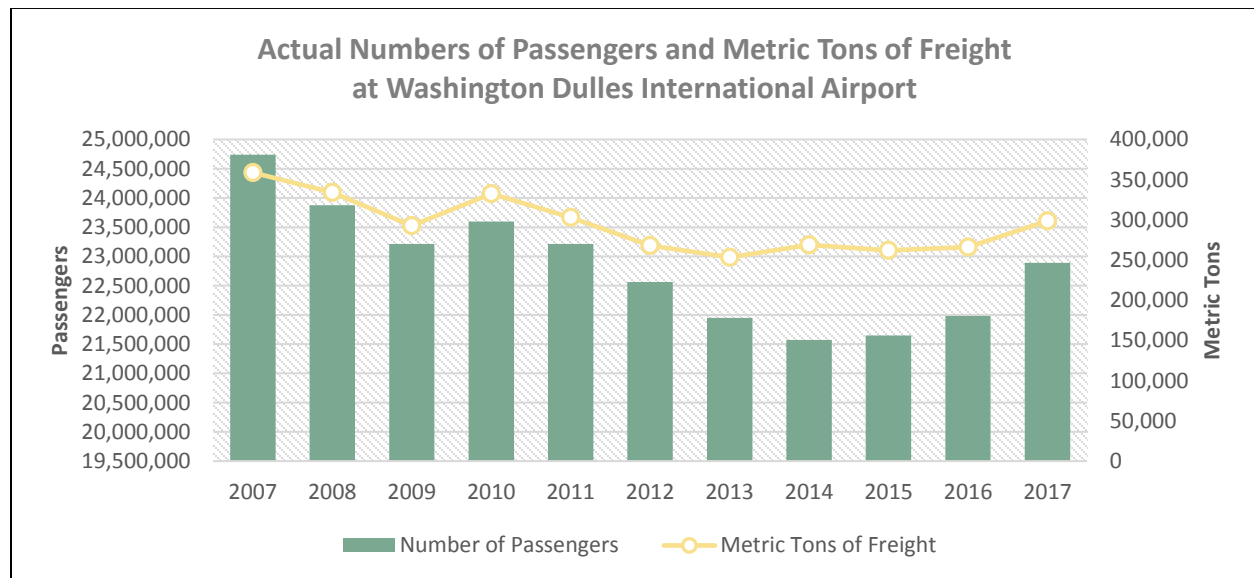
<sup>1</sup> Beginning in FY 2019 with the full implementation of the Human Capital Management module of Oracle, all single incumbent positions with authorized weekly hours of 37.5 or greater are now assigned an FTE value of 1.00. In prior years, authorized weekly hours greater than 37.5 were assigned FTE values greater than 1.00. This recalculation caused a reduction of total FTE, but not the number of personnel.

## 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 fell from 2010 to 2014 as international travel did not increase 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. Since 2015 passenger traffic has again increased. 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. In 2017, Air India, LAN Peru, and Air Canada commenced nonstop service to Delhi, Lima, and Toronto, respectively. Virginia's 2016-18 biennium budget included 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:

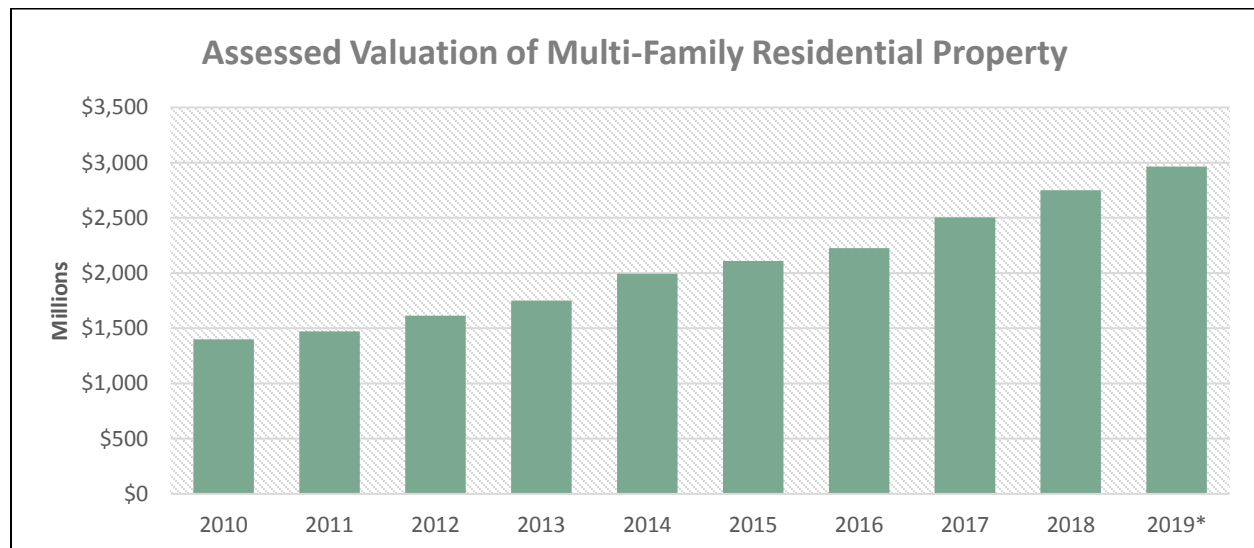
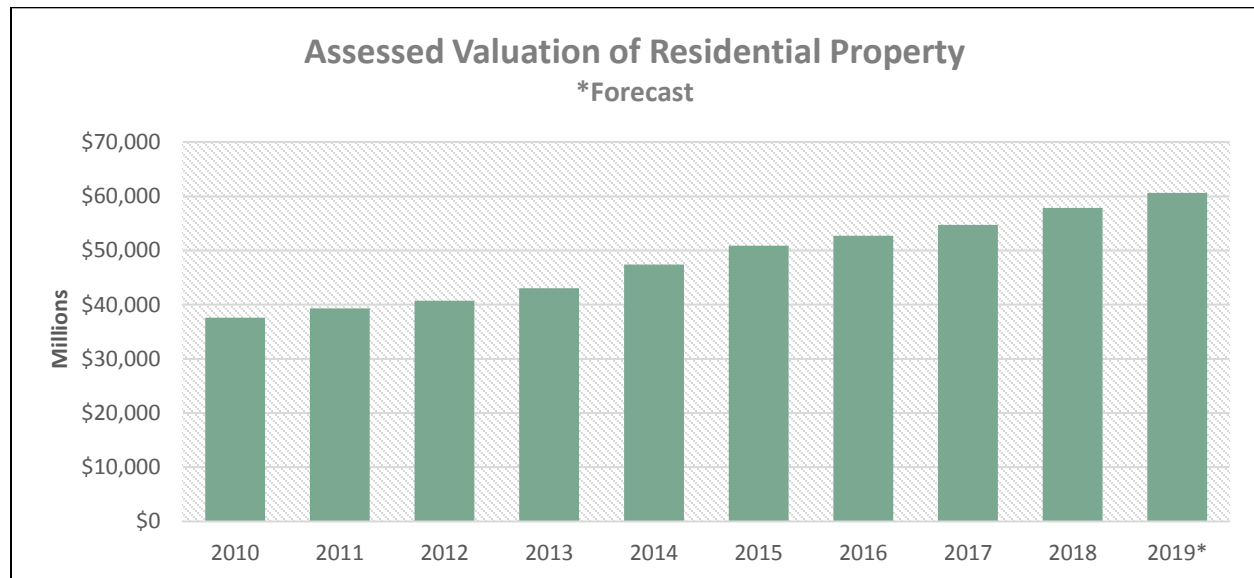
1. Loudoun County Public Schools
2. Loudoun County Government
3. Verizon
4. United Airlines
5. U.S. Department of Homeland Security
6. Raytheon
7. Orbital ATK
8. Inova Loudoun Hospital
9. Swissport USA Inc.
10. Dynalectric
11. Walmart
12. U.S. Postal Service
13. AOL Inc.
14. Air Serv Corp.
15. Wegman's Food Markets Inc.
16. Loudoun Medical Group
17. Harris Teeter
18. Gate Gourmet
19. U.S. Department of Transportation
20. Giant Food Stores
21. Metro Washington Airports Authority
22. Costco
23. The Home Depot
24. W.E. Bowers & Associates
25. JK Moving & Storage
26. Toll Brothers
27. Club Demonstration Services
28. Howard Hughes Medical Institute
29. Rosendin Electric
30. Northern Virginia Community College
31. Town of Leesburg
32. McDonald's
33. Target
34. Neustar

Source: Virginia Employment Commission, Quarterly Census of Employment and Wages, Second Quarter 2017. 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 2018. 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. Price appreciation increased during 2017 coincident with a decline in the active inventory of homes for sale. 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.



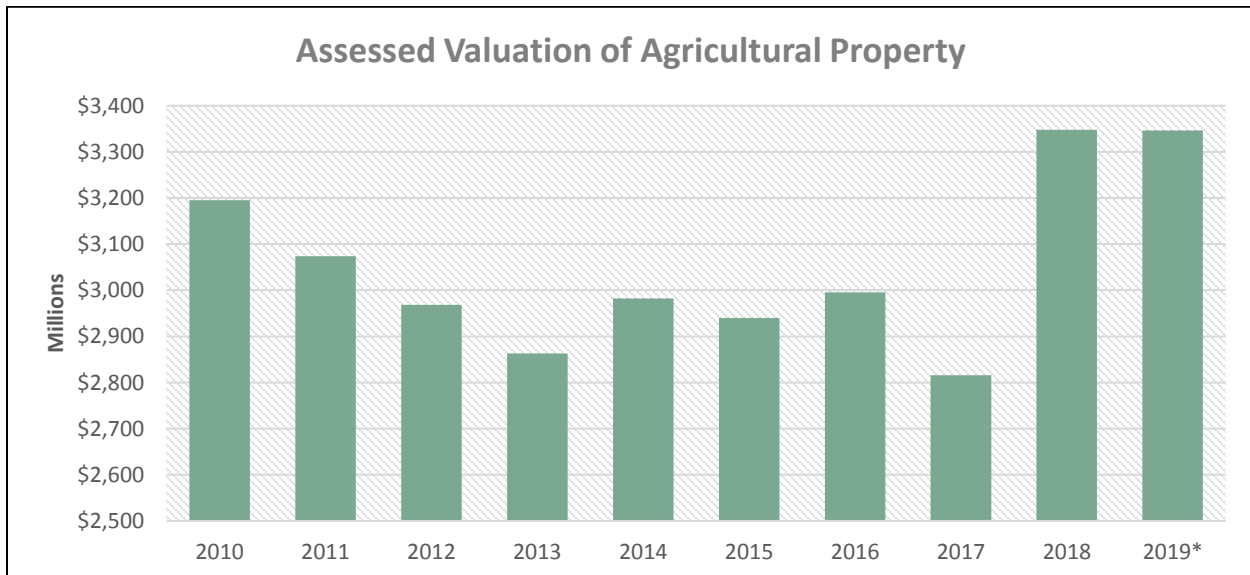
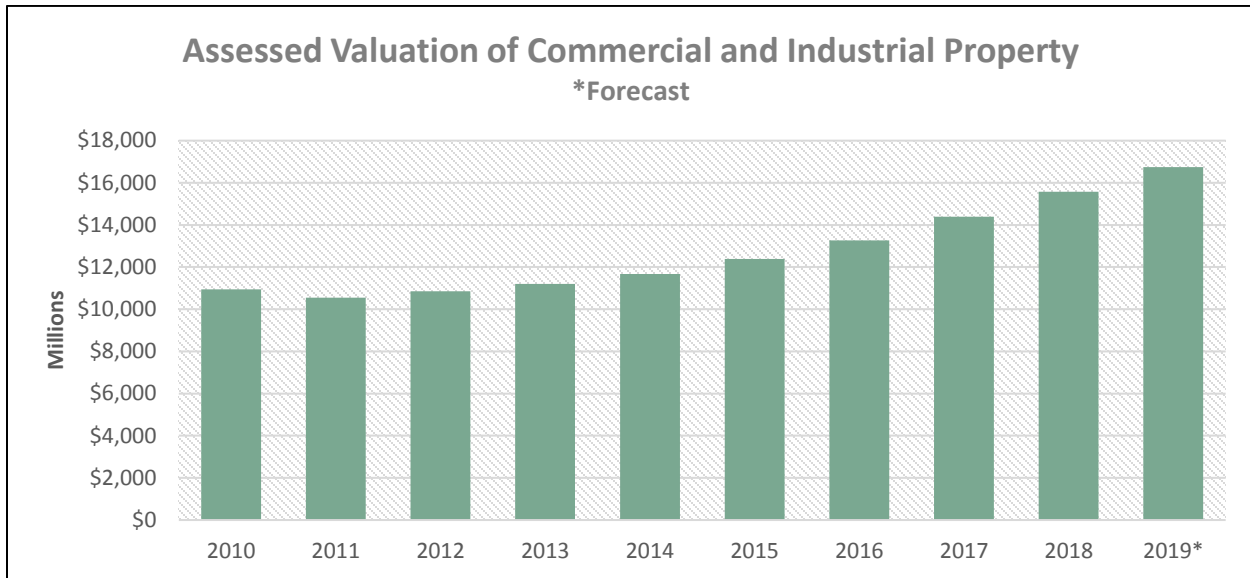
Source: Commissioner of the Revenue; Department of Management & Budget.



## 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 2010 but has grown steadily since 2011 and is forecasted to increase during 2018, as indicated by the higher value on January 1, 2019 as compared to the 2018 value. Agricultural property fair market values experienced a sharp decline in 2009 and continued to decline through 2013. Fair market value has fluctuated from year to year after 2013. A portion of agricultural property is taxed on its use value (as agricultural, horticultural, or open space) rather than its fair market value.

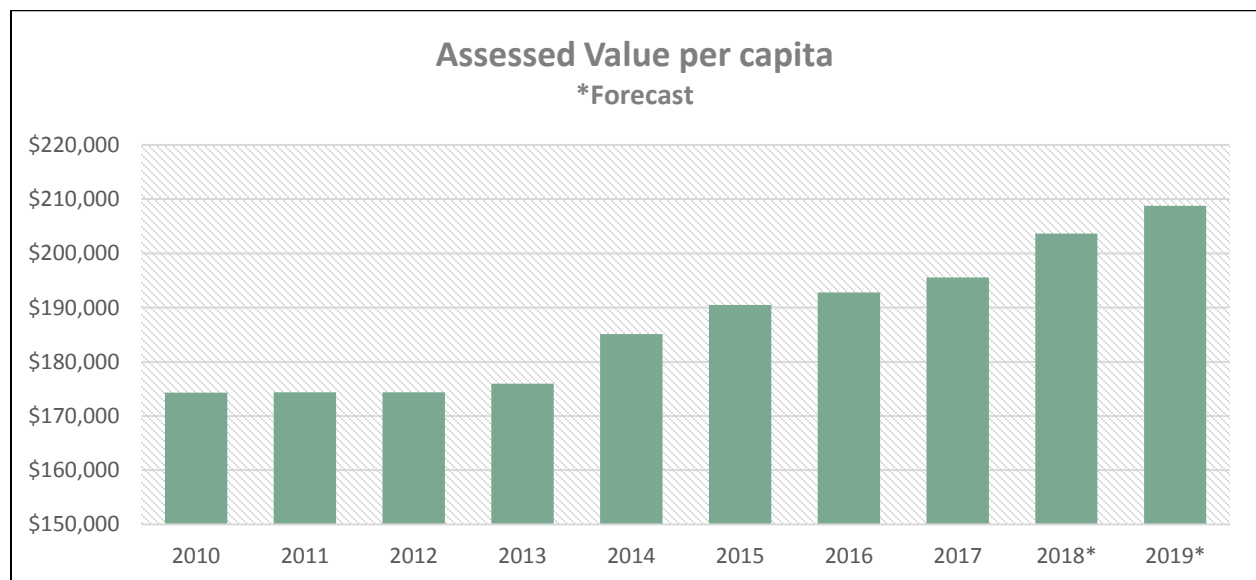


Source: Commissioner of the Revenue; Department of Management & Budget.

## 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. Since 2010, the ratio has steadily increased at varying rates as real estate prices and construction activity have improved. The comparatively large increase from 2013 to 2014 coincided with significant appreciation in both residential and commercial property values. Annual property appreciation during 2014, 2015 and 2016 was more modest, and most of the increase in the assessed value per capita during these years was due to development of new buildings and parcel improvements. The rate of appreciation accelerated again in 2017.



Source: U.S. Census Bureau (2010); Commissioner of the Revenue; Department of Management & Budget.



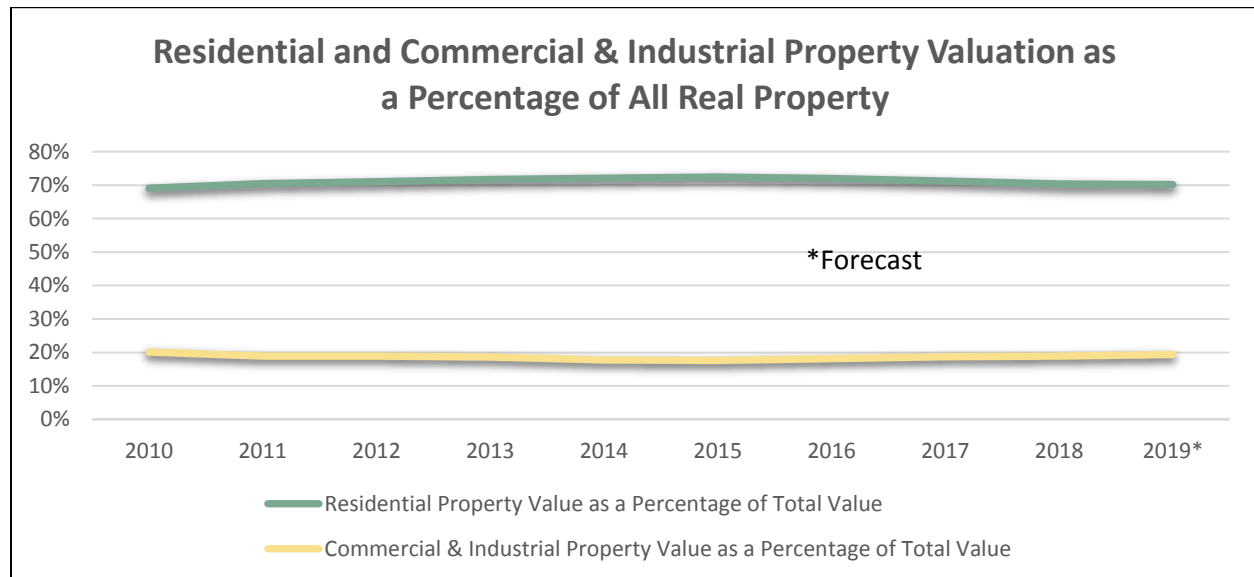
## Assessed Value and Tax Rates

### Residential and Business Property – Share of Real Property Valuation

From 2003 through 2006 rapidly rising residential property values caused the residential share of assessed property value to increase to 76 percent while the commercial and industrial share 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<br>as a % of Total | Commercial and Industrial<br>Property Value as a % of Total |
|-------|---|---|
| 2010  | 69%   | 20%   |
| 2011  | 70%   | 19%   |
| 2012  | 71%   | 19%   |
| 2013  | 72%   | 19%   |
| 2014  | 72%   | 18%   |
| 2015  | 72%   | 18%   |
| 2016  | 72%   | 18%   |
| 2017  | 71%   | 19%   |
| 2018  | 70%   | 19%   |
| 2019* | 70%   | 19%   |

\*Forecast

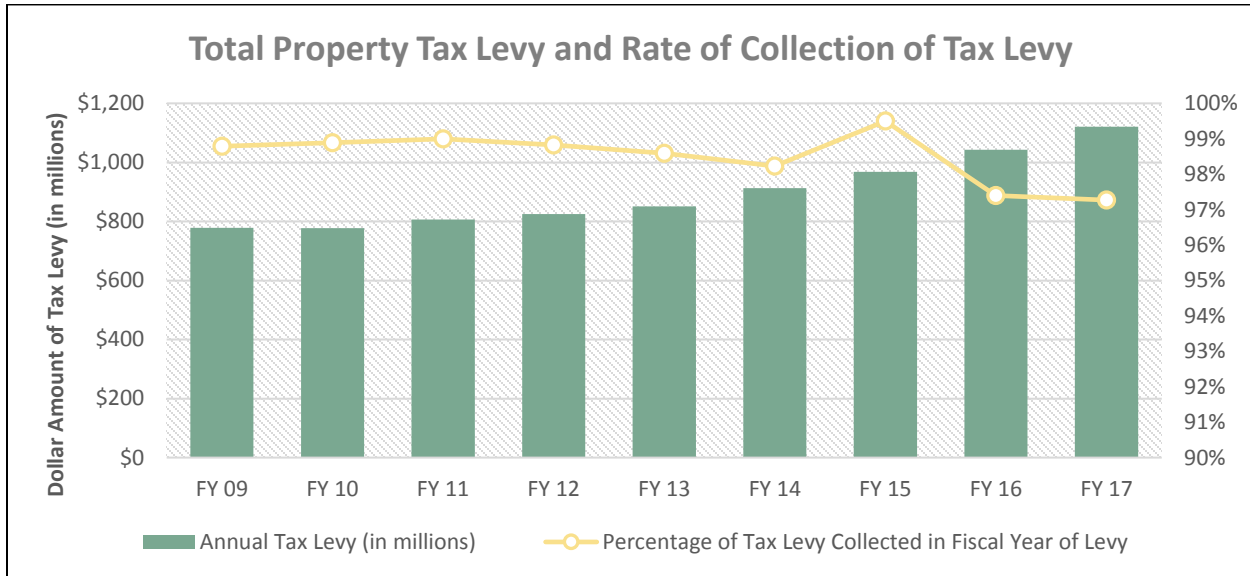


Source: Commissioner of the Revenue; Department of Management & Budget.

## 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, increased as the County has grown. The percentage of the tax levy actually collected within the fiscal year in which the levy occurs is also shown. This percentage averaged 98.8 percent in FY 2009 through FY 2015. The percentage is somewhat lower in FY 2016 and FY 2017 but most of the remaining levy that is not received in the year of the levy is eventually collected. Table I in the Comprehensive Annual Financial Report for FY 2017 shows the total collections to date for all fiscal years since 2008. For the years prior to FY 2017, the percentage of the annual levy collected as of the end of FY 2017 was greater than 99.9 percent for all years.



Source: Comprehensive Annual Financial Report for FY 2017, page 168.

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

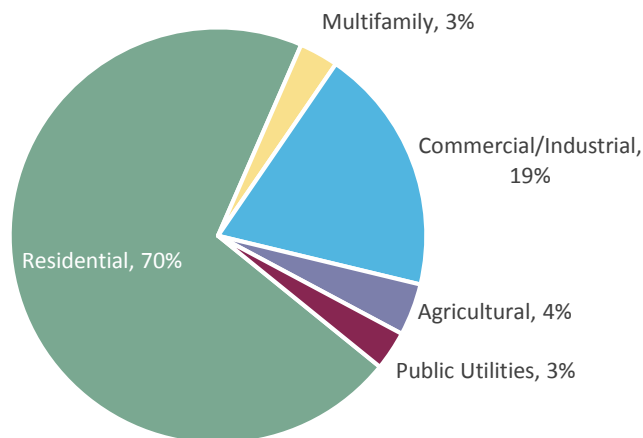
There were large increases in taxable real property fair market values from 2002 through 2006, reaching a peak growth of 36 percent from January 1, 2005, to January 1, 2006. This increase was primarily the result of increased residential and commercial/industrial valuation. Residential valuation decreased 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 2018.

**Taxable Real Property Assessed Values by Land Use Category for Loudoun County: January 1, 2008 – 2019**

| Year              | Residential    | Multifamily   | Commercial & Industrial | Agricultural <sup>1</sup> | Public Utilities <sup>2</sup> | Total          |
|-------------------|----------------|---------------|-------------------------|---------------------------|-------------------------------|----------------|
| 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              | 50,865,710,531 | 2,110,058,410 | 12,381,928,857          | 2,940,245,016             | 1,929,654,077                 | 70,227,596,891 |
| 2016 <sup>3</sup> | 52,693,724,262 | 2,224,266,480 | 13,259,311,949          | 2,995,288,600             | 2,052,149,067                 | 73,224,740,358 |
| 2017              | 54,727,757,100 | 2,503,722,560 | 14,384,398,993          | 2,815,696,720             | 2,379,943,893                 | 76,811,519,266 |
| 2018              | 57,872,425,690 | 2,751,431,570 | 15,579,308,630          | 3,347,546,494             | 2,678,323,708                 | 82,229,036,092 |
| 2019*             | 60,606,496,569 | 2,963,386,427 | 16,750,676,616          | 3,346,124,833             | 2,691,715,327                 | 86,358,399,772 |

Source: Commissioner of the Revenue; Department of Management & Budget. \*Forecast

**Forecasted Taxable Real Property Assessed Value Shares for 2019**



<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. 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> The January 1, 2016 valuations for the Commercial/Industrial and Public Utilities classes reflect the December 2015 sale of a former public utility property worth approximately \$290 million to a private, non-public utility owner. This sale caused the property to be re-classified from Public Utility to Commercial/Industrial effective January 1, 2016.



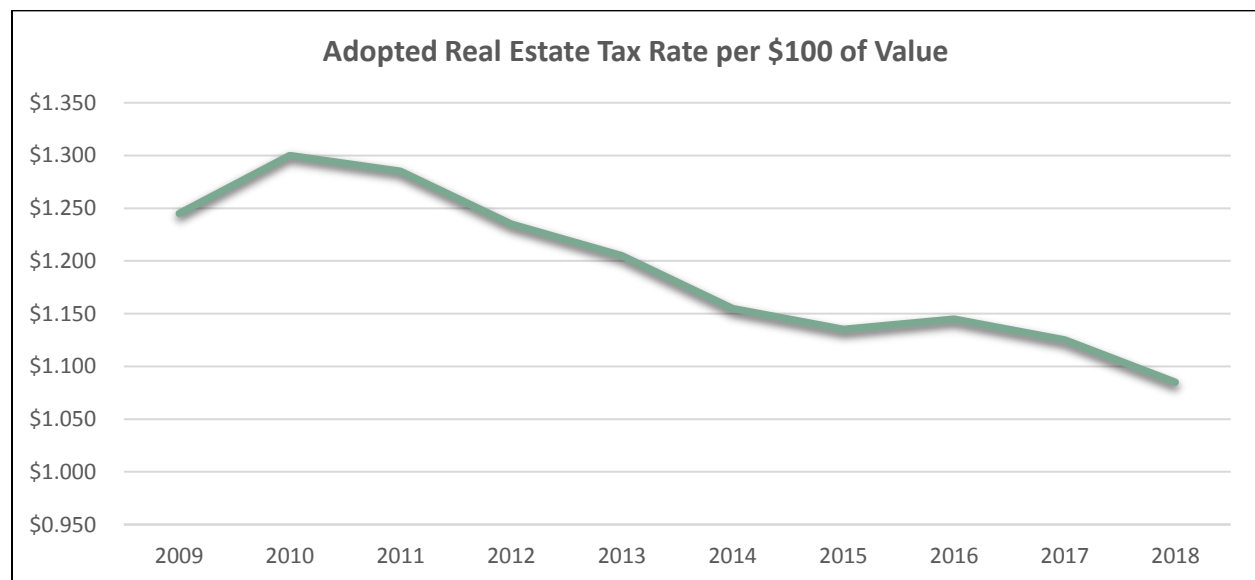
## Assessed Value and Tax Rates

### 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 |
|---------------|----------------------|----------------------------|----------------------------|--------------------------|
| 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                     |
| 2017          | 1.125                | 4.20                       | 2.75                       | 4.00                     |
| 2018          | 1.085                | 4.20                       | 2.75                       | 4.00                     |

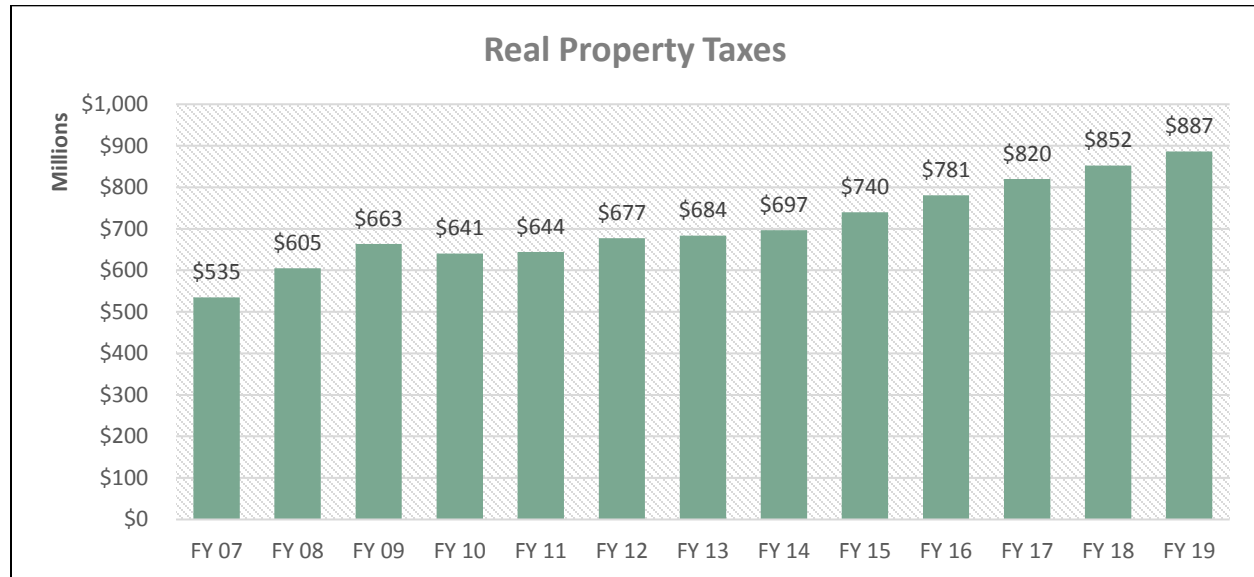
Note: The tax rate on the real estate and on non-motor vehicle personal property of public utilities is the same as the real estate tax rate. Public utility vehicles are taxed at the personal property tax rate.



## REVENUES AND EXPENDITURES

### Real Property Taxes

The FY 2019 budgeted real property tax revenue is four percent higher than the amount budgeted in FY 2018. The real property tax is the County's largest revenue source. For FY 2019, the budgeted real property tax revenue comprises 56.1 percent of General Fund Revenue net of Other Financing Sources (i.e., transfers from other funds and use of prior-year fund balance). Budgeted real property tax revenue also represents 51.2 percent of the total County Government and Schools budgeted operating expenditures.



<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.

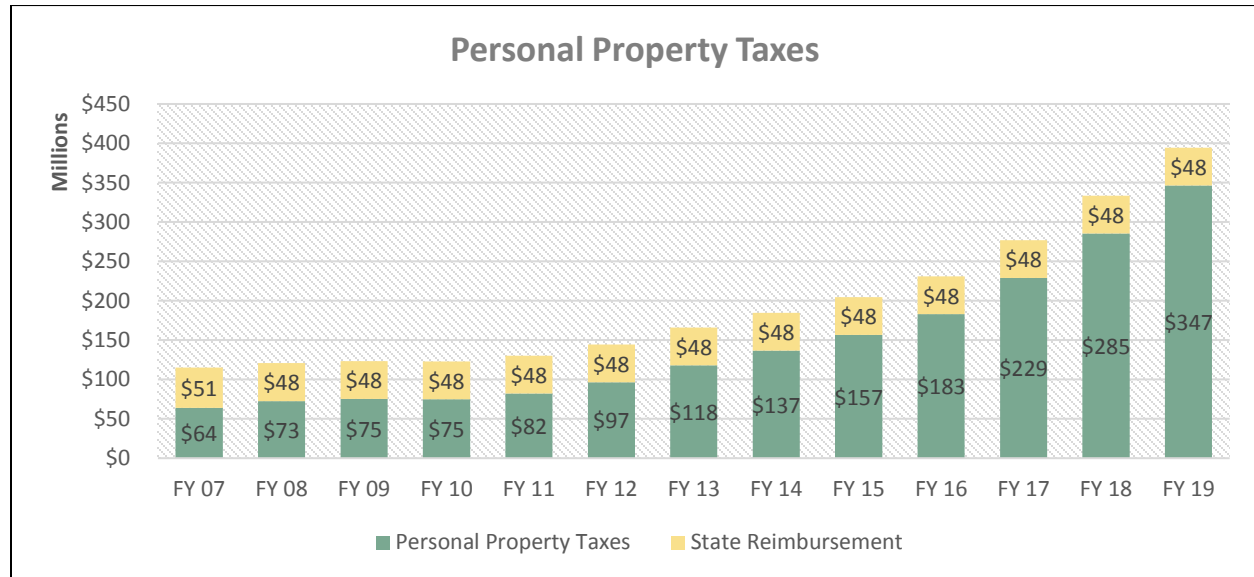




## Revenues and Expenditures

### Personal Property Taxes

The budgeted personal property tax revenue for FY 2019 is 18 percent higher than budgeted amount for FY 2018. The major contributors to the revenue increase include data center development, with the attendant increase in computer equipment, and higher motor vehicle values. The general personal property tax rate has remained at \$4.20 per \$100 of assessed value since 1988.



2

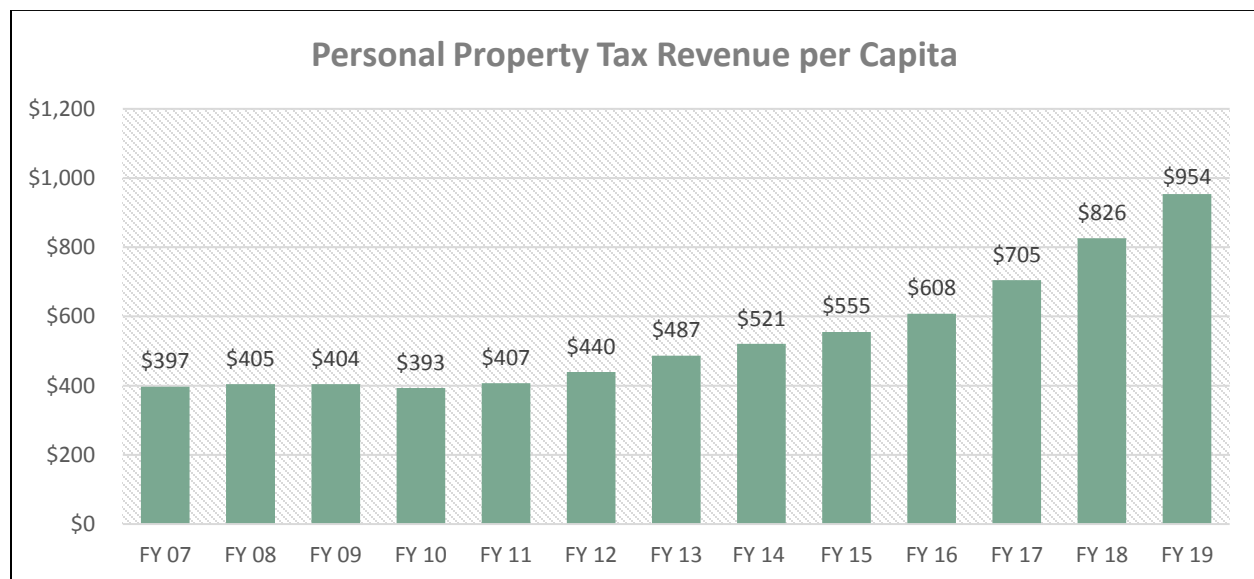
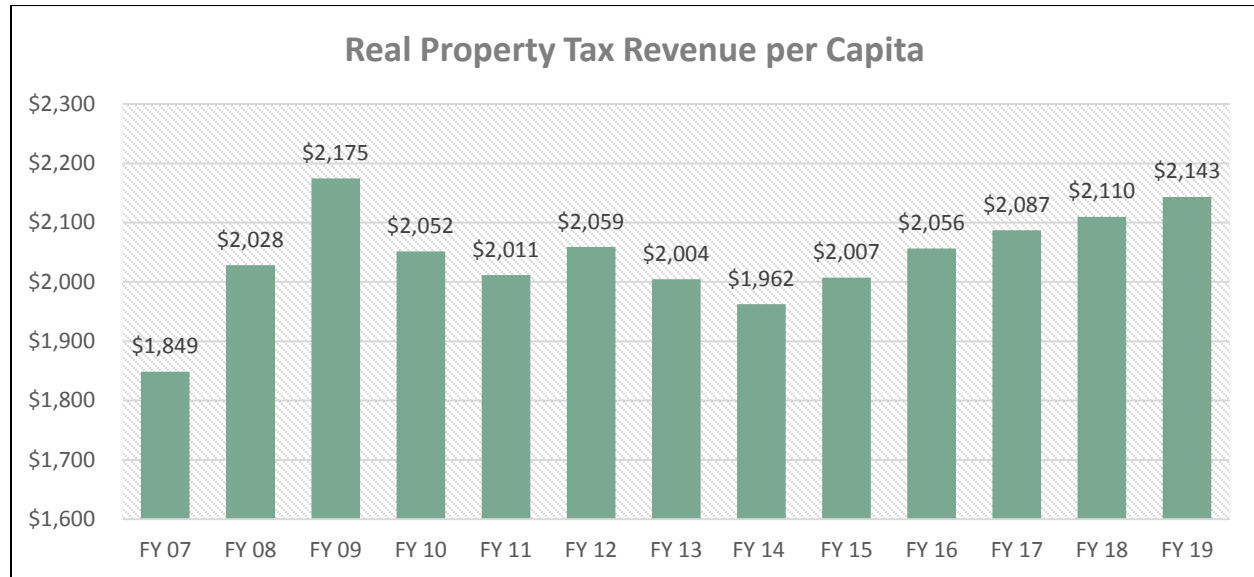
<sup>2</sup> The State began providing a partial reimbursement for the personal property tax on personal-use vehicles in 1999. The Personal Property Tax Reduction Act reduced the bill on the first \$20,000 of assessed value per residential vehicle by an increasing amount through 2001, when the reimbursement 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 in FY 2019 is two percent above the FY 2018 value. Budgeted personal property tax revenue per capita increased by \$128, or 16 percent, from FY 2018. 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.

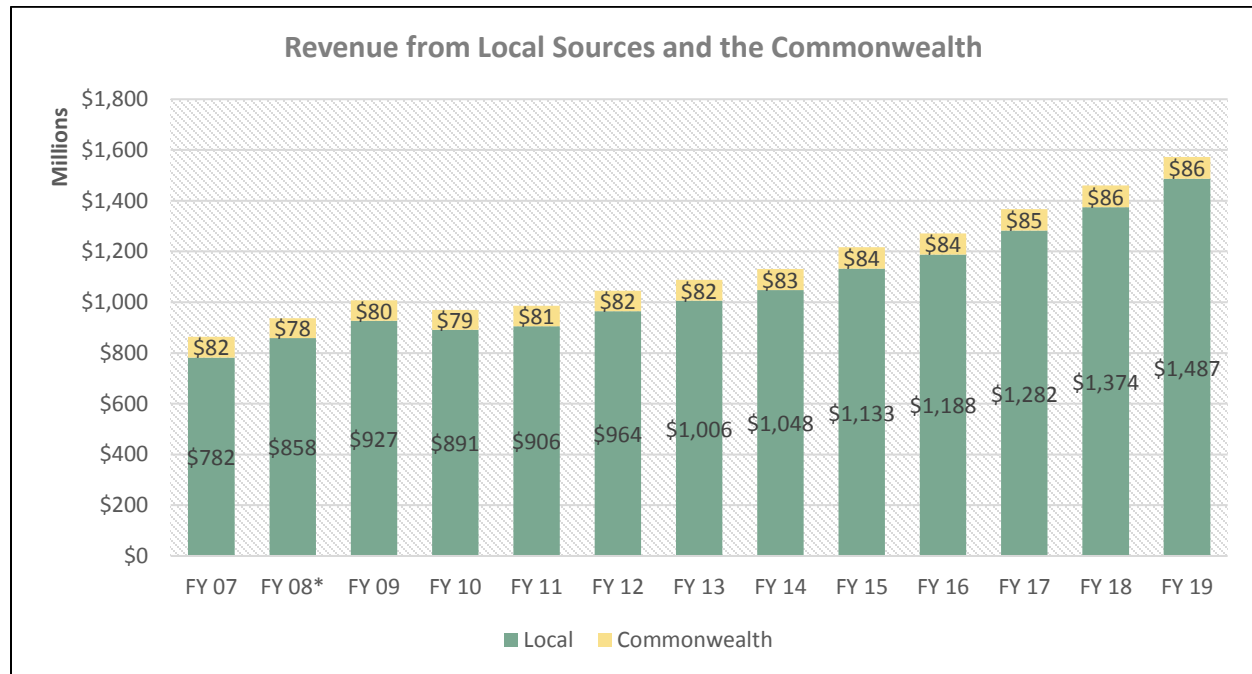




## Revenues and Expenditures

### Local and Commonwealth Revenues

Budgeted local revenue increases by 8.2 percent in FY 2019. Revenue from the Commonwealth decreases by 0.4 percent in FY 2019, from \$86.4 million to \$86.0 million. Commonwealth revenue includes the State's property tax reimbursement to Loudoun County of \$48,071,700 annually 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 2019, exclusive of the State's personal property tax reimbursement, decreased by one percent compared with FY 2018. This decrease is largely attributable to the reclassification of block grant funding in FY 2019 to Federal revenue rather than Commonwealth revenue. Commonwealth revenue in the County's General Fund does not include state funds provided directly to the Loudoun County Public School System.



3

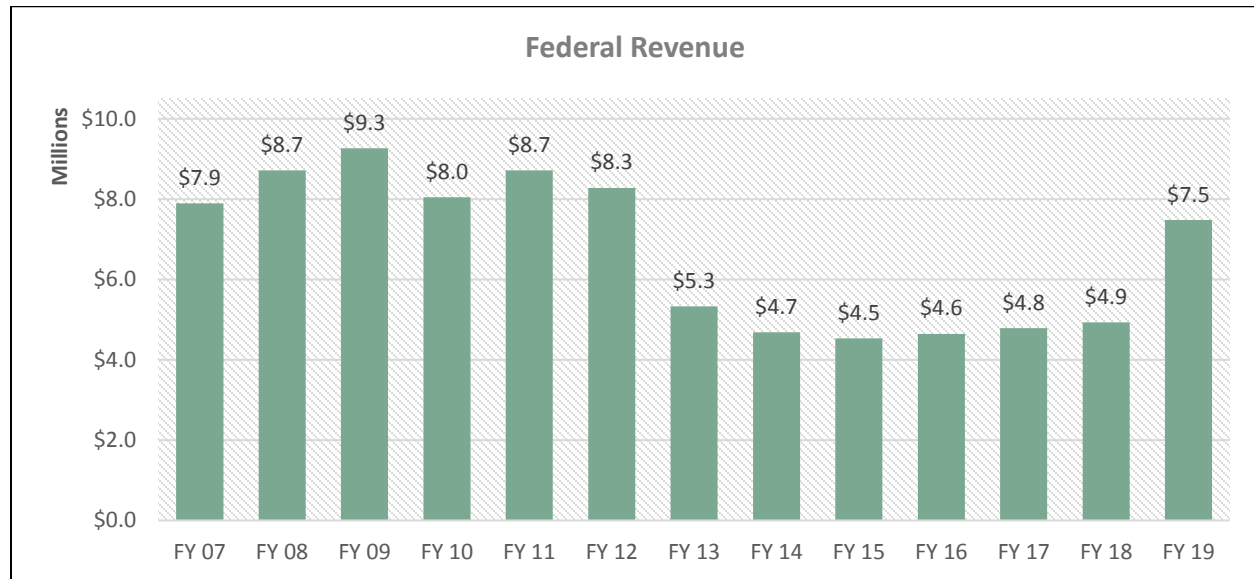
<sup>3</sup> The FY 2008 budget includes the Fire and Emergency Medical Services Tax District which was supported by a levy on real property located within Loudoun County. The Board of Supervisors eliminated the Fire and Emergency Medical Services Tax District during the FY 2009 budget process and included 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 budgeted Federal revenue has generally decreased through FY 2015, with the exception of FY 2011. In FY 2019, budgeted Federal revenue exceeds the prior year budgeted amount by 52 percent. However, this approximate \$2.5 million increase over the FY 2018 budgeted amount is largely the result of re-categorizing block grant revenue from Commonwealth to Federal revenue. Budgeted federal revenues per capita reached a peak of \$30 in FY 2009, declining to \$12 in FY 2015 and remaining at this level until reaching \$18 in FY 2019. Federal revenues per capita in FY 2019 is still 40 percent below the FY 2009 peak value.



<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. Federal revenue in the County's General Fund also excludes Federal funds that go directly to the Loudoun County Public School System.



## Revenues and Expenditures

### General Fund Revenue Sources

The table below shows budgeted General Fund revenues by source for the fiscal years 2001 through 2019. The revenues shown exclude transfers to the General Fund from other funds and use of prior-year 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 annual 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 5.4 percent in FY 2019. Moreover, the State's fixed-dollar reimbursement for the vehicle personal property tax caused Loudoun vehicle owners to realize a smaller percentage discount on their vehicle tax bill (39 percent in 2018) than is realized by residents in other jurisdictions with 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 one-half percent of the County's General Fund in FY 2019.

### General Fund Revenue Sources<sup>5</sup>

| Fiscal Year | Local Revenue | Commonwealth Revenue <sup>6</sup> | Federal Revenue |
|-------------|---------------|-----------------------------------|-----------------|
| 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       |
| FY 2018     | 1,373,934,668 | 86,382,044                        | 4,926,815       |
| FY 2019     | 1,487,094,727 | 85,997,323                        | 7,477,374       |

<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.

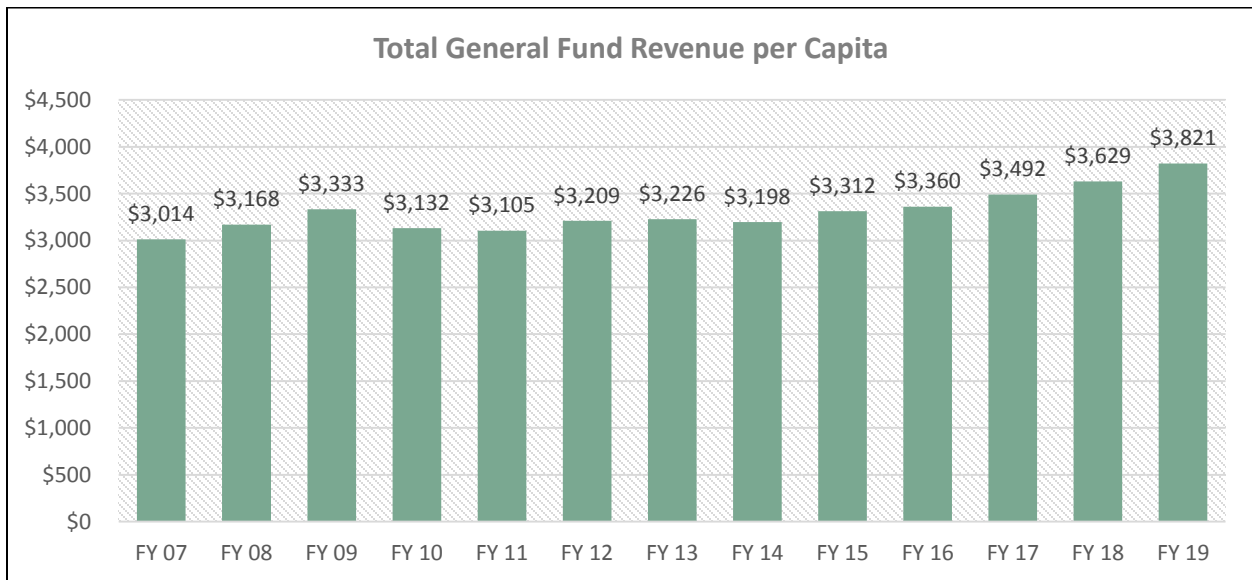
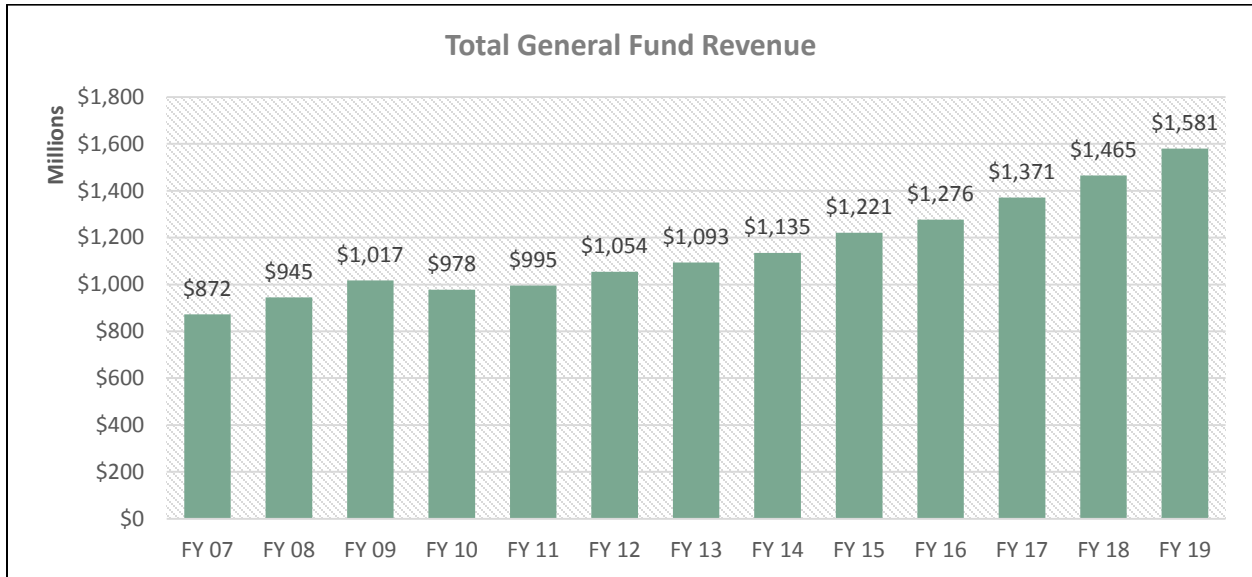
<sup>6</sup> Beginning in FY 2001, budgeted Commonwealth revenue includes the funds from the Commonwealth of Virginia to reimburse the County for revenue lost due to the State's reduction in personal property tax for the first \$20,000 of assessed value on personal-use vehicles.



## Revenues and Expenditures

### Total General Fund Revenue

Budgeted FY 2019 General Fund revenue is 7.9 percent above the FY 2018 Budget.



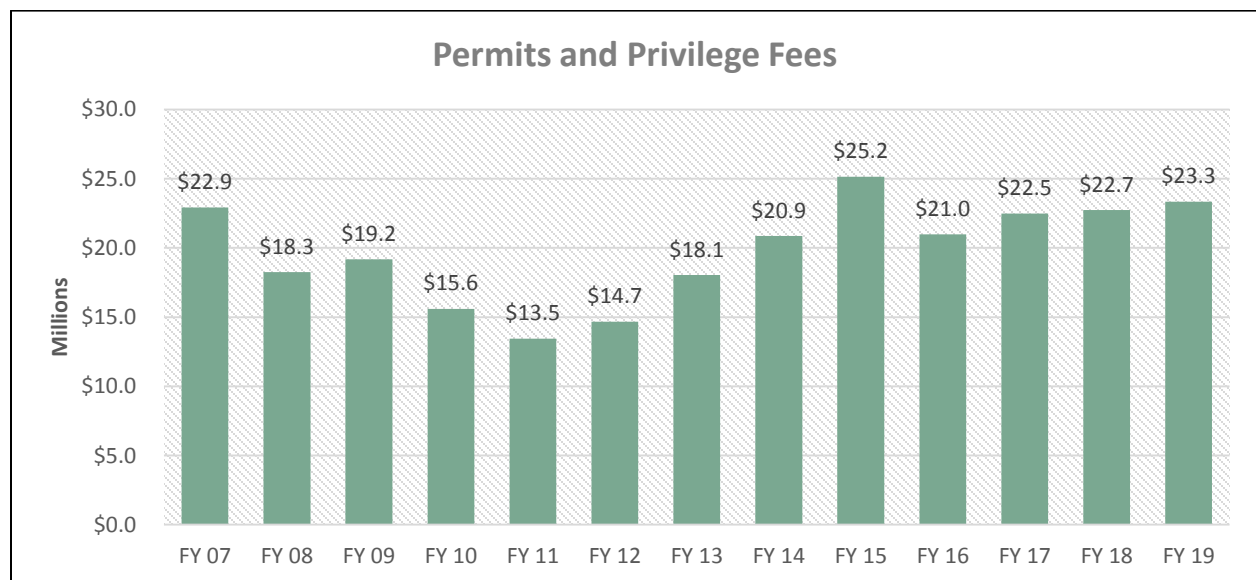
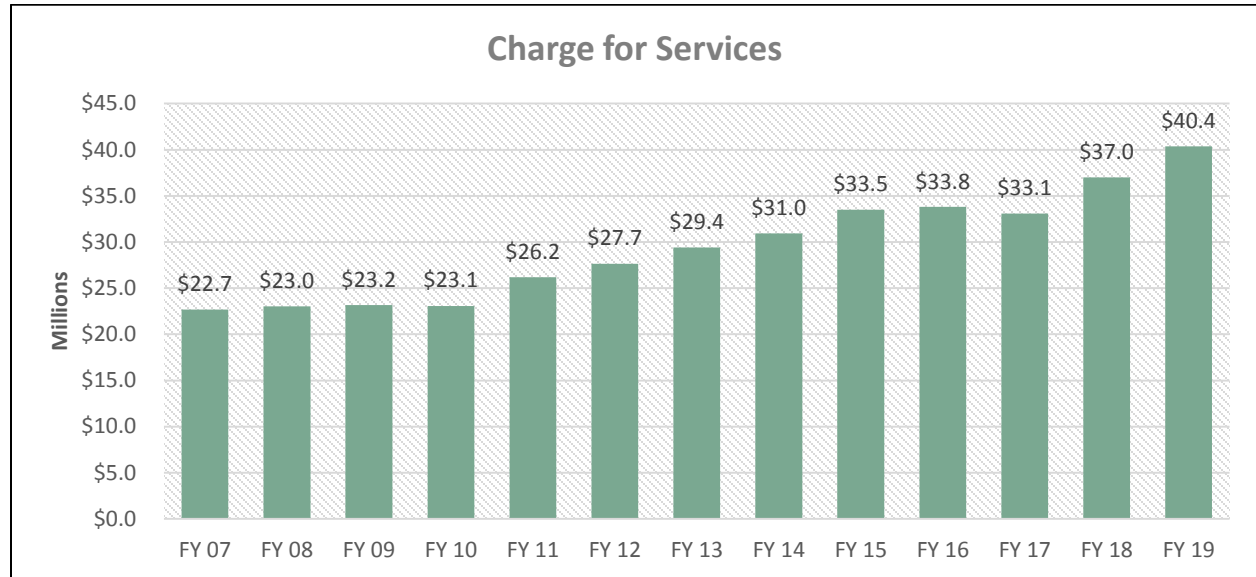
7

<sup>7</sup> Prior-year values of budgeted revenue per capita for years not coinciding with the decennial census are subject to change as estimates of the County's population in those years are updated.

## 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.). FY 2019 revenue from charges for services is \$3.4 million higher than in FY 2018, principally due to increased fee revenue from Parks, Recreation, and Community Services but also reflecting higher landfill fee revenue and library revenue from passport processing. Budgeted revenue from permits and privilege fees is marginally higher in FY 2019 than in FY 2018. Budgeted revenue from building permits in FY 2019, the largest category in dollar value, is \$1.0 million above the budgeted FY 2018 level.





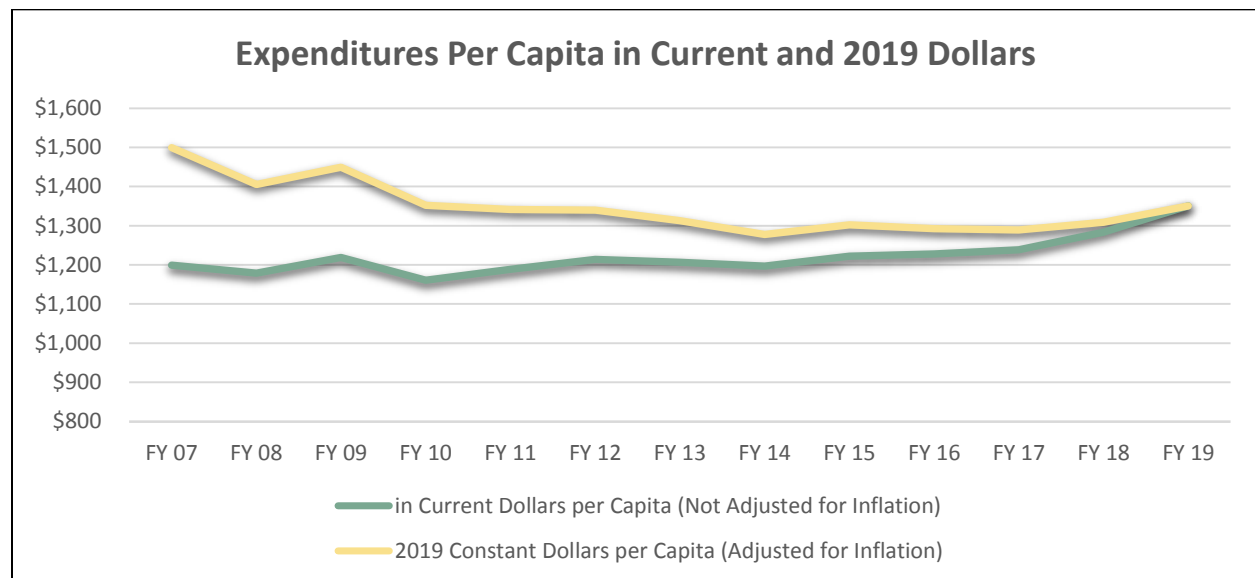
## Revenues and Expenditures

### General Government Operating Expenditures Per Capita

Budgeted per capita spending for general county government operations (which excludes school spending) in constant dollars in FY 2019 is estimated to be 3.2 percent higher than its level in FY 2017, but it is still nearly 10 percent less than its previous peak level in FY 2007.

#### General Government Expenditures per Capita

| Fiscal Year | Current Dollars | 2019 Constant Dollars | Percent Change |
|-------------|-----------------|-----------------------|----------------|
| 2007        | \$1,199         | \$1,499               | 4.31%          |
| 2008        | 1,179           | 1,405                 | -6.30%         |
| 2009        | 1,219           | 1,450                 | 3.18%          |
| 2010        | 1,161           | 1,352                 | -6.72%         |
| 2011        | 1,188           | 1,341                 | -0.82%         |
| 2012        | 1,214           | 1,340                 | -0.11%         |
| 2013        | 1,207           | 1,313                 | -2.03%         |
| 2014        | 1,197           | 1,278                 | -2.66%         |
| 2015        | 1,222           | 1,302                 | 1.92%          |
| 2016        | 1,228           | 1,293                 | -0.72%         |
| 2017        | 1,239           | 1,289                 | -0.30%         |
| 2018        | 1,283           | 1,309                 | 1.58%          |
| 2019        | 1,351           | 1,351                 | 3.18%          |



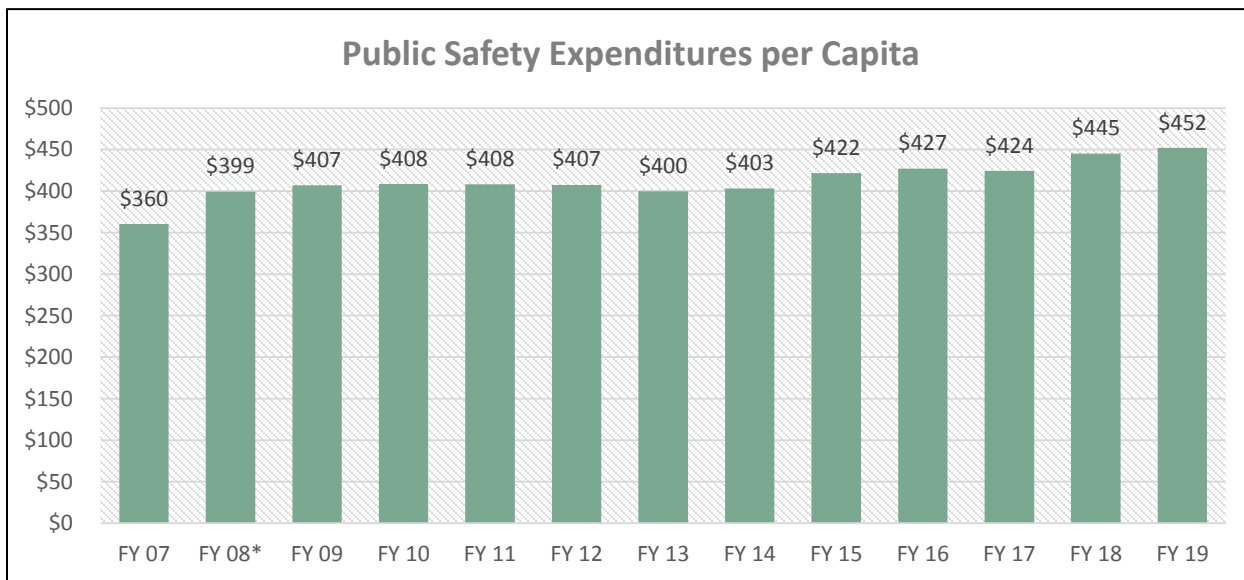
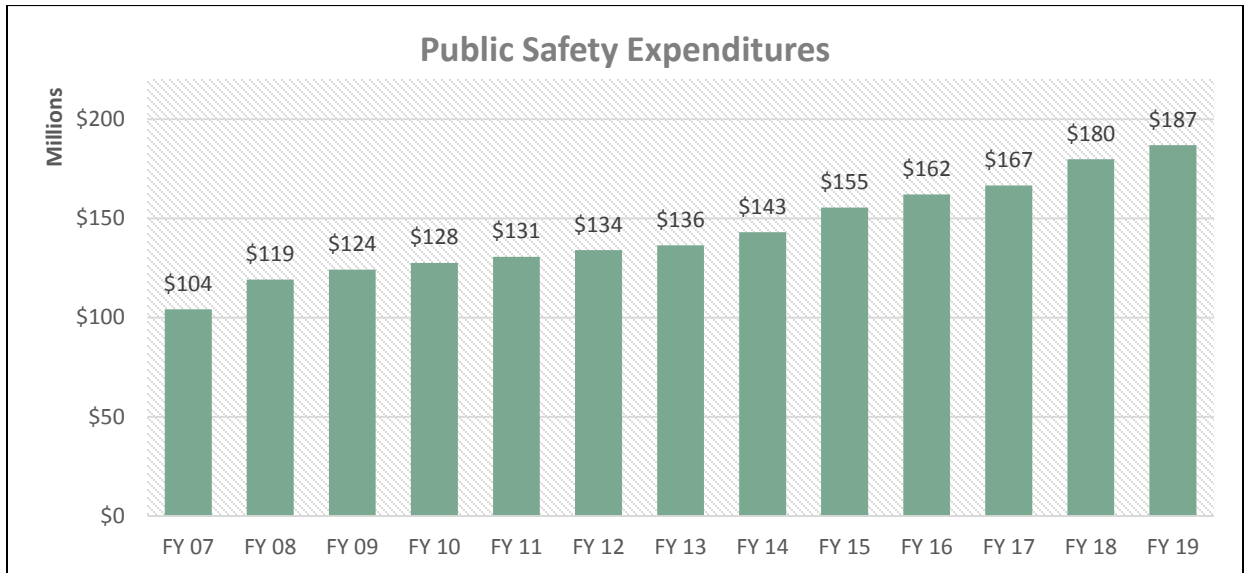




## Revenues and Expenditures

### Public Safety Expenditures

Budgeted expenditures for public safety are four percent higher in FY 2019 compared to the amount budgeted in FY 2018. The departmental expenditures for public safety reflect the following changes in FY 2019: Sheriff's Office 0.6 percent higher, Juvenile Court Services Unit increased by five percent, Community Corrections increased by 11.6 percent, Animal Services 4.7 percent higher and Fire, Rescue and Emergency Management increased by 7.3 percent.



<sup>8</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.

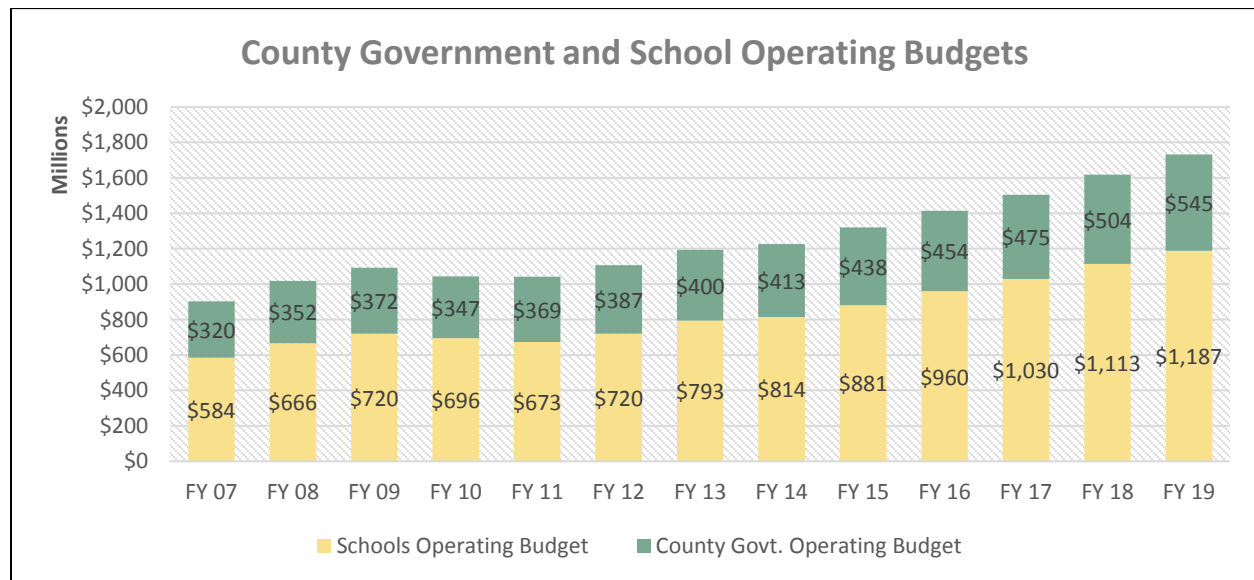


## Revenues and Expenditures

### County Government and Schools Operating Budget

The county government's budgeted operating expenditures for FY 2019 is eight percent above the budgeted FY 2018 amount, while the school system's operating budget increased by 6.6 percent. For the period from FY 2007 through FY 2019, the county government's operating budget increased at an average annual rate of 5.1 percent while the school system's operating budget increased at an average annual rate of 6.4 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 <sup>9</sup> | Total         |
|-------------|-------------------|-------------------------------|---------------|
| 2007        | \$319,536,615     | \$584,064,278                 | \$903,600,893 |
| 2008        | 351,761,297       | 666,463,614                   | 1,018,224,911 |
| 2009        | 371,663,510       | 719,984,402                   | 1,091,647,912 |
| 2010        | 347,469,536       | 695,597,732                   | 1,043,067,268 |
| 2011        | 369,029,698       | 673,018,656                   | 1,042,048,354 |
| 2012        | 387,299,465       | 720,004,559                   | 1,107,304,024 |
| 2013        | 399,790,354       | 793,422,308                   | 1,193,212,662 |
| 2014        | 412,823,405       | 813,746,163                   | 1,226,569,568 |
| 2015        | 438,354,522       | 881,384,233                   | 1,319,738,755 |
| 2016        | 454,436,027       | 960,191,449                   | 1,414,627,476 |
| 2017        | 475,141,195       | 1,029,895,621                 | 1,505,036,816 |
| 2018        | 504,249,150       | 1,113,478,387                 | 1,617,727,537 |
| 2019        | 544,620,325       | 1,187,317,681                 | 1,731,938,006 |



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<sup>9</sup> Revised from values published in prior years to exclude Grant Fund expenditures and Lease/Purchase Fund expenditures.

<sup>10</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



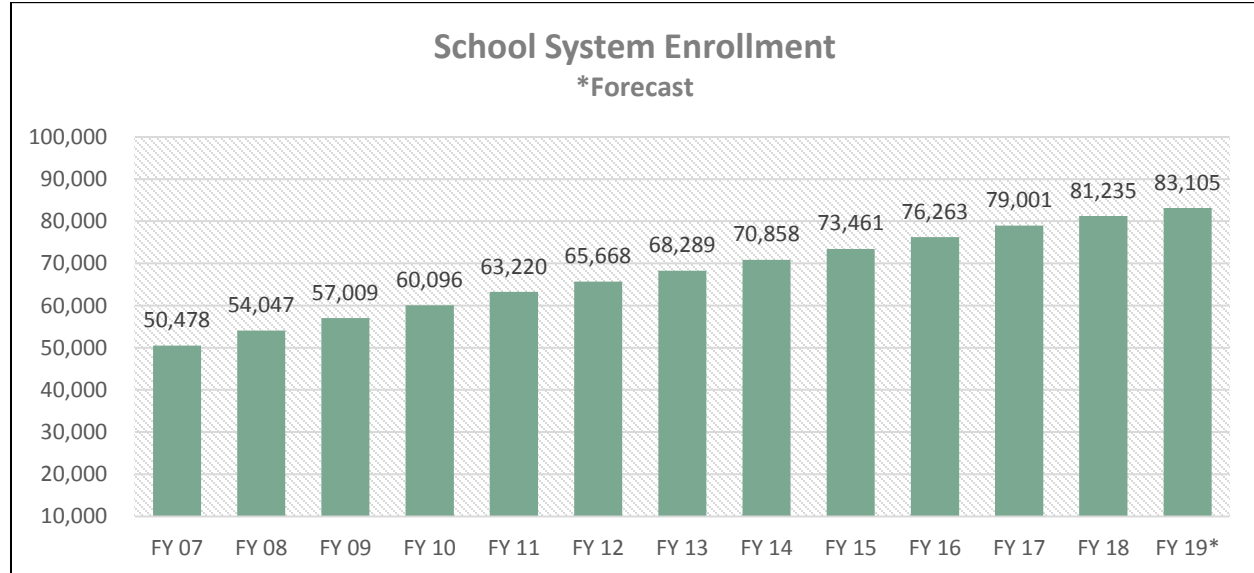
## Revenues and Expenditures

### 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 2.3 percent in FY 2019, following a 2.8 percent increase in FY 2018. The projected rate of school enrollment growth in FY 2019 is similar to the County's 2019 projected population growth rate of 2.4 percent. School enrollment figures are reported as of September 30<sup>th</sup> of the fiscal year (e.g., September 30, 2017 for FY 2018).

#### School System Enrollment

| Fiscal Year | Enrollment | % Change |
|-------------|------------|----------|
| 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     | 79,001     | 3.6%     |
| FY 2018     | 81,235     | 2.8%     |
| FY 2019*    | 83,105     | 2.3%     |



Source: Loudoun School Board FY 2019 – FY 2024 Adopted Capital Improvement Program

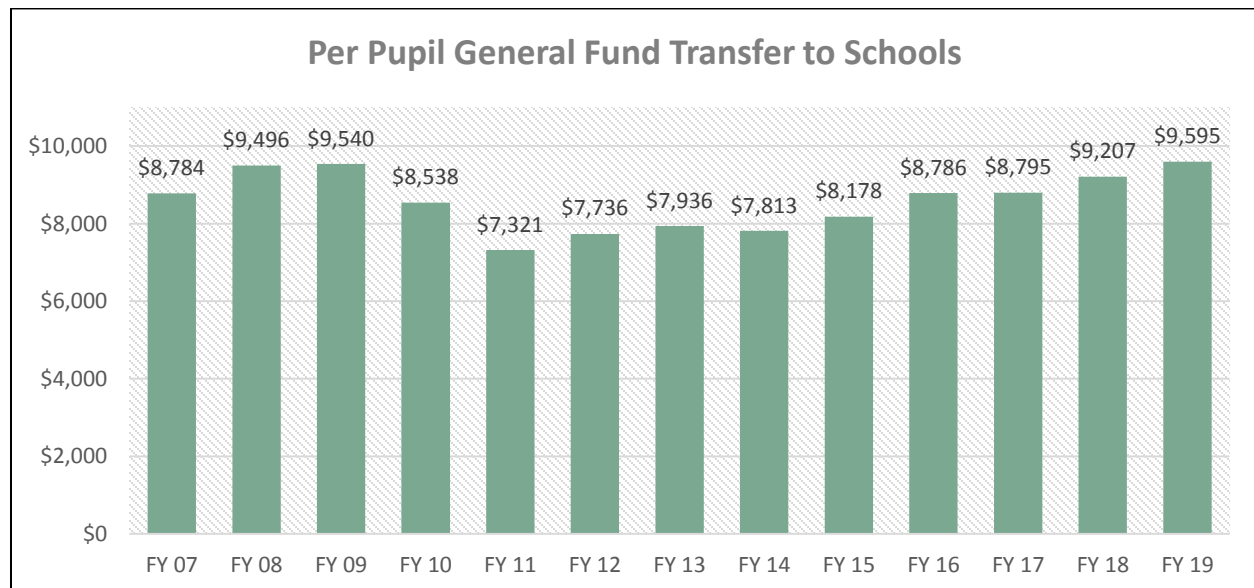
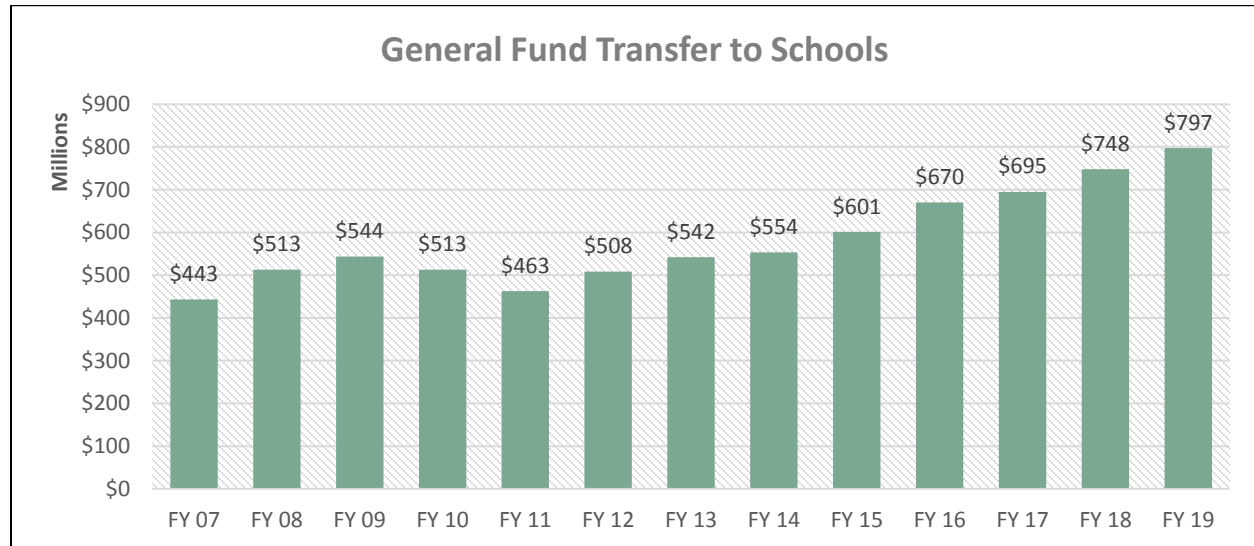
District, the Rental Assistance Program Fund (Housing Choice Voucher) and the Office of Capital Construction (now part of Transportation and Capital Infrastructure).



## Revenues and Expenditures

### 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<sup>11</sup>. 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 FY 2011, the annual transfer has increased and will increase again by 6.6 percent in FY 2019. School enrollment in FY 2019 is expected to be 65 percent higher than it was in FY 2007. The general fund transfer per pupil also increased steadily from FY 1995 through FY 2009 before decreasing for two consecutive years. In FY 2019 the transfer per pupil will increase by 4.2 percent.

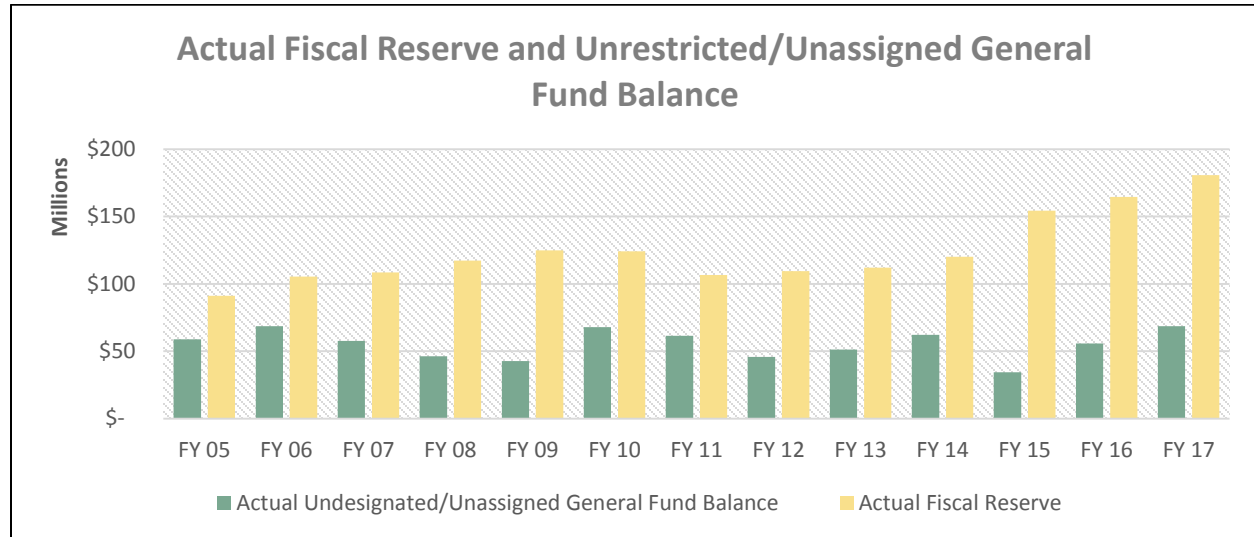


<sup>11</sup> The annual transfer amounts for FY 2009 and subsequent years include funds slated to cover Other Post-Retirement Employee Benefits (OPEB).

## Revenues and Expenditures

### Actual Unrestricted/Unassigned General Fund Balance

Unrestricted/unassigned General Fund balance are unspent funds in the General Fund at the end of the fiscal year that are not reserved or designated for a specific purpose by the Board of Supervisors. In FY 1994, the Board 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

FY 2019 Adopted Budget

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## 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 percent 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

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| <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>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>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>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>Children's Services Act for At-Risk Youth (CSA)</b>         | This is a joint project of the Departments of Family Services; Mental Health, Substance Abuse, and Developmental Services; Management and Budget; Finance and Procurement; 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>Code of Virginia</b>  | The titles, chapters, articles, and sections of this Code contain the laws of the State.  |
| <b>Codified Ordinance</b>                                      | Regulation related to a specific code, such as the Code of the Commonwealth of Virginia.  |



## Glossary of Terms

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| <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>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.   |
| <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.  |



## Glossary of Terms

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| <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 out specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations. |
| <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.  |



## Glossary of Terms

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|--|---|
| <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 to manage and analyze land information, produce maps in support of the assessment process, manage zoning and health information, assist with the planning process, addressing County residences, and 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>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>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>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.   |
| <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.  |



## Glossary of Terms

|   |   |
|---|---|
| <b>Local Gasoline Tax</b>                   | This is a 2 percent 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.  |
| <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.  |



## Glossary of Terms

|  |  |
|--|--|
| <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.   |
| <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.   |





## Glossary of Terms

|                                 |   |
|---------------------------------|---|
| <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.   |





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# Loudoun County

## ELECTION DISTRICTS



1. Algonkian – George Washington University



2. Ashburn – Ashburn Library



3. Blue Ridge – Salamander Resort



4. Broad Run – One Loudoun



5. Catoctin – Lucketts Community Center



6. Dulles – Dulles Airport



7. Leesburg – Historic Downtown



8. Sterling – Claude Moore Recreation Center

### Department of Management and Budget

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