

**FY 2022**

# Proposed Budget / vol.2

**LOUDOUN COUNTY, VIRGINIA**

- FY 2021 - FY 2026 AMENDED CAPITAL IMPROVEMENT PROGRAM
- DEBT SERVICE
- OTHER FUNDS

# Loudoun County Board of Supervisors

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

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## **Distinguished Budget Presentation Award**

The Government Finance Officers Association of the United States and Canada (GFOA) presented an award for Distinguished Budget Presentation to Loudoun County, Virginia, for the annual budget for the fiscal year beginning July 1, 2020. 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, 2020**

*Christopher P. Morill*

Executive Director

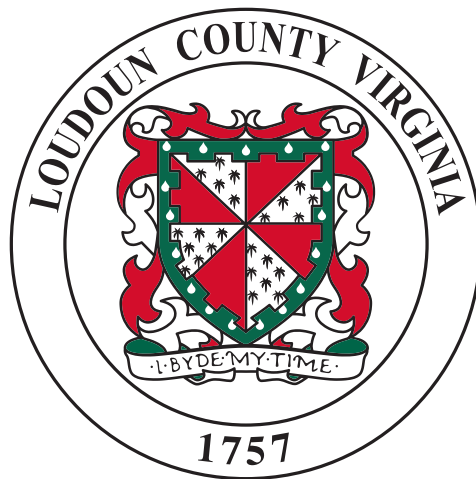
## Performance Management Certificate of Distinction

The International City/County Management Association (ICMA) presented Loudoun County with a Certificate of Distinction for exemplifying the standards established by ICMA in the application of performance data to local government management, including training, verification, public reporting, planning and decision making, networking, and accountability.



## Loudoun County Board of Supervisors' Vision

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





# Table of Contents

## Volume 1

### Introduction

Board of Supervisors .....	i-1
Finance and Budget Staff .....	i-2
Government Finance Officers Association Award .....	i-3
International City/County Management Association Award .....	i-4
Board of Supervisors' Mission Statement .....	i-5
Table of Contents .....	i-7

### Executive Summary

Transmittal Letter from the County Administrator .....	E-2
Guide to the FY 2022 Proposed Budget .....	E-10
Proposed Budget Overview .....	E-18
Summary of Resource Requests .....	E-30
Resource Requests by Functional Area .....	E-38
History of Expenditures and FTE by Department .....	E-78
Fiscal Policy .....	E-80

### General Fund Revenue

General Fund Revenue and Trends .....	R-2
General Fund Revenue Summary .....	R-3
General Property Taxes .....	R-4
Local Non-Property Taxes .....	R-9
Other Local Sources of Revenue .....	R-17
Commonwealth Aid .....	R-29
Federal Aid .....	R-31
School Fund .....	R-32
Forecast Discussion and Analysis .....	R-36

### General Government Administration

General Government Administration Summary .....	1-1
Board of Supervisors .....	1-2
Commissioner of the Revenue .....	1-12
County Administrator .....	1-20
County Attorney .....	1-32
Elections and Voter Registration .....	1-38



## Table of Contents

Finance and Budget .....	1-46
General Services .....	1-54
Human Resources .....	1-70
Information Technology .....	1-78
Treasurer .....	1-90

### Public Safety and Judicial Administration

Public Safety and Judicial Administration Summary .....	2-1
Animal Services .....	2-2
Clerk of the Circuit Court .....	2-10
Commonwealth's Attorney .....	2-18
Community Corrections .....	2-24
Courts .....	2-32
Fire and Rescue .....	2-40
Juvenile Court Service Unit .....	2-50
Sheriff's Office .....	2-58

### Health and Welfare

Health and Welfare Summary .....	3-1
Extension Services .....	3-2
Family Services .....	3-10
Health .....	3-22
Mental Health, Substance Abuse, and Developmental Services .....	3-30

### Parks, Recreation, and Culture

Parks, Recreation, and Culture Summary .....	4-1
Library Services .....	4-2
Parks, Recreation and Community Services .....	4-12

### Community Development

Community Development Summary .....	5-1
Building and Development .....	5-2
Economic Development .....	5-12
Mapping and Geographic Information .....	5-20
Planning and Zoning .....	5-28
Transportation and Capital Infrastructure .....	5-38

### Miscellaneous

Non-Departmental Expenditures .....	6-2
-------------------------------------	-----



## Table of Contents

Landfill Fee Waivers.....	6-6
Non-Profit Organizations.....	6-8
Regional Organizations and Intergovernmental Contributions .....	6-12
Revolving Loan Fund .....	6-14

## Volume 2

### Capital Improvement Program

Capital Improvement Program Executive Summary .....	7-2
Previously Authorized Capital Projects .....	8-2
County Capital Projects .....	9-2
Transportation Capital Projects.....	10-2
School Capital Projects .....	11-2

### Debt Service Fund

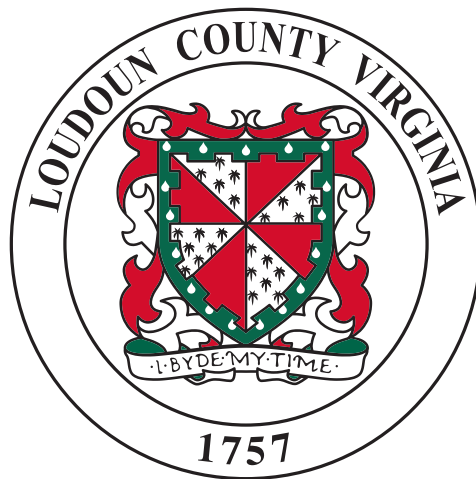
Debt Service Fund .....	12-2
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### Other Funds

Capital Asset Preservation Program.....	13-2
Children's Services Act Fund.....	13-6
County OPEB Trust Fund .....	13-8
Dulles Town Center Community Development Authority Fund.....	13-10
EMS Transport Fund .....	13-12
Greenlea Tax District Fund .....	13-17
Housing Fund .....	13-18
Legal Resource Center Fund (Law Library).....	13-22
Major Equipment Replacement Fund.....	13-25
Metro Garage Fund .....	13-26
Public Facilities Fund.....	13-28
Rental Assistance Program Fund.....	13-40
Restricted Use Transient Occupancy Tax Fund (TOT).....	13-44
Route 28 Special Improvements Fund .....	13-50
State and Federal Grant Fund .....	13-54
Tall Oaks Water and Sewer Special Revenue Fund .....	13-61
Transportation District Fund.....	13-62

### Glossary and Index

Glossary of Terms.....	14-2
Index .....	14-12

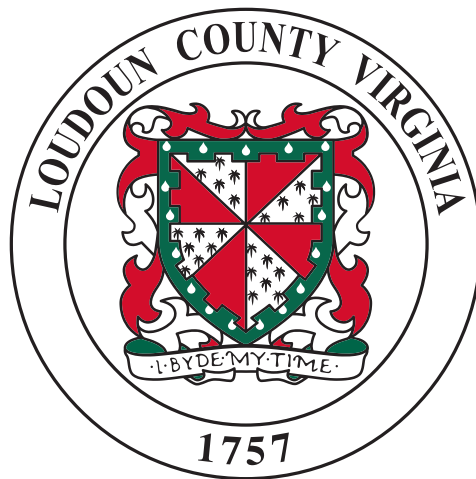




# Capital Improvement Program Executive Summary

## Contents

Guide to the FY 2021 – FY 2026 Amended Capital Improvement Program	7-2
Summary of the Capital Budget	7-8
Factors Affecting the FY 2021 – FY 2026 Amended CIP	7-12
Summary of New County Projects and Other Changes	7-16
Schedule of Appropriations	7-20
Operating Impact Analysis	7-42
Comparison Tables (FY 2021 Adopted and FY 2022 Proposed)	7-52
County Projects by Election District	7-116
Schedule of Financing and Referenda	7-122





# Guide to the FY 2021 – FY 2026 Amended Capital Improvement Program

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

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

The CIP is developed biennially, with the six-year period moving out an additional two years every other fiscal year. The current six-year CIP planning period extends from FY 2021 through FY 2026. The FY 2022 budget process is a CIP “amendment” year, meaning the FY 2021 through FY 2026 period is updated but not advanced additional years. The CIP is a multi-year plan that does not constitute or require an appropriation of funds beyond those for the adopted fiscal year, FY 2022. The FY 2023 to FY 2026 timeframe contains projects with planned funding that should be considered for future appropriations in subsequent budgets. Funding decisions concerning the CIP are made in conjunction with decisions regarding the County’s operating budget, as the two are critically related. Final authority to spend funds for purposes specified in the County’s operating and capital budgets is accomplished through the adoption of an appropriations resolution by the Board of Supervisors.

The FY 2022 Proposed CIP abides by all County fiscal policies and debt ratios. Planning years FY 2023 to 2026 provide projections of future amendments to the annual debt issuance guideline to provide flexibility in the CIP planning and to adjust for future increases in construction costs due to inflation while maintaining adherence to all County debt ratios. Projects approved for FY 2022 will receive funding appropriations as part of the FY 2022 Adopted Budget; projects proposed for the FY 2023 to FY 2026 timeframe provide only planned appropriations and are subject to change in subsequent budget development processes.

## Concepts

### Structure of this Document

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

### Capital Budget Development Calendar

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



## Guide to the FY 2021 – FY 2026 Amended CIP

### Summary of CIP

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

### Structure of this Document

#### Previously Authorized and Future Projects

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

#### Projects

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

##### County Projects

- **Administration** includes land acquisition funds, general contingency, and staffing and contractual support. Most projects support the administration and management of the CIP.
- **General Government** includes general capital projects such as government offices, warehouses, support space, storm water management, projects at the County Landfill, and the County’s Renovation Program. Most projects are associated with and managed by the Department of General Services.
- **Health and Welfare** includes capital projects for the County’s human service agencies. Most projects are managed by the Department of Transportation and Capital Infrastructure.
- **Information Technology** is a new section in the FY 2022 Proposed Budget and encompasses all information technology systems acquisition and construction projects. Most projects are associated with and managed by the Department of Information Technology.
- **Parks, Recreation, and Culture** includes recreational capital projects such as libraries, parks, recreation centers, community centers, senior centers, and teen centers. The section also includes a new renovation program specifically for use by the Department of Parks, Recreation, and Community Services to maintain its assets, including fields. Most projects are managed by the Department of Transportation and Capital Infrastructure.
- **Public Safety** includes capital projects in support of the County’s public safety facilities (not systems). Most projects are managed by the Department of Transportation and Capital Infrastructure.
- **Town** projects includes all capital projects for which the County contributes funds to incorporated towns. This sub-section is new as of FY 2021; previously, town projects were scattered throughout the other sections of the CIP.

##### Transportation Projects

These projects include preliminary engineering, right-of-way acquisition, utility relocation, and construction of roads, interchanges, roundabouts, trails, sidewalks, traffic signals, park and ride lots, and the procurement of transit buses. The Transportation section of the document is divided into the following programs: road projects; sidewalks, signals, and traffic calming projects; and transit projects. Additionally, this section includes road and transit projects that are being administered by the Virginia Department of Transportation (VDOT). Project pages in this category are for reference purposes only and do not display full financial tables since the project funding is received and administered by VDOT; financial tables only show if the County has contributed funding to VDOT for the project.



## Guide to the FY 2021 – FY 2026 Amended CIP

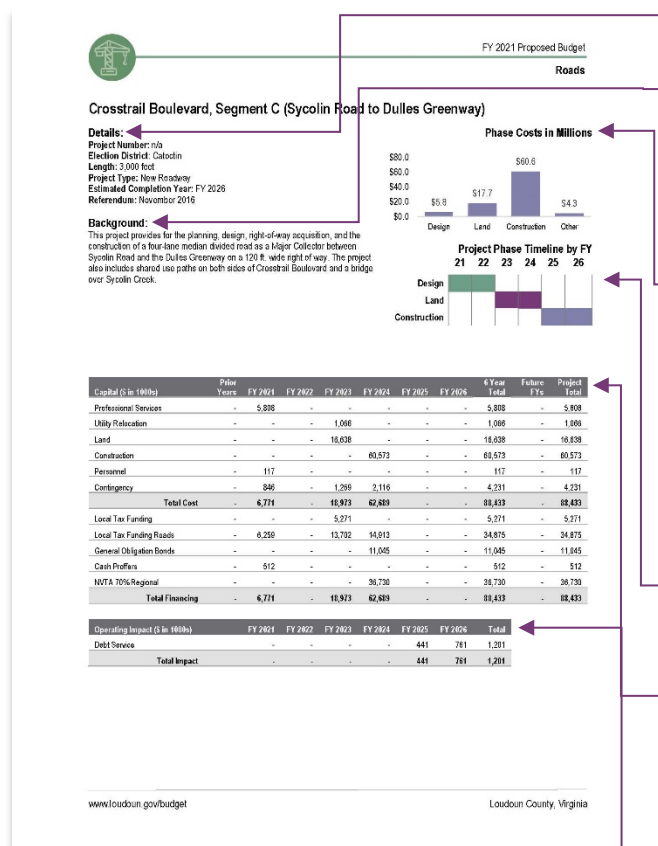
### School Projects

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

### Informative Project Pages

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

New to the project pages in FY 2021 is the addition of expanded expenditure categories, including planning; professional services; land acquisition; utility relocation; construction; furniture, fixtures, and equipment (FF&E); owner costs; and contingency. This expanded categorization improvement serves a twofold benefit: it will provide additional transparency to the CIP document, and it will allow staff to build and manage project budgets at a more refined level.



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

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

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

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

**Financial Table(s)** provide appropriations and funding sources for each fiscal year, including prior years' allocations and future fiscal years (FFY) beyond the six-year CIP planning period (FY 2027 to FY 2030). Any projected operating and maintenance and personnel costs and anticipated revenues will be included in an additional **Operating Impact** table below the main table. This table will also provide projected debt service payments for principal and interest expenses related to debt issued for the project.



## Guide to the FY 2021 – FY 2026 Amended CIP

### Definitions

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

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

For year-over-year escalations due to inflation, the following factors are *generally* used in the FY 2022 Proposed CIP.

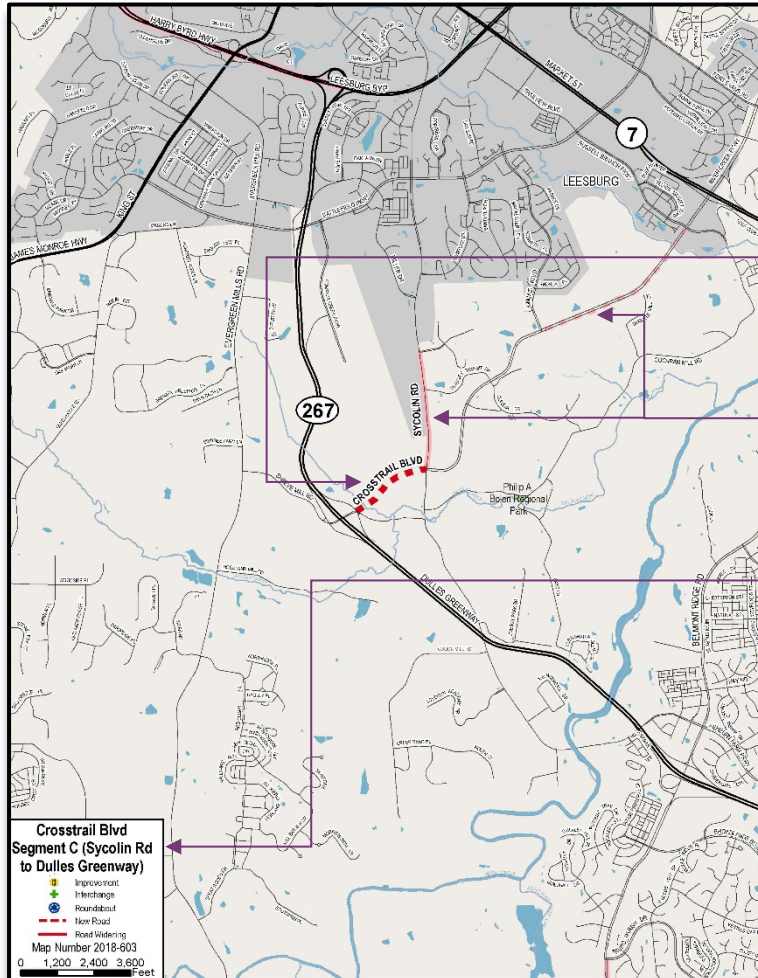
Project Phase	Inflation Factor	Project Phase	Inflation Factor
Planning	3%	Furniture, Fixtures, and Equipment	5%
Design	3%	Owner Costs	3%
Land Acquisition	5%	Personnel	3%
Utility Relocation	5%	Operations and Maintenance	1%
Construction	5.5%		
Contingency	For projects less than \$10 million, 10% of total project. For projects greater than \$10 million, 5% of total project. Up to 40% for transportation projects.		



## Guide to the FY 2021 – FY 2026 Amended CIP

### Transportation Maps

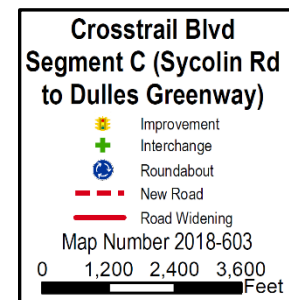
For transportation projects, corresponding maps show the location of planned transportation improvements. The map displays the project's surrounding area and includes other projects and major landmarks and roads.



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

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

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





## Guide to the FY 2021 – FY 2026 Amended CIP

### Budget Development Calendar

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

	Internal Process		External (Public) Process
<b>2020</b>	Departments begin <b>evaluating project needs</b> using capital planning tools.	<b>July</b>	FGOEDC receives <b>FY 2022 economic outlook</b> information.
	DFB and DTCI <sup>1</sup> <b>prioritize project requests, build cost estimates and funding schedules</b> for County Administrator's review.	<b>August – November</b>	FGOEDC and Board provide <b>preliminary budget guidance</b> .
	DFB develops <b>preliminary funding scenarios</b> for County Administrator's consideration.	<b>December</b>	FGOEDC is briefed on <b>final budget guidance</b> .
<b>2021</b>	Staff finalizes <b>funding scenario(s)</b> and produces budget document.	<b>January</b>	Board issues <b>final budget guidance</b> .
	Departments <b>prepare for work sessions</b> with Board.	<b>February</b>	County Administrator <b>presents FY 2022 Proposed Budget</b> . FGOEDC begins <b>work sessions</b> on CIP.
	Departments participate in <b>work sessions</b> on the operating and capital budgets.	<b>March</b>	Board holds <b>work sessions</b> to discuss FY 2022 Proposed Budget.
	DFB produces <b>adopted budget and budget story</b> documents.	<b>April</b>	Board <b>adopts</b> FY 2022 Budget.

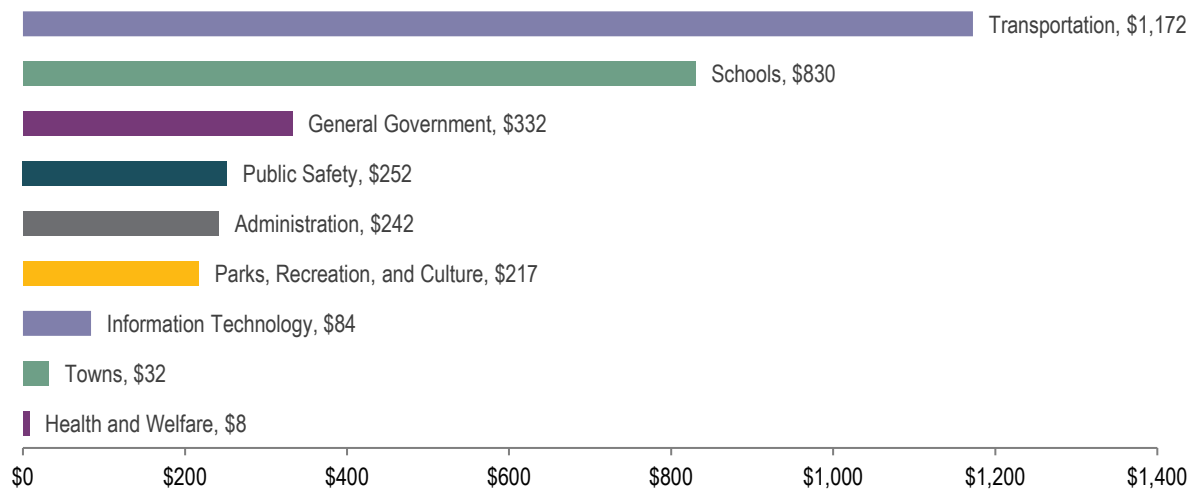
<sup>1</sup> DFB is the Department of Finance and Budget, and DTCI is the Department of Transportation and Capital Infrastructure.



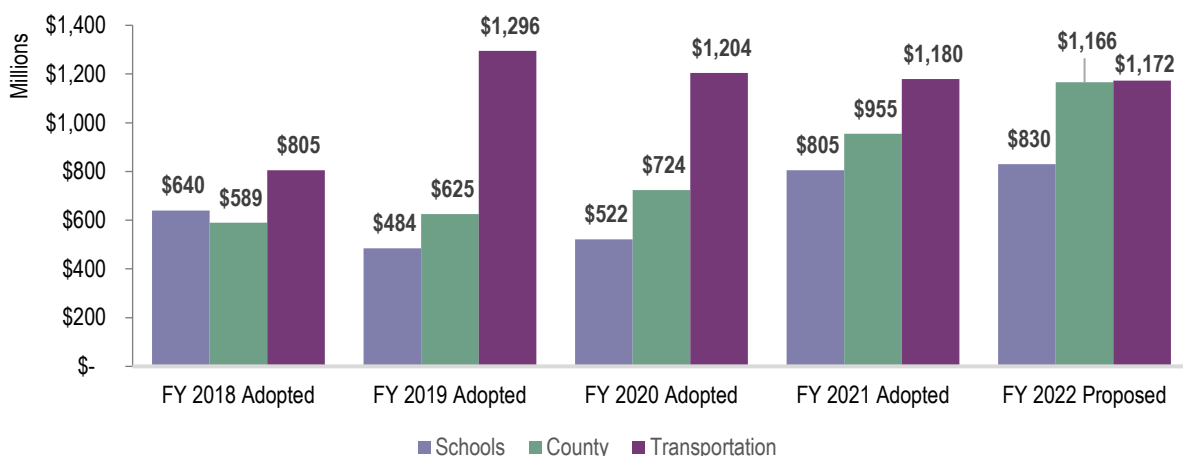
## Summary of the Capital Budget

The FY 2021 – FY 2026 Amended CIP includes expenditures totaling \$3.2 billion during the six-year planning period. County projects total \$1.2 billion, transportation projects total \$1.2 billion, and school construction and renovation projects total \$829.9 million.

### Six-Year Total Expenditures by Function (in millions)



Overall expenditures in the six-year planning period have generally increased over the last five capital budgets, most notably in the area of transportation. The graph below displays the six-year funding levels for the FY 2022 Proposed Budget with the four previously adopted CIP totals.<sup>1</sup> The significant increase in the County projects in FY 2022 is from the programming of an increment of the personal property tax revenue for one-time purposes.



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

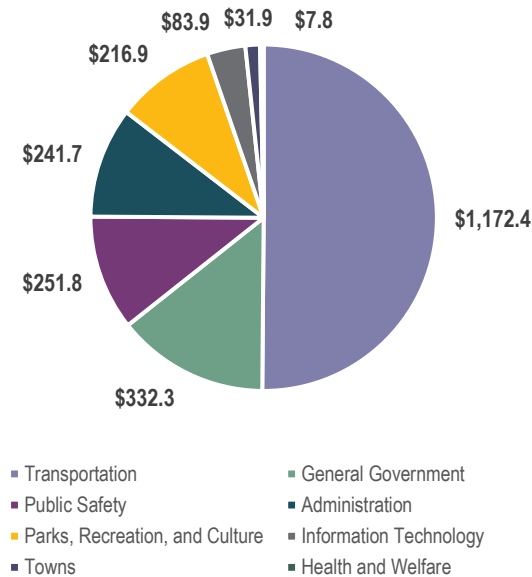


## Summary of the Capital Budget

### Projects within the Six-Year Program

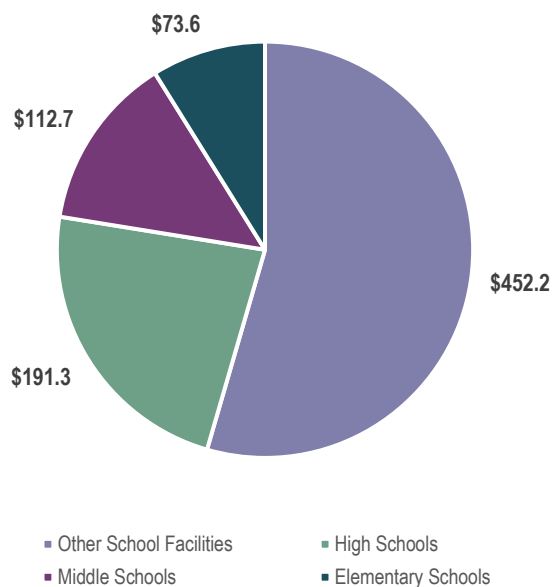
New project requests are eligible to be added to the six-year CIP timeframe if they can be accommodated using available financial resources and represent high priorities that should be addressed in the six-year timeline. Typically, new projects are included in the later years of the CIP unless otherwise prioritized. Projects in FY 2022 are adopted for funding appropriations; projects in the later years are considered for planned appropriations in future budget development processes.

#### County and Transportation Projects (in millions)



County projects total \$2.3 billion over the six-year planning period. The majority of funding is dedicated to transportation projects, which include roads, sidewalks, signals, traffic calming, and transit projects.

#### School Projects (in millions)



School projects total \$829.9 million over the six-year planning period. Within the *Other School Facilities* category, funding for school renovation and renewal projects is included.



## Summary of the Capital Budget

### Funding Sources within the Six-Year Program

#### Local Tax Funding

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

	FY 2022	6 Year Total
Local Tax Funding	\$127,837,598	\$696,842,308
Local Tax Funding – Roads	23,716,000	144,056,251
<b>Total</b>	<b>\$151,553,598</b>	<b>\$840,898,559</b>

#### Debt Financing

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

	FY 2022	6 Year Total
General Obligation Bonds	\$195,692,276	\$1,570,320,148
Lease Revenue Financing	20,420,000	293,608,274
<b>Total</b>	<b>\$216,112,276</b>	<b>\$1,863,928,422</b>

#### Intergovernmental Assistance

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

	FY 2022	6 Year Total
Revenue Sharing	\$5,000,000	\$30,000,000
NVTA 70%	0	169,336,309
NVTA 30%	17,498,000	99,300,215
Smart Scale	14,462,000	57,410,000
Federal Grants	4,650,000	16,672,932
CMAQ	0	5,000,000
<b>Total</b>	<b>\$41,610,000</b>	<b>\$377,719,456</b>



## Summary of the Capital Budget

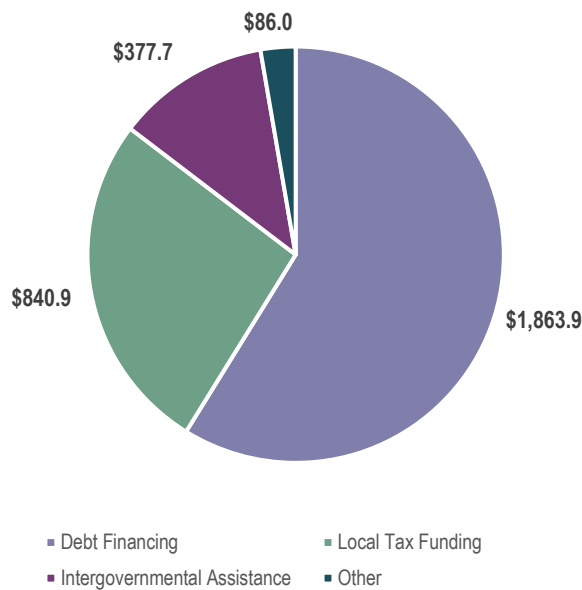
### Other

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

User fees help offset capital project costs. User fees are typically related to revenues generated from the 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.

	FY 2022	6 Year Total
Proffers (Cash)	\$3,862,572	\$42,713,691
Landfill Fees	8,803,226	43,316,438
<b>Total</b>	<b>\$12,665,798</b>	<b>\$86,030,129</b>

### Six-Year Total Funding Sources (in millions)



Strategic use of non-local tax funding sources as well as debt lessens the impact of capital facility construction on taxpayers. The County has also been successful in leveraging state and federal funds.



## Factors Affecting the FY 2021 – FY 2026 Amended CIP

### Strategic Use of Personal Property Tax Increment

As part of the FY 2022 development process, staff presented its strategy of forecasting personal property tax revenue from computer equipment. This revenue source has been a significant source of growth in the County's budget over the past decade, and the revenue model for FY 2022 projects a considerable increase over the FY 2021 budget. Given the risk associated with forecasting this revenue, an increment of the revenue is programmed into the CIP for one-time purposes. If the revenues do not materialize as predicted, the appropriations funded with these revenues can be more easily undone than if the revenue was budgeted in the General Fund to support operations.

The personal property tax increment for FY 2022 and FY 2023 is based on 50 percent of the "upside" revenue projection<sup>1</sup> and is programmed in projects, the County Renovation program, and the CIP Contingency and County Land Acquisition accounts. The total increment is \$23.4 million in FY 2022 and \$28.8 million in FY 2023. In FY 2024 through FY 2026, the increment is programmed to balance project expenditures more conservatively (compared to projections), as it is anticipated the County's tax policy for these revenues will have been refined with a balance struck between the capital and operating budgets. This conservative approach for FY 2024 and beyond does not program LTF that may not ultimately be transferred to the CIP in those future years.

This strategy of programming excess personal property tax increment in the CIP began in FY 2020 and continues to be refined as staff gains more understanding of this revenue source and how to model it. Funding is directed toward one-time costs, including for those to fund the renovation, alteration, and renewal program. Renovation projects generally have much shorter project timelines as well as some components that do not have the longer-term life cycle of a new build project, so this type of program generally requires more cash and different, more flexible, financing vehicles. This dedicated source of cash funding will provide the flexibility needed and allow for leveraging of more short-term financing and leases. Dedicating a portion of revenues for land acquisitions, which also have shorter timelines, also provides an opportunity to program an incremental amount of BPPT while providing maximum flexibility.

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FFY
Personal Property Tax Increment	\$16,400,000	\$23,420,000	\$28,830,000	\$23,247,000	\$13,232,000	\$14,235,000	\$7,923,000

### Projects Identified for Future Development

During the development of the FY 2022 budget, staff presented a refined approach to prioritizing projects in the outyears of the CIP. In addition to the six-year planning period, the CIP also includes a period referred to as the "future fiscal years" (FFY). For budgeting and phasing purposes, the FFY is four years. For planning purposes, however, the CIP document rolls all costs into one FFY figure, as the FFY period is so far into the future that showing costs and schedules by year would give a false sense of precision.

The FFY includes budgets for projects that will begin their appropriations during the six-year period. In the past, the FFY also included budgets for projects that are not slated to receive any appropriations in the six-year period. There are a number of reasons why a project would appear only in the FFY, but the most common reason is that the Board recognized the project as a priority but has not been able to identify funding in the six-year period. Those projects had been shown in the FFY as fully funded by debt and LTF, and sometimes special revenues, but those resources were significantly overleveraged; realistically all those projects could not be funded at the same time.

<sup>1</sup> Further information about the personal property tax forecasts can be found in Volume 1, *Executive Summary and General Fund Revenue and Trends*.



## Factors Affecting the Adopted CIP

To better manage the growth and priorities of the CIP, staff has added a new section entitled *Projects Identified for Future Development*. All projects whose funding was completely within the FFY have been included in this section, so that the FFY included within the funding plan are for projects whose appropriation will or is planned to begin in FY 2021 through FY 2026. The new section of the CIP contains a list of prioritized projects that have been identified by the Board and staff as needing to be added to the CIP during the next biennial process. This list of projects will allow staff to develop future capital budgets more strategically and in a more transparent and data-driven way. During subsequent budget processes, prioritizing these projects will be the basis of capital budget guidance sought from the Board of Supervisors during the fall.

### Project Cost Changes and Cost Estimation Methodology

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

For the development of the FY 2021 – FY 2026 Adopted CIP, staff re-estimated the majority of projects in the capital budget, following the parameters below.

1. Refining the estimation parameters for select types of projects, using more specific expenditure categories for budgeted projects. The benefit of this change is twofold: it provides additional transparency to the CIP document and allows staff to build and manage more refined project budgets. The revised expenditure categories add important specificity; they include planning; professional services; land/right-of-way acquisition; utility relocation; construction; furniture, fixtures and equipment; owner costs; and contingency. Further categorization includes personnel and payments to other entities.
2. Enhancing year-over-year inflation estimation assumptions. Year-over-year inflation generally are planned at 3 percent for planning, professional services, and owner costs; 5 percent for land acquisition, utility relocation, and furniture, fixtures and equipment; and 5.5 percent for construction. To better adjust for material cost inflation throughout each phase, escalation costs are also averaged at the mid-point in each phase’s duration.
3. Increasing project-level contingency budgets. Contingency estimates for transportation-related projects are calculated to be as much as 40 percent of the overall project budget, especially for those projects still in the reconnaissance or planning phases. For non-transportation projects, a contingency of at least 10 percent is assumed where the total budget is under \$10 million, and a contingency of at least 5 percent is assumed where the total budget is over \$10 million.

The result of the re-estimation effort was a significantly increased overall cost for some projects and limited the ability to add new projects within the six-year period. Staff continues to focus on programming as many additional revenue sources as possible, such as NVT A 70 percent, Smart Scale, and cash proffers, but the overall stress on available local tax funding and debt capacity continues to make it difficult to accommodate new County or School projects or to accelerate existing projects.



## Factors Affecting the Adopted CIP

### County and School Renovation, Alteration, and Renewal Program

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

While long-term capital maintenance (such as replacements of roofing and other building-related systems, repaving, and mechanical, electrical and plumbing work) is funded through the County and LCPS's respective Capital Asset Preservation Programs (CAPP), more extensive renovations and facility alterations have typically been budgeted as individual projects in the CIP. To maintain, upgrade, or expand existing facilities, projections indicate that approximately \$60 million of appropriations will be needed per year for Schools and \$12 million per year for County projects.

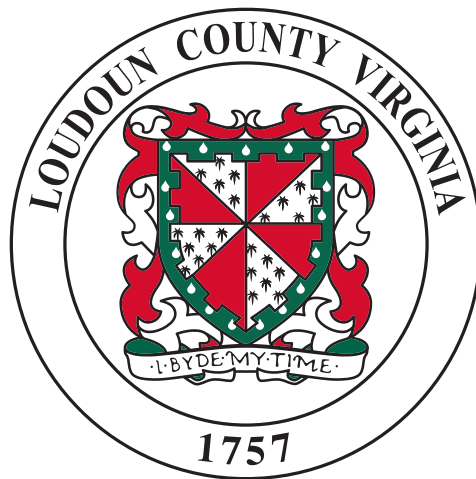
LCPS and County staff have worked to consolidate various existing and planned renovation and alteration projects, which increase the usability and longevity of existing facilities, into a renovation, alteration, and renewal program. A combination of cash and short- and long-term debt – structured to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

### Staff and Contractual Support to County Projects

The FY 2021 – FY 2026 Amended CIP continues to incorporate County staffing and consulting costs related to the development, implementation, and monitoring of the CIP. For County staff who work directly on projects, such as design engineers, land acquisition managers, project managers, and construction/civil engineers, charges are funded through individual project budgets, thereby more accurately reflecting the true cost of a project. The costs of the County's program management consultants (discussed below) are also directly charged to project budgets. Direct staffing and program management charges for FY 2022 total \$8.8 million. These charges are supported with cash proffers, debt, and local tax funding. Support positions, including staff who provide more indirect or general CIP support such as budgeting or procurement, are budgeted through a central project, Capital Support Positions, and funded with local tax funding in the amount of \$2.5 million for FY 2022.

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

	FY 2022	FTE
Direct Positions	\$5,977,000	47.00
Support Positions	\$2,468,000	17.00
Program Management	\$2,822,000	0.00
<b>Total</b>	<b>\$11,267,000</b>	<b>64.00</b>





## Summary of New County Projects and Other Changes

The proposed CIP is an amendment of the FY 2021 through FY 2026 period; there are changes to existing projects and new projects have been added. Changes to the CIP reflect rephrasing or other purposeful schedule changes, impacts of competitive revenue shortfalls, and Board member requests and department priorities. The changes also reflect the addition of a new section of the CIP entitled *Projects Identified for Future Development*, into which planned projects funded exclusively in the Future Fiscal Years have been reorganized. Tables that compare the FY 2021 Adopted CIP to the FY 2022 Proposed CIP can be found later in the *CIP Executive Summary*.

### Accelerated and New Projects

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

Project	Functional Area	Category	Source
Remote Site Connectivity	Information Technology	Acceleration	Board Priority
Broad Run Stream Valley Park	Parks, Recreation, and Culture	Acceleration	Board Priority
Western Loudoun Recreation Center	Parks, Recreation, and Culture	Acceleration	Board Priority
Ryan Road (Evergreen Mills Road to Beaverdam Drive)	Roads	Acceleration	Board Priority
Dam Safety Contingency	General Government	New	Department Priority
Selma Estates Flood Mitigation	General Government	New	Board Priority
Various Landfill Projects	General Government	New	Department Priority
Mental Health Group Home Replacements	Health and Welfare	New	Department Priority
GeoHub Servers	Information Technology	New	Department Priority
PCI Replacement	Information Technology	New	Department Priority
School Bus Radio Replacements – Project Management	Information Technology	New	Department Priority
Arcola Quarters for the Enslaved	Parks, Recreation, and Culture	New	Department Priority
PRCS Renovation Program	Parks, Recreation, and Culture	New	Department Priority
Town of Hamilton – Community Park Playground	Towns	New	Town Request
Town of Leesburg – W&OD Trail Lighting	Towns	New	Town Request
Town of Middleburg – Middleburg Town Hall	Towns	New	Town Request
Town of Round Hill – Route 7 Bypass Tunnel	Towns	New	Town Request
Town of Round Hill – Southern Gateway Pedestrian Trail	Towns	New	Town Request



## Summary of New County Projects and Other Changes

Project	Functional Area	Category	Source
Route 7/Blue Ridge Mountain/Raven Rocks Intersection Improvements	Roads	New	Board Priority
Ashburn Road Improvements	Sidewalks, Signals, and Traffic Calming	New	Board Priority
Traffic Sign Replacement Program	Sidewalks, Signals, and Traffic Calming	New	Board Priority
Traffic Signal Storage Facility	Sidewalks, Signals, and Traffic Calming	New	Board Priority

### Changes to Phasing, Purposeful Delay, or Project Deferral

Projects in this category are presented with a change to the project schedule, caused by new phasing, purposeful delay, or a deferral (meaning, the project no longer appears in the six-year period).

Project	Functional Area	Change
Public Safety – 911 Phone Switch Replacement	Information Technology	Implementation funding moved from FY 2023 to FY 2024 to coincide with <i>Backup Emergency Communication Center</i> project implementation schedule.
Purcellville Library	Parks, Recreation, and Culture	Project deferred to allow for the acceleration of the Western Loudoun Recreation Center, as requested by the District Board Member.
Fire and Rescue – Station #05/#17 Hamilton Station Replacement	Public Safety	Project deferred to allow for the expanded scope and programming of the Basic Training Facility, as requested by Loudoun County Fire and Rescue.
Fire and Rescue – Station #29 Old Ox Road (Route 606) Station	Public Safety	Project deferred to allow for the expanded scope and programming of the Basic Training Facility, as requested by Loudoun County Fire and Rescue.
Fire and Rescue – Training Tower	Public Safety	Project deferred to allow for the expanded scope and programming of the Basic Training Facility, as requested by Loudoun County Fire and Rescue.
Training Academy Expansion	Public Safety	Project funding moved from FY 2022 to FY 2026 to allow for the expanded scope and programming of the Basic Training Facility, as requested by Loudoun County Fire and Rescue.
Arcola Mills Drive (Northstar Boulevard to Belmont Ridge Road)	Roads	Project removed from CIP because scope is included in Northstar Boulevard (Shreveport Drive to Route 50) project.
Belmont Ridge Road – Arcola Mills Drive to Shreveport Drive	Roads	Project deferred because this project is likely to be a proffered improvement.
Braddock Road, Segment 2 and Segment 2B	Roads	Project was not awarded NVT A 70% funding as originally planned; therefore, project was phased into two segments (Segment 2 and Segment 2B) to better facilitate its construction given available revenues.
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway	Roads	Project was phased into three segments to administer the project more effectively and present competitive grant applications.
Route 15 Montresor Road to Point of Rocks Bridge – Improvements	Roads	Project was phased into four segments to administer the project more effectively.



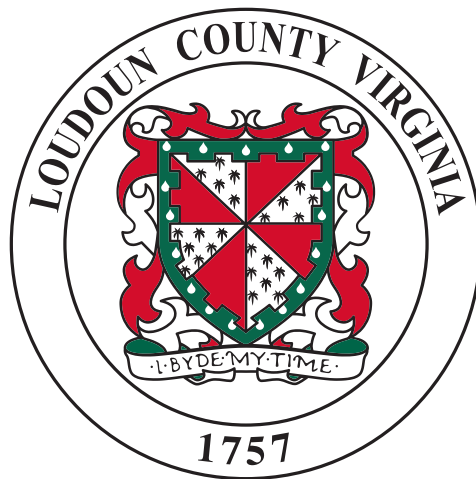
## Summary of New County Projects and Other Changes

Project	Functional Area	Change
Shellhorn Road – Loudoun County Parkway to Randolph Drive	Roads	Project was phased into four segments to administer the project more effectively and present competitive grant applications.

## Projects Planned for Future Fiscal Years

As described elsewhere in this document, to better manage the growth and priorities of the CIP, staff has added a new section entitled *Projects Identified for Future Development*. All projects whose funding was completely within the Future Fiscal Years (FFY) have been included in this section, so that the FFY included within the funding plan are for projects whose appropriation will or is planned to begin in FY 2021 through FY 2026. The following projects have been transitioned from the FFY of the funding plan of the CIP and appear in this new section for future prioritization.

Project	Functional Area
Adolescent Independent Living Residence	Health and Welfare
Goose Creek Stream Valley Linear Park	Parks, Recreation, and Culture
STEM Library	Parks, Recreation, and Culture
Teen Center	Parks, Recreation, and Culture
Courts Evidence Storage Facility	Public Safety
Juvenile Detention Center – Phase II	Public Safety
Braddock Road, Segment 3 – Bull Run Post Office Road to Fairfax County Line	Roads
Davis Drive Bridge	Roads
Dulles Greenway Interchange at Loudoun County Parkway Improvements	Roads
Route 7 Improvements, Phase 4: Route 9 to Route 704 (Hamilton Station Road)	Roads
Route 7 Improvements, Phase 5: Route 704 (Hamilton Station Road) to Route 287	Roads
Route 7 Improvements, Phase 6: Route 287 to Route 690 (Hillsboro Road)	Roads
Route 50 / Loudoun County Parkway Interchange	Roads
Route 50 Widening from Loudoun County Parkway to Tall Cedars Parkway	Roads





## Schedule of Appropriations

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

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

## Concepts

### Appropriated v. Planned

The FY 2022 budget year, along with the previously appropriated FY 2021, will be the only appropriated year of funding for the six-year period. The years beyond FY 2022 are planned appropriations and are shown for illustrative purposes only; the Board appropriates one fiscal year at a time.

The data included in the FY 2021 is the Revised Budget, meaning mid-year budget adjustments are captured.

### Future Fiscal Years

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

### Prior Years

The appropriations schedule includes a column of data labeled *Prior Years*. The data contained within this column represents the original budget from the inception of the project through FY 2020, inclusion of mid-year budget adjustments.



## Schedule of Appropriations

Capital Improvement Program										
Costs (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	FFY	Total
General Capital Projects	896,380	136,132	164,970	176,317	253,527	185,186	250,192	1,166,324	457,595	2,520,299
Transportation Capital Projects	549,419	147,952	92,982	180,043	210,900	274,510	266,006	1,172,392	356,216	2,078,027
School Capital Projects	342,465	87,275	163,990	87,310	156,315	81,730	253,240	829,860	232,755	1,405,080
<b>Total – Costs</b>	<b>1,788,264</b>	<b>371,359</b>	<b>421,942</b>	<b>443,670</b>	<b>620,742</b>	<b>541,426</b>	<b>769,438</b>	<b>3,168,577</b>	<b>1,046,566</b>	<b>6,003,407</b>

Funding Sources (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	FFY	Total
Local Tax Funding	539,961	93,487	127,838	126,373	124,588	113,210	111,347	696,842	369,415	1,606,218
Local Tax Funding Roads	62,264	22,107	23,716	24,014	24,131	24,735	25,353	144,056	30,345	236,665
General Obligation Bonds	471,949	86,133	195,692	192,957	262,111	320,977	512,450	1,570,320	479,228	2,521,498
Lease Revenue Financing	163,128	51,825	20,420	43,497	126,847	40,038	10,981	293,608	82,586	539,322
Cash Proffers	128,486	21,153	3,863	2,767	11,872	1,970	1,089	42,714	-	171,200
State Capital Assistance	18,077	-	-	-	-	-	-	-	-	18,077
Revenue Sharing	25,123	5,000	5,000	5,000	5,000	5,000	5,000	30,000	-	55,123
RSTP	-	-	-	-	-	-	7,000	7,000	-	7,000
Smart Scale	4,477	3,250	14,462	25,308	4,390	-	10,000	57,410	10,000	71,887
CMAQ	7,262	-	-	-	-	-	5,000	5,000	-	12,262
Other Federal Grants	25,000	5,023	4,650	-	-	-	-	9,673	-	34,673
NVTA 70% Regional	234,550	67,106	-	-	36,730	18,000	47,500	169,336	15,817	419,703
NVTA 30% Local	67,407	13,333	17,498	12,407	20,170	12,182	23,711	99,300	42,363	209,070
Local Gas Tax	16,534	-	-	-	-	-	-	-	-	16,534
Fees (Landfill and Transit)	18,997	2,942	8,803	11,347	4,903	5,314	10,007	43,316	16,811	79,124
Land Sale Proceeds	5,050	-	-	-	-	-	-	-	-	5,050
<b>Total – Funding Sources</b>	<b>1,788,264</b>	<b>371,359</b>	<b>421,942</b>	<b>443,670</b>	<b>620,742</b>	<b>541,426</b>	<b>769,438</b>	<b>3,168,577</b>	<b>1,046,566</b>	<b>6,003,407</b>



## Schedule of Appropriations

County Capital Improvement Program										
Costs (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Administration	363,966	20,735	52,780	47,217	34,029	49,159	37,764	241,684	223,925	829,574
General Government	130,195	36,458	42,223	50,778	140,931	33,399	28,550	332,339	97,467	560,001
Health and Welfare	480	618	1,831	450	-	-	4,926	7,825	-	8,305
Information Technology	21,228	11,826	30,926	13,732	14,824	6,394	6,236	83,938	14,682	119,848
Parks, Recreation, and Culture	189,949	36,737	22,842	5,587	31,185	53,089	67,476	216,916	77,708	484,573
Public Safety	167,699	20,646	10,591	53,381	26,943	38,158	102,049	251,768	25,499	444,967
Towns	22,863	9,111	3,777	5,172	5,615	4,987	3,191	31,853	18,314	73,030
Transportation	549,419	147,952	92,982	180,043	210,900	274,510	266,006	1,172,392	356,216	2,078,027
<b>Total – Costs</b>	<b>1,445,799</b>	<b>284,084</b>	<b>257,952</b>	<b>356,360</b>	<b>464,427</b>	<b>459,696</b>	<b>516,198</b>	<b>2,338,717</b>	<b>813,811</b>	<b>4,598,326</b>

Funding Sources (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Local Tax Funding	497,137	69,067	113,474	109,523	108,959	101,011	88,502	590,535	357,810	1,445,482
Local Tax Funding Roads	62,264	22,107	23,716	24,014	24,131	24,735	25,353	144,056	30,345	236,665
General Obligation Bonds	182,458	32,018	56,486	131,252	130,660	261,191	292,335	903,942	312,823	1,399,224
Lease Revenue Financing	154,728	43,085	10,000	34,742	117,612	30,293	701	236,433	27,841	419,002
Cash Proffers	126,736	21,153	3,863	2,767	11,872	1,970	1,089	42,714	-	169,450
State Capital Assistance	18,077	-	-	-	-	-	-	-	-	18,077
Revenue Sharing	25,123	5,000	5,000	5,000	5,000	5,000	5,000	30,000	-	55,123
RSTP	-	-	-	-	-	-	7,000	7,000	-	7,000
Smart Scale	4,477	3,250	14,462	25,308	4,390	-	10,000	57,410	10,000	71,887
CMAQ	7,262	-	-	-	-	-	5,000	5,000	-	12,262
Other Federal Grants	25,000	5,023	4,650	-	-	-	-	9,673	-	34,673
NVTA 70% Regional	234,550	67,106	-	-	36,730	18,000	47,500	169,336	15,817	419,703
NVTA 30% Local	67,407	13,333	17,498	12,407	20,170	12,182	23,711	99,300	42,363	209,070
Local Gas Tax	16,534	-	-	-	-	-	-	-	-	16,534
Fees (Landfill and Transit)	18,997	2,942	8,803	11,347	4,903	5,314	10,007	43,316	16,811	79,124
Land Sale Proceeds	5,050	-	-	-	-	-	-	-	-	5,050
<b>Total – Funding Sources</b>	<b>1,445,799</b>	<b>284,084</b>	<b>257,952</b>	<b>356,360</b>	<b>464,427</b>	<b>459,696</b>	<b>516,198</b>	<b>2,338,717</b>	<b>813,811</b>	<b>4,598,326</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects										
Costs (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Administration	363,966	20,735	52,780	47,217	34,029	49,159	37,764	241,684	223,925	829,574
General Government	130,195	36,458	42,223	50,778	140,931	33,399	28,550	332,339	97,467	560,001
Health and Welfare	480	618	1,831	450	-	-	4,926	7,825	-	8,305
Information Technology	21,228	11,826	30,926	13,732	14,824	6,394	6,236	83,938	14,682	119,848
Parks, Recreation, and Culture	189,949	36,737	22,842	5,587	31,185	53,089	67,476	216,916	77,708	484,573
Public Safety	167,699	20,646	10,591	53,381	26,943	38,158	102,049	251,768	25,499	444,967
Towns	22,863	9,111	3,777	5,172	5,615	4,987	3,191	31,853	18,314	73,030
<b>Total – Costs</b>	<b>896,380</b>	<b>136,132</b>	<b>164,970</b>	<b>176,317</b>	<b>253,527</b>	<b>185,186</b>	<b>250,192</b>	<b>1,166,324</b>	<b>457,595</b>	<b>2,520,299</b>

Funding Sources (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Local Tax Funding	477,041	64,176	110,771	96,673	99,789	92,345	71,713	535,466	349,938	1,362,446
Local Tax Funding Roads	-	1,225	1,022	-	-	-	-	2,247	3,000	5,247
General Obligation Bonds	117,739	8,165	23,593	26,575	16,150	52,022	164,580	291,085	46,691	455,514
Lease Revenue Financing	153,873	43,085	10,000	34,742	117,612	30,293	701	236,433	27,841	418,147
Cash Proffers	100,868	12,020	2,404	2,308	9,458	225	-	26,415	-	127,284
Other Federal Grants	-	-	4,650	-	-	-	-	4,650	-	4,650
NVTA 30% Local	22,594	4,519	3,727	4,672	5,615	4,987	3,191	26,711	13,314	62,620
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Fees (Landfill and Transit)	18,997	2,942	8,803	11,347	4,903	5,314	10,007	43,316	16,811	79,124
Land Sale Proceeds	5,050	-	-	-	-	-	-	-	-	5,050
<b>Total – Funding Sources</b>	<b>896,380</b>	<b>136,132</b>	<b>164,970</b>	<b>176,317</b>	<b>253,527</b>	<b>185,186</b>	<b>250,192</b>	<b>1,166,324</b>	<b>457,595</b>	<b>2,520,299</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Administration										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Capital Project Management	30,625	4,695	4,818	4,963	5,112	5,265	5,423	30,276	23,372	84,273
Capital Support Positions	4,652	2,535	2,468	2,542	2,618	2,697	2,778	15,638	11,969	32,259
CIP Contingency	72,256	12,494	29,314	26,855	15,558	16,647	17,812	118,679	84,621	275,557
Land Acquisition - County Projects	119,915	1,012	6,905	1,103	1,158	1,216	1,277	12,671	20,000	152,586
Land Acquisition - School Projects	136,517	-	5,275	9,740	5,870	19,510	6,535	46,930	66,990	250,437
Scoping and Preliminary Engineering	-	-	4,000	2,014	3,713	3,824	3,939	17,490	16,973	34,463
<b>Total – Cost</b>	<b>363,966</b>	<b>20,735</b>	<b>52,780</b>	<b>47,217</b>	<b>34,029</b>	<b>49,159</b>	<b>37,764</b>	<b>241,684</b>	<b>223,925</b>	<b>829,574</b>
Local Tax Funding	359,554	19,499	46,483	37,477	28,159	29,649	37,764	199,030	199,415	758,000
Lease Revenue Financing	3,905	-	5,275	9,740	5,870	19,510	-	40,395	24,510	68,810
Cash Proffers	-	11	-	-	-	-	-	11	-	11
<b>Total – Funding Sources</b>	<b>363,966</b>	<b>20,735</b>	<b>52,780</b>	<b>47,217</b>	<b>34,029</b>	<b>49,159</b>	<b>37,764</b>	<b>241,684</b>	<b>223,925</b>	<b>829,574</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: General Government										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Broad Run Farms Waterline Extension	-	9,885	-	-	-	-	-	9,885	-	9,885
Consolidated Shops and Warehouse Facility	35,200	3,500	-	-	-	-	-	3,500	-	38,700
County Renovation Program	1,000	1,111	6,645	6,725	6,811	6,903	7,001	35,196	29,129	65,325
County Renovation Program - Government Center	-	500	535	572	612	655	701	3,575	3,331	6,906
County Renovation Program - Shenandoah Building Renovations	-	-	4,000	4,000	4,000	-	-	12,000	-	12,000
County Renovation Program - Waterford Space Renovation	-	-	2,000	-	-	-	-	2,000	-	2,000
Dam Safety Contingency	-	-	2,000	-	-	-	-	2,000	-	2,000
Eastern Services Center	-	-	-	-	17,250	-	-	17,250	-	17,250
General Government Office Space - Sycolin Road Phase I	-	-	-	17,565	97,380	10,128	-	125,073	-	125,073
Landfill - CDD Cell A2 Liner	8,350	-	-	6,220	-	-	-	6,220	-	14,570
Landfill - Cell Capping	-	-	-	-	-	-	5,010	5,010	-	5,010
Landfill - Debt Service	10,647	2,942	3,600	4,427	4,903	4,764	4,387	25,023	16,261	51,931
Landfill - Infrastructure Improvements	-	-	5,203	700	-	550	610	7,063	550	7,613
Landfill - Sequence 1A Cap	1,500	1,790	-	-	-	-	-	1,790	-	3,290
Landfill Reclamation - Cell R2 Liner	21,480	7,920	-	-	-	-	-	7,920	-	29,400
Selma Estates Flood Mitigation	-	-	8,060	-	-	-	-	8,060	-	8,060
Storm Water Management	44,019	6,460	7,780	8,119	7,475	7,849	8,241	45,924	37,296	127,239
Water/Wastewater Program	8,000	2,350	2,400	2,450	2,500	2,550	2,600	14,850	10,900	33,750
<b>Total – Cost</b>	<b>130,195</b>	<b>36,458</b>	<b>42,223</b>	<b>50,778</b>	<b>140,931</b>	<b>33,399</b>	<b>28,550</b>	<b>332,339</b>	<b>97,467</b>	<b>560,001</b>
Local Tax Funding	63,219	19,766	26,235	37,859	20,786	17,302	17,842	139,790	77,325	280,334
Lease Revenue Financing	47,980	13,710	2,535	1,572	111,742	10,783	701	141,043	3,331	192,354
Cash Proffers	-	40	-	-	3,500	-	-	3,540	-	3,540
Fees (Landfill and Transit)	18,997	2,942	8,803	11,347	4,903	5,314	10,007	43,316	16,811	79,124
<b>Total – Funding Sources</b>	<b>130,195</b>	<b>36,458</b>	<b>42,223</b>	<b>50,778</b>	<b>140,931</b>	<b>33,399</b>	<b>28,550</b>	<b>332,339</b>	<b>97,467</b>	<b>560,001</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Health and Welfare										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
DS Group Residence - Eastern Loudoun	480	618	1,831	450	-	-	-	2,899	-	3,379
Mental Health Group Home Replacements	-	-	-	-	-	-	4,926	4,926	-	4,926
<b>Total – Cost</b>	<b>480</b>	<b>618</b>	<b>1,831</b>	<b>450</b>	<b>-</b>	<b>-</b>	<b>4,926</b>	<b>7,825</b>	<b>-</b>	<b>8,305</b>
Local Tax Funding	480	1	49	-	-	-	493	543	-	1,023
General Obligation Bonds	-	-	-	-	-	-	4,433	4,433	-	4,433
Lease Revenue Financing	-	560	1,665	-	-	-	-	2,225	-	2,225
Cash Proffers	-	57	117	450	-	-	-	624	-	624
<b>Total – Funding Sources</b>	<b>480</b>	<b>618</b>	<b>1,831</b>	<b>450</b>	<b>-</b>	<b>-</b>	<b>4,926</b>	<b>7,825</b>	<b>-</b>	<b>8,305</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Information Technology										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Backup Emergency Communications Center	-	-	-	1,348	3,092	3,395	-	7,835	-	7,835
Data Center and Fiber Plant Relocation	1,765	-	-	721	-	-	-	721	-	2,486
Enterprise Data Warehouse	-	-	1,850	1,906	1,963	-	-	5,719	-	5,719
Fiber Backbone Replacement/I-Net	-	930	-	-	-	-	-	930	-	930
GeoHub Servers	-	-	160	160	160	160	160	800	-	800
Information Technology Contingency	834	1,263	1,591	1,639	1,688	1,739	1,791	9,711	7,718	18,263
Land Management Information System	10,162	3,169	-	-	-	-	-	3,169	-	13,331
Oracle Upgrades - Classification and Compensation	2,292	-	-	-	-	-	-	-	-	2,292
Oracle Upgrades - Financial Reporting Solutions	-	2,318	-	-	-	-	-	2,318	-	2,318
Oracle Upgrades - Hosting Solution	-	536	5,202	138	-	-	-	5,876	-	5,876
Oracle Upgrades - Hyperion	-	-	-	660	-	-	-	660	-	660
Oracle Upgrades - iRecruitment	-	2,354	-	-	-	-	-	2,354	-	2,354
PCI Replacement System	-	-	375	5,710	775	-	-	6,860	-	6,860
Public Safety - 911 Phone Switch Replacement	-	-	-	350	3,044	-	-	3,394	-	3,394
Public Safety - Handheld Radio Replacements	-	-	11,251	-	-	-	-	11,251	-	11,251
Public Safety - Radio Tower Expansion Program	2,000	405	2,830	-	3,002	-	3,185	9,422	6,964	18,386
Public Safety - Redundant Master/Prime Site	3,075	-	1,008	-	-	-	-	1,008	-	4,083
Public Safety - School Radio Coverage Program	1,100	660	1,100	1,100	1,100	1,100	1,100	6,160	-	7,260
Remote Site Connectivity	-	191	4,309	-	-	-	-	4,500	-	4,500
School Bus Radio Replacements - Project Management	-	-	1,250	-	-	-	-	1,250	-	1,250
<b>Total – Cost</b>	<b>21,228</b>	<b>11,826</b>	<b>30,926</b>	<b>13,732</b>	<b>14,824</b>	<b>6,394</b>	<b>6,236</b>	<b>83,938</b>	<b>14,682</b>	<b>119,848</b>
Local Tax Funding	12,866	11,826	30,926	13,732	14,824	6,394	6,236	83,938	14,682	111,486
Lease Revenue Financing	8,362	-	-	-	-	-	-	-	-	8,362
<b>Total – Funding Sources</b>	<b>21,228</b>	<b>11,826</b>	<b>30,926</b>	<b>13,732</b>	<b>14,824</b>	<b>6,394</b>	<b>6,236</b>	<b>83,938</b>	<b>14,682</b>	<b>119,848</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Parks, Recreation, and Culture										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Arcola Quarters for the Enslaved	1,500	-	2,162	-	10,417	-	-	12,579	-	14,079
Ashburn Recreation and Community Center	70,930	15,142	-	-	-	-	-	15,142	-	86,072
Ashburn Senior Center	13,285	72	-	-	-	-	-	72	-	13,357
Brambleton West Park Improvements	125	184	-	1,549	64	-	-	1,797	-	1,922
Broad Run Stream Valley Linear Park	-	-	753	-	2,055	-	-	2,808	23,850	26,658
Children's Science Center	1,072	13,928	-	-	-	-	-	13,928	-	15,000
Dulles Adult Day Center	-	-	-	-	-	6,236	-	6,236	10,228	16,464
Dulles South Community Park	-	-	-	-	4,128	-	-	4,128	18,819	22,947
Fields Farm Park	1,560	147	6,892	-	-	31,146	-	38,185	-	39,745
Franklin Park to Purcellville Trail	520	-	-	-	-	-	-	-	5,390	5,910
Hal & Berni Hanson Regional Park	97,935	432	-	-	-	-	-	432	-	98,367
Linear Parks and Trails System	350	-	-	-	-	-	-	-	-	350
Lovettsville District Park - Phase II	-	4,739	-	-	-	-	-	4,739	-	4,739
Philip A. Bolen Park Phase II	1,200	1,522	9,039	-	-	-	-	10,561	-	11,761
Potomack Lakes Sportsplex - Field Improvements	1,451	14	-	2,288	-	-	-	2,302	-	3,753
PRCS Renovation Program	-	-	1,500	1,750	2,000	2,250	2,500	10,000	11,750	21,750
Scott Jenkins Memorial Park - Phase III	-	558	2,496	-	-	-	-	3,054	-	3,054
Sterling Neighborhood Park	20	-	-	-	-	10,140	-	10,140	4,825	14,985
Western Loudoun Recreation Center	-	-	-	-	12,521	3,317	64,976	80,814	2,846	83,660
<b>Total – Cost</b>	<b>189,949</b>	<b>36,737</b>	<b>22,842</b>	<b>5,587</b>	<b>31,185</b>	<b>53,089</b>	<b>67,476</b>	<b>216,916</b>	<b>77,708</b>	<b>484,573</b>
Local Tax Funding	6,972	618	4,028	3,729	25,227	16,482	2,500	52,584	31,017	90,573
General Obligation Bonds	76,115	4,680	16,677	-	-	36,382	64,976	122,715	46,691	245,521
Lease Revenue Financing	1,500	20,629	-	-	-	-	-	20,629	-	22,129
Cash Proffers	100,361	10,810	2,137	1,858	5,958	225	-	20,988	-	121,350
Land Sale Proceeds	5,000	-	-	-	-	-	-	-	-	5,000
<b>Total – Funding Sources</b>	<b>189,949</b>	<b>36,737</b>	<b>22,842</b>	<b>5,587</b>	<b>31,185</b>	<b>53,089</b>	<b>67,476</b>	<b>216,916</b>	<b>77,708</b>	<b>484,573</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Public Safety										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Adult Detention Center Expansion, Phase III	260	-	-	-	2,730	18,400	83,190	104,320	9,606	114,186
Animal Services Facility	25,786	177	-	-	-	-	-	177	-	25,963
Courts Complex Phase III	91,999	8,168	-	-	-	-	-	8,168	-	100,167
Courts Complex Phase IV - Renovation	-	4,507	-	23,430	-	-	-	27,937	-	27,937
Fire and Rescue - Basic Training Facility	750	1,214	-	10,610	-	-	-	11,824	-	12,574
Fire and Rescue - Capital Apparatus	26,550	3,183	2,753	3,376	3,477	3,581	3,688	20,058	15,893	62,501
Fire and Rescue - Station #04 - Round Hill Station Replacement	3,495	753	3,341	-	17,945	537	-	22,576	-	26,071
Fire and Rescue - Station #07 - Aldie Station Replacement	18,860	11	-	-	-	-	-	11	-	18,871
Fire and Rescue - Station #08 - Philomont Station Replacement	-	115	3,920	-	-	15,640	2,181	21,856	-	21,856
Fire and Rescue - Station #28 - Leesburg South Station	-	2,378	-	15,965	2,791	-	-	21,134	-	21,134
Fire and Rescue - Station Storage Sheds	-	140	577	-	-	-	-	717	-	717
Fire and Rescue - Training Academy Expansion	-	-	-	-	-	-	12,990	12,990	-	12,990
<b>Total – Cost</b>	<b>167,699</b>	<b>20,646</b>	<b>10,591</b>	<b>53,381</b>	<b>26,943</b>	<b>38,158</b>	<b>102,049</b>	<b>251,768</b>	<b>25,499</b>	<b>444,967</b>
Local Tax Funding	33,950	8,166	3,000	3,376	10,793	22,518	6,878	54,731	25,499	114,179
General Obligation Bonds	41,624	3,485	6,916	26,575	16,150	15,640	95,171	163,937	-	205,560
Lease Revenue Financing	92,126	8,186	525	23,430	-	-	-	32,141	-	124,267
Cash Proffers	-	810	150	-	-	-	-	960	-	960
<b>Total – Funding Sources</b>	<b>167,699</b>	<b>20,646</b>	<b>10,591</b>	<b>53,381</b>	<b>26,943</b>	<b>38,158</b>	<b>102,049</b>	<b>251,768</b>	<b>25,499</b>	<b>444,967</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Towns										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Town of Hamilton - Community Park Playground	-	-	50	-	-	-	-	50	-	50
Town of Hillsboro - Old Stone School/Town Hall	507	292	-	-	-	-	-	292	-	799
Town of Leesburg - Evergreen Mill Rd. Widening	4,200	1,800	-	-	-	-	-	1,800	3,000	9,000
Town of Leesburg - NVTA Local Distribution	14,478	2,049	2,358	2,427	2,492	2,546	2,604	14,476	10,866	39,820
Town of Leesburg - Town-wide Bus Shelters	-	60	178	-	-	-	-	238	-	238
Town of Leesburg - Veteran's Park	-	4,000	-	-	-	-	-	4,000	2,000	6,000
Town of Leesburg - W&OD Trail Lighting	-	-	-	-	-	500	-	500	-	500
Town of Lovettsville - Broadway Streetscapes Phase 2A	330	-	150	671	800	-	-	1,621	-	1,951
Town of Lovettsville - Pedestrian Improvements	103	62	160	278	473	-	-	973	-	1,076
Town of Middleburg - Middleburg Town Hall	-	-	-	500	-	-	-	500	-	500
Town of Purcellville - Berlin Turnpike Traffic Signal	-	-	-	-	-	700	-	700	-	700
Town of Purcellville - Bush Tabernacle & Fireman's Field	-	300	-	-	-	-	-	300	-	300
Town of Purcellville - Hirst Road to W&OD Shared-Use Path	-	-	-	-	538	667	-	1,205	-	1,205
Town of Purcellville - Loudoun Valley High School Street Lighting	-	-	200	-	-	-	-	200	-	200
Town of Purcellville - NVTA Local Distribution	3,034	457	531	546	562	574	587	3,257	2,448	8,739
Town of Purcellville - Pedestrian Linkages	210	91	-	-	-	-	-	91	-	301
Town of Round Hill - Route 7 Bypass Tunnel	-	-	150	-	-	-	-	150	-	150
Town of Round Hill - Southern Gateway Pedestrian Trail	-	-	-	750	750	-	-	1,500	-	1,500
<b>Total – Cost</b>	<b>22,863</b>	<b>9,111</b>	<b>3,777</b>	<b>5,172</b>	<b>5,615</b>	<b>4,987</b>	<b>3,191</b>	<b>31,853</b>	<b>18,314</b>	<b>73,030</b>
Local Tax Funding	-	4,300	50	500	-	-	-	4,850	2,000	6,850
Local Tax Funding Roads	-	-	-	-	-	-	-	-	3,000	3,000
Cash Proffers	507	292	-	-	-	-	-	292	-	799
NVTA 30% Local	22,356	4,519	3,727	4,672	5,615	4,987	3,191	26,711	13,314	62,381
<b>Total – Funding Sources</b>	<b>22,863</b>	<b>9,111</b>	<b>3,777</b>	<b>5,172</b>	<b>5,615</b>	<b>4,987</b>	<b>3,191</b>	<b>31,853</b>	<b>18,314</b>	<b>73,030</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
Transportation Projects										
Costs (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Roads	502,210	127,190	59,598	150,078	154,984	230,964	223,580	946,394	210,635	1,659,238
Sidewalks, Signals, and Traffic Calming	7,267	9,690	23,618	22,223	49,840	37,167	35,549	178,087	116,532	301,885
Transit	39,943	11,072	9,766	7,741	6,076	6,379	6,878	47,911	29,049	116,903
<b>Total – Costs</b>	<b>549,419</b>	<b>147,952</b>	<b>92,982</b>	<b>180,043</b>	<b>210,900</b>	<b>274,510</b>	<b>266,006</b>	<b>1,172,392</b>	<b>356,216</b>	<b>2,078,027</b>

Funding Sources (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Local Tax Funding	20,095	4,891	2,703	12,850	9,170	8,667	16,789	55,069	7,872	83,036
Local Tax Funding Roads	62,264	20,882	22,694	24,014	24,131	24,735	25,353	141,809	27,345	231,418
General Obligation Bonds	64,720	23,853	32,894	104,677	114,510	209,169	127,755	612,857	266,132	943,709
Lease Revenue Financing	855	-	-	-	-	-	-	-	-	855
Cash Proffers	25,868	9,133	1,458	459	2,414	1,745	1,089	16,299	-	42,166
State Capital Assistance	18,077	-	-	-	-	-	-	-	-	18,077
Revenue Sharing	25,123	5,000	5,000	5,000	5,000	5,000	5,000	30,000	-	55,123
RSTP	-	-	-	-	-	-	7,000	7,000	-	7,000
Smart Scale	4,477	3,250	14,462	25,308	4,390	-	10,000	57,410	10,000	71,887
CMAQ	7,262	-	-	-	-	-	5,000	5,000	-	12,262
Other Federal Grants	25,000	5,023	-	-	-	-	-	5,023	-	30,023
NVTA 70% Regional	234,550	67,106	-	-	36,730	18,000	47,500	169,336	15,817	419,703
NVTA 30% Local	44,812	8,814	13,771	7,735	14,555	7,195	20,520	72,589	29,049	146,451
Local Gas Tax	16,317	-	-	-	-	-	-	-	-	16,317
<b>Total – Funding Sources</b>	<b>549,419</b>	<b>147,952</b>	<b>92,982</b>	<b>180,043</b>	<b>210,900</b>	<b>274,510</b>	<b>266,006</b>	<b>1,172,392</b>	<b>356,216</b>	<b>2,078,027</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
Transportation Projects: Roads										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Arcola Boulevard (Route 50 to Route 606)	14,990	37	-	-	-	-	-	37	-	15,027
Arcola Mills Drive, Segment 1 (Belmont Ridge Road to Stone Springs Boulevard)	-	-	-	5,000	9,904	34,813	-	49,717	-	49,717
Arcola Mills Drive, Segment 2 (Stone Springs Boulevard to Loudoun County Parkway)	-	-	-	-	2,328	22,741	-	25,069	19,012	44,081
Belmont Ridge Road (Truro Parish Drive to Croson Lane)	42,736	366	-	-	-	-	-	366	-	43,102
Braddock Road, Segment 1 (Royal Hunter Drive to Gum Spring Road)	-	4,741	-	-	-	-	-	4,741	-	4,741
Braddock Road, Segment 1B (Whitman Farm to Paul VI Eastern Entrance)	2,000	2,000	-	-	-	-	-	2,000	-	4,000
Braddock Road, Segment 2 (Paul VI Eastern Entrance to Loudoun County Parkway)	-	-	-	-	-	3,135	10,000	13,135	20,311	33,446
Croson Lane Widening (Claiborne Parkway to Old Ryan Road)	-	2,091	5,497	-	-	11,267	-	18,855	-	18,855
Crosstrail Boulevard, Segment B (Kincaid Boulevard to Russell Branch Parkway)	50,191	628	-	-	-	-	-	628	-	50,819
Crosstrail Boulevard, Segment C (Sycolin Road to Dulles Greenway)	-	6,774	-	18,973	62,689	-	-	88,436	-	88,436
Dulles West Boulevard (Northstar Boulevard to Arcola Boulevard)	50,314	248	-	5,320	-	25,745	-	31,312	-	81,626
Elk Lick Rd Intersection Improvements (Route 50 & Tall Cedars Parkway)	1,691	421	-	-	-	-	-	421	-	2,113
Evergreen Mills Road (Reservoir Road and Watson Road)	14,000	1,692	1,843	7,780	-	-	-	11,315	-	25,315
Farmwell Road Intersection Improvements	7,864	5,625	-	26,240	-	-	-	31,865	-	39,729
Intelligent Transportation System (ITS)	1,100	27	-	-	1,277	-	2,500	3,804	-	4,904
Leesburg Bypass Lane Extension (Dulles Greenway)	3,000	-	-	-	-	-	-	-	-	3,000
Loudoun County Parkway (Dulles West Boulevard to Route 50)	7,889	20	-	-	-	-	-	20	-	7,910
Loudoun County Parkway (Ryan Road to Shellhorn Road)	-	2,708	-	-	-	-	-	2,708	-	2,708
Moorefield Boulevard Improvements	4,340	470	-	-	-	-	-	470	-	4,810
Northstar Boulevard (Route 50 to Tall Cedars Parkway)	45,889	-	-	-	-	-	-	-	-	45,889
Northstar Boulevard (Shreveport Drive to Route 50)	90,015	531	-	-	-	-	-	531	-	90,545
Northstar Boulevard (Tall Cedars Parkway to Braddock Road)	-	8,298	21,379	-	1,184	79,594	-	110,455	-	110,455



## Schedule of Appropriations

(\$ in 1000s)	-	-	3,298	-	4,000	-	30,407	37,705	-	37,705
Prentice Drive (Loudoun County Pkwy to Lockridge Road)	85,230	113	-	-	-	-	-	113	-	85,343
Prentice Drive (Loudoun County Pkwy to Shellhorn & Lockridge West from Prentice to Waxpool)	-	-	550	-	-	-	-	550	-	550
Route 7 / Blue Ridge Mountain / Raven Rocks Intersection Improvements	-	-	-	-	-	1,640	-	1,640	4,520	6,160
Route 7 Eastbound Widening (Loudoun County Parkway to Route 28)	2,115	33	-	5,001	4,390	-	-	9,424	-	11,539
Route 7 Improvements, Phase 1: Route 7 & Route 287 Interchange	11,750	182	6,047	23,285	-	-	-	29,514	-	41,264
Route 7 Improvements, Phase 2: Route 7 & Route 690 (Hillsboro Rd) Interchange	-	3,676	-	-	2,320	4,680	-	10,676	-	10,676
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 1	-	-	-	5,420	1,730	480	22,000	29,630	14,085	43,715
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2	-	2,091	5,497	-	-	11,267	-	18,855	-	18,855
Route 9 / Route 287 Roundabout	14,483	88	3,342	7,767	-	-	-	11,197	-	25,680
Route 15 / Braddock Road Roundabout	-	-	-	-	1,129	-	5,000	6,129	1,734	7,862
Route 15 Improvements, Phase 1: Montresor to POR, Segment 1	2,718	-	-	5,560	558	13,898	-	20,016	-	22,734
Route 15 Improvements, Phase 2: Montresor to POR, Segment 2	-	-	1,324	-	2,477	262	5,091	9,154	-	9,154
Route 15 Improvements, Phase 3: Montresor to POR, Segment 3	-	-	-	7,140	-	7,825	169	15,134	40,167	55,301
Route 15 Improvements, Phase 4: Montresor to POR, Segment 4	-	-	-	-	-	11,457	-	11,457	35,772	47,229
Route 15 Widening (Battlefield Parkway to Montresor Road)	3,500	54,054	-	-	-	-	55,932	109,986	-	113,486
Route 50 / Everfield Roundabout	-	-	-	-	1,015	-	2,000	3,015	4,985	8,000
Route 50 / North Collector Road (Tall Cedars Parkway to Route 28)	-	-	8,424	-	17,855	-	84,570	110,848	-	110,848
Route 50 / Trailhead Drive Roundabout	2,215	12,169	-	-	-	-	-	12,169	-	14,384
Ryan Road (Evergreen Mills Road to Beaverdam Drive)	-	-	2,163	-	2,013	-	2,946	7,122	15,817	22,939
Safety Audit and Improvements - Evergreen Mills Rd and Arcola Mill Drive Corridor	-	-	-	-	-	966	965	1,931	9,120	11,051
Seneca Ridge Drive (South Cottage Road to Augusta Drive)	1,540	19	-	-	-	-	-	19	-	1,559
Shellhorn Rd & Central Station Dr / Hartley Place Intersection Improvements	-	-	-	-	-	244	-	244	-	244
Shellhorn Road (Loudoun County Parkway to Eastern Limit of SDC Project)	-	1,936	-	-	-	-	-	1,936	-	1,936
Shellhorn Road (Loudoun County Parkway to MWAA Property - SDC Property to Silver District West)	-	3,836	-	3,819	-	-	-	7,655	-	7,655
Shellhorn Road (Loudoun County Parkway to MWAA Property - Silver District West)	-	13,694	-	-	-	-	-	13,694	-	13,694



## Schedule of Appropriations

(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Shellhorn Road (MWA Property to Moran - County Project)	8,269	226	-	2,746	39,101	-	-	42,073	-	50,342
Sycolin Road (Loudoun Center Place to Crosstrail Boulevard)	-	-	-	-	-	2,469	-	2,469	40,127	42,596
Trailhead Drive / Braddock Road Roundabout	-	-	-	-	1,015	-	2,000	3,015	4,985	8,000
Waxpool Road / Loudoun County Parkway Intersection Improvements	6,381	304	-	3,517	-	-	-	3,822	-	10,203
Westwind Drive (Loudoun County Park to Old Ox Road)	13,830	182	5,731	22,509	-	9,750	-	38,172	-	52,002
VDOT Administered George Washington Boulevard - Overpass	8,694	-	-	-	-	-	-	-	-	8,694
VDOT Administered Route 50 Corridor Improvements	3,008	-	-	-	-	-	-	-	-	3,008
VDOT Administered Route 50 Corridor Improvements - Loudoun & Fairfax	2,457	-	-	-	-	-	-	-	-	2,457
<b>Total – Cost</b>	<b>502,210</b>	<b>127,190</b>	<b>59,598</b>	<b>150,078</b>	<b>154,984</b>	<b>230,964</b>	<b>223,580</b>	<b>946,394</b>	<b>210,635</b>	<b>1,659,238</b>
Local Tax Funding	15,704	136	277	12,850	8,170	3,921	2,554	27,907	5,426	49,037
Local Tax Funding Roads	56,687	17,938	18,292	21,514	22,631	21,510	22,853	124,738	7,015	188,440
General Obligation Bonds	64,220	22,864	17,493	86,580	71,442	180,910	117,323	496,612	172,377	733,208
Cash Proffers	20,233	8,508	1,458	459	2,117	1,624	750	14,916	-	35,148
Revenue Sharing	25,123	5,000	5,000	5,000	5,000	5,000	5,000	30,000	-	55,123
RSTP	-	-	-	-	-	-	7,000	7,000	-	7,000
Smart Scale	2,277	-	10,712	23,675	4,390	-	10,000	48,777	10,000	61,054
CMAQ	3,291	-	-	-	-	-	5,000	5,000	-	8,291
Other Federal Grants	25,000	-	-	-	-	-	-	-	-	25,000
NVTA 70% Regional	231,810	67,106	-	-	36,730	18,000	47,500	169,336	15,817	416,963
NVTA 30% Local	43,445	5,637	6,366	-	4,505	-	5,600	22,108	-	65,553
Local Gas Tax	14,420	-	-	-	-	-	-	-	-	14,420
<b>Total – Funding Sources</b>	<b>502,210</b>	<b>127,190</b>	<b>59,598</b>	<b>150,078</b>	<b>154,984</b>	<b>230,964</b>	<b>223,580</b>	<b>946,394</b>	<b>210,635</b>	<b>1,659,238</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
Transportation Projects: Sidewalks, Signals, and Traffic Calming										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Belmont Ridge Road/Legacy Park Drive Traffic Signal	-	-	-	-	298	-	291	589	1,092	1,681
Contingency - Sidewalk and Trails	1,768	1,000	1,500	1,000	1,000	1,000	1,000	6,500	4,000	12,268
Contingency - Traffic Calming	43	250	750	500	500	500	500	3,000	2,000	5,043
Contingency - Traffic Signal	820	750	1,250	1,000	1,000	1,000	1,000	6,000	4,000	10,820
Harmony Middle School Sidewalk	-	-	1,379	680	249	4,471	-	6,779	-	6,779
Intersection Improvement Program	1,854	3,700	15,067	15,290	15,835	14,235	14,235	78,362	57,340	137,556
Loudoun County Parkway - Shared-Use Path	-	-	-	-	-	1,202	461	1,663	7,020	8,682
Oakgrove Road - Pedestrian Improvements	967	21	-	-	-	-	-	21	-	988
Route 7 Pedestrian Crossings	855	1,406	992	608	-	-	8,042	11,048	-	11,903
Sidewalk and Trail Program	185	1,316	976	1,925	11,085	12,435	10,020	37,757	40,080	78,022
Sterling Boulevard/W&OD Trail - Overpass	500	794	-	599	16,989	-	-	18,382	-	18,882
Traffic Sign Replacement Program	-	-	1,000	-	-	1,000	-	2,000	1,000	3,000
W&OD At-Grade Crossing Improvements	-	453	174	338	2,661	-	-	3,625	-	3,625
VDOT Administered Metro Station Area Pedestrian Improvements	275	-	-	-	-	-	-	-	-	275
<b>Total – Cost</b>	<b>7,267</b>	<b>9,690</b>	<b>23,618</b>	<b>22,223</b>	<b>49,840</b>	<b>37,167</b>	<b>35,549</b>	<b>178,087</b>	<b>116,532</b>	<b>301,885</b>
Local Tax Funding	736	4,753	2,297	-	1,000	4,746	14,235	27,031	2,446	30,213
Local Tax Funding Roads	3,077	2,944	4,402	2,500	1,500	3,225	2,500	17,071	20,330	40,478
General Obligation Bonds	500	989	15,401	18,097	43,068	28,259	10,433	116,246	93,756	210,501
Lease Revenue Financing	855	-	-	-	-	-	-	-	-	855
Cash Proffers	-	564	-	-	298	121	339	1,322	-	1,322
NVTA 30% Local	1,368	440	1,518	1,626	3,975	816	8,042	16,417	-	17,785
Local Gas Tax	732	-	-	-	-	-	-	-	-	732
<b>Total – Funding Sources</b>	<b>7,267</b>	<b>9,690</b>	<b>23,618</b>	<b>22,223</b>	<b>49,840</b>	<b>37,167</b>	<b>35,549</b>	<b>178,087</b>	<b>116,532</b>	<b>301,885</b>



## Schedule of Appropriations

County Capital Improvement Program by Functional Area										
Transportation Projects: Transit										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Local Fixed-Route Bus Stop Improvements	4,000	24	-	-	-	-	-	24	-	4,024
Metro Capital Contribution	-	7,759	5,887	6,108	6,076	6,379	6,878	39,087	29,049	68,136
Transit Buses - Acquisition	31,417	2,550	2,450	-	-	-	-	5,000	-	36,417
Western Loudoun Park and Ride Lot	4,526	739	1,429	1,633	-	-	-	3,801	-	8,327
<b>Total – Cost</b>	<b>39,943</b>	<b>11,072</b>	<b>9,766</b>	<b>7,741</b>	<b>6,076</b>	<b>6,379</b>	<b>6,878</b>	<b>47,911</b>	<b>29,049</b>	<b>116,903</b>
Local Tax Funding	3,655	2	129	-	-	-	-	131	-	3,786
Local Tax Funding Roads	2,500	-	-	-	-	-	-	-	-	2,500
Cash Proffers	5,635	61	-	-	-	-	-	61	-	5,696
State Capital Assistance	18,077	-	-	-	-	-	-	-	-	18,077
Smart Scale	2,200	3,250	3,750	1,633	-	-	-	8,633	-	10,833
CMAQ	3,971	-	-	-	-	-	-	-	-	3,971
NVTA 70% Regional	2,740	-	-	-	-	-	-	-	-	2,740
NVTA 30% Local	-	2,736	5,887	6,108	6,076	6,379	6,878	34,064	29,049	63,113
Local Gas Tax	1,165	-	-	-	-	-	-	-	-	1,165
<b>Total – Funding Sources</b>	<b>39,943</b>	<b>11,072</b>	<b>9,766</b>	<b>7,741</b>	<b>6,076</b>	<b>6,379</b>	<b>6,878</b>	<b>47,911</b>	<b>29,049</b>	<b>116,903</b>



## Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Elementary Schools	88,470	-	-	7,250	56,290	-	10,075	73,615	66,785	228,870
Middle Schools	-	8,460	90,680	-	-	-	13,585	112,725	99,620	212,345
High Schools	198,431	-	-	-	-	21,985	169,300	191,285	11,605	401,321
Other School Facilities	55,564	78,815	73,310	80,060	100,025	59,745	60,280	452,235	54,745	562,544
<b>Total – Costs</b>	<b>342,465</b>	<b>87,275</b>	<b>163,990</b>	<b>87,310</b>	<b>156,315</b>	<b>81,730</b>	<b>253,240</b>	<b>829,860</b>	<b>232,755</b>	<b>1,405,080</b>
Local Tax Funding	42,824	24,420	14,364	16,850	15,629	12,199	22,845	106,307	11,605	160,736
General Obligation Bonds	289,491	54,115	139,206	61,705	131,451	59,786	220,115	666,378	166,405	1,122,274
Lease Revenue Financing	8,400	8,740	10,420	8,755	9,235	9,745	10,280	57,175	54,745	120,320
Cash Proffers	1,750	-	-	-	-	-	-	-	-	1,750
<b>Total – Funding Sources</b>	<b>342,465</b>	<b>87,275</b>	<b>163,990</b>	<b>87,310</b>	<b>156,315</b>	<b>81,730</b>	<b>253,240</b>	<b>829,860</b>	<b>232,755</b>	<b>1,405,080</b>



## Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects: Elementary Schools										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
ES-23 Dulles North	44,235	-	-	-	-	-	-	-	-	44,235
ES-29 Dulles South	44,235	-	-	-	-	-	-	-	-	44,235
ES-32 Dulles South	-	-	-	7,250	56,290	-	-	63,540	-	63,540
ES-34 Dulles North	-	-	-	-	-	-	10,075	10,075	66,785	76,860
<b>Total – Cost</b>	<b>88,470</b>	<b>-</b>	<b>-</b>	<b>7,250</b>	<b>56,290</b>	<b>-</b>	<b>10,075</b>	<b>73,615</b>	<b>66,785</b>	<b>228,870</b>
Local Tax Funding	-	-	-	-	5,629	-	2,519	8,148	-	8,148
General Obligation Bonds	88,470	-	-	7,250	50,661	-	7,556	65,467	66,785	220,722
<b>Total – Funding Sources</b>	<b>88,470</b>	<b>-</b>	<b>-</b>	<b>7,250</b>	<b>56,290</b>	<b>-</b>	<b>10,075</b>	<b>73,615</b>	<b>66,785</b>	<b>228,870</b>



## Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects: Middle Schools										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Middle School (MS-14) Dulles North	-	8,460	90,680	-	-	-	-	99,140	-	99,140
Middle School (MS-19) Undesignated Location	-	-	-	-	-	-	13,585	13,585	99,620	113,205
<b>Total – Cost</b>	<b>-</b>	<b>8,460</b>	<b>90,680</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,585</b>	<b>112,725</b>	<b>99,620</b>	<b>212,345</b>
Local Tax Funding	-	-	10,370	-	-	-	3,396	13,766	-	13,766
General Obligation Bonds	-	8,460	80,310	-	-	-	10,189	98,959	99,620	198,579
<b>Total – Funding Sources</b>	<b>-</b>	<b>8,460</b>	<b>90,680</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,585</b>	<b>112,725</b>	<b>99,620</b>	<b>212,345</b>



## Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects: High Schools										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
CS Monroe Center Replacement/North Star School	64,943	-	-	-	-	-	-	-	-	64,943
HS-9 Lightridge High School	125,540	-	-	-	-	-	-	-	-	125,540
High School (HS-14) Dulles North	-	-	-	-	-	21,985	169,300	191,285	11,605	202,890
HS Stadium Synthetic Turf and Track Resurfacing	7,948	-	-	-	-	-	-	-	-	7,948
<b>Total – Cost</b>	<b>198,431</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>21,985</b>	<b>169,300</b>	<b>191,285</b>	<b>11,605</b>	<b>401,321</b>
Local Tax Funding	17,300	-	-	-	-	2,199	16,930	19,129	11,605	48,034
General Obligation Bonds	179,381	-	-	-	-	19,786	152,370	172,156	-	351,537
Cash Proffers	1,750	-	-	-	-	-	-	-	-	1,750
<b>Total – Funding Sources</b>	<b>198,431</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>21,985</b>	<b>169,300</b>	<b>191,285</b>	<b>11,605</b>	<b>401,321</b>



## Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects: Other School Projects										
(\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Broadband Infrastructure	3,250	1,750	-	-	-	-	-	1,750	-	5,000
Douglass School Renewal	-	-	9,320	-	-	-	-	9,320	-	9,320
John W. Tolbert, Jr. Elementary School / Keystone Drive	-	1,000	-	-	-	-	-	1,000	-	1,000
Joint Use Dry Bulk Storage Facility	-	8,200	-	-	-	-	-	8,200	-	8,200
LCPS Facility Renewals and Alterations	6,490	30,120	29,110	49,425	52,985	50,000	50,000	261,640	-	268,130
School Bus Radio Replacements and UHF System Upgrade	-	-	10,420	-	-	-	-	10,420	13,625	24,045
School Bus Replacement and Acquisition	19,990	7,865	800	8,755	9,235	9,745	10,280	46,680	41,120	107,790
School Security Improvements	25,834	29,880	22,800	11,615	2,875	-	-	67,170	-	93,004
Student Welcome Center at Sterling ES	-	-	860	6,850	-	-	-	7,710	-	7,710
Valley Service Center & Kenneth W. Culbert Elementary School Bus Parking	-	-	-	3,415	34,275	-	-	37,690	-	37,690
Valley Service Center Traffic Signal	-	-	-	-	655	-	-	655	-	655
<b>Total – Cost</b>	<b>55,564</b>	<b>78,815</b>	<b>73,310</b>	<b>80,060</b>	<b>100,025</b>	<b>59,745</b>	<b>60,280</b>	<b>452,235</b>	<b>54,745</b>	<b>562,544</b>
Local Tax Funding	25,524	24,420	3,994	16,850	10,000	10,000	-	65,264	-	90,788
General Obligation Bonds	21,640	45,655	58,896	54,455	80,790	40,000	50,000	329,796	-	351,436
Lease Revenue Financing	8,400	8,740	10,420	8,755	9,235	9,745	10,280	57,175	54,745	120,320
<b>Total – Funding Sources</b>	<b>55,564</b>	<b>78,815</b>	<b>73,310</b>	<b>80,060</b>	<b>100,025</b>	<b>59,745</b>	<b>60,280</b>	<b>452,235</b>	<b>54,745</b>	<b>562,544</b>



## Operating Impact Analysis

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. This section details the estimated operating impacts related to facilities scheduled to open during the six-year CIP planning period. The table provides an analysis of:

- The number and cost of personnel required to staff new or expanded facilities for each CIP category;
- Recurring operating costs related to new or expanded facilities, including utility and maintenance costs for both the program department and centralized maintenance expenditures within the Department of General Services; and
- Annual debt service payments related to the facility (as applicable).

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 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. 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. To provide a greater level of accuracy in estimating future operating costs, personnel costs are escalated annually by 3 percent and operating costs are escalated annual by 1 percent for every year after FY 2021.

Each capital project page in the CIP budget document includes a summary table that reports the project's estimated gross operating and personnel cost impacts on the County's operating budget. An operating impact table is not provided if the capital project is projected to have no net impact on the County's operating budget. For FY 2022 and FY 2023, operating impacts are included in the FY 2022 Proposed and FY 2023 Projected columns in the financial summary tables for program departments' narratives in Volume 1.



## Operating Impact Analysis

Project/Category (\$ in 1000s)		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>Administration</b>								
Land Acquisition - School Projects	Debt	0	132	766	1,616	2,500	3,886	8,899
<b>Total – Administration</b>	<b>Debt</b>	<b>0</b>	<b>132</b>	<b>766</b>	<b>1,616</b>	<b>2,500</b>	<b>3,886</b>	<b>8,899</b>
<b>General Government</b>								
Consolidated Shops and Warehouse Facility	O&M	0	1,077	1,109	1,142	1,176	1,212	5,715
	Debt	0	88	346	337	328	319	1,418
County Renovation Program - Government Center	Debt	0	13	65	123	181	245	628
County Renovation Program - Waterford Space Renovation	Debt	0	50	198	193	188	183	810
	FTE	0	0	0	1.2	0	0	1.2
	Pers.	0	0	0	121	125	128	374
	O&M	0	0	0	443	400	412	1,256
Eastern Services Center	Debt	0	0	0	172	852	1,343	2,367
General Government Office Space - Sycolin Road Phase I	O&M	0	0	0	0	0	1,108	1,108
	Debt	0	0	0	0	135	717	851
Landfill Reclamation - Cell R2 Liner	Debt	0	791	771	752	732	712	3,758
Landfill - Sequence 1A Cap	Debt	0	0	330	321	313	305	1,269
Landfill - CDD Cell A2 Liner	Debt	0	0	0	621	606	590	1,817
	Pers.	0	0	0	121	125	128	374
<b>Total – General Government</b>	<b>O&amp;M</b>	<b>0</b>	<b>1,077</b>	<b>1,109</b>	<b>1,585</b>	<b>1,577</b>	<b>2,732</b>	<b>8,079</b>
	<b>Debt</b>	<b>0</b>	<b>942</b>	<b>1,709</b>	<b>2,518</b>	<b>3,334</b>	<b>4,413</b>	<b>12,916</b>
<b>Health and Welfare</b>								
	FTE	0	0	3.0	0	0	0	3.0
	Pers.	0	0	270	278	286	295	1,128
	O&M	0	0	27	27	28	29	111
DS Group Residence - Eastern Loudoun	Capital	0	0	75	0	0	0	75
	Debt	0	42	239	231	223	215	951
	FTE	0	0	3.0	0	0	0	3
	Pers.	0	0	270	278	286	295	1,128
	O&M	0	0	27	27	28	29	111
<b>Total – Health and Welfare</b>	<b>Capital</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>
	<b>Debt</b>	<b>0</b>	<b>42</b>	<b>239</b>	<b>231</b>	<b>223</b>	<b>215</b>	<b>951</b>
<b>Information Technology</b>								
	FTE	0	1.0	0	0	0	0	1.0
	Pers.	0	90	0	0	0	0	90
GeoHub Servers	O&M	0	7	0	9	0	0	7
<b>Total – Information Technology</b>	<b>FTE</b>	<b>0</b>	<b>1.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.0</b>
	<b>Pers.</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>



## Operating Impact Analysis

Project/Category (\$ in 1000s)		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>O&amp;M</b>		<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>
<b>Parks, Recreation, and Culture</b>								
Arcola Quarters for the Enslaved	FTE	0.00	0.00	0.00	0.00	3.30	0.00	3.30
	Pers.	0	0	0	0	221	228	449
	O&M	0	0	0	0	61	37	98
	Capital	0	0	0	0	25	0	25
Ashburn Recreation and Community Center	FTE	0.00	0.00	0.00	76.00	0.00	0.00	76.00
	Pers.	0	0	0	4,316	4,445	4,579	13,340
	O&M	0	0	0	1,953	1,987	2,022	5,962
	Capital	0	0	0	354	300	300	954
	Debt	0	0	2,071	2,661	2,593	2,525	9,850
	Revenues	0	0	0	3,100	3,100	3,100	9,300
Brambleton West Park Improvements	FTE	0.00	0.00	0.00	1.25	0.00	0.00	1.25
	Pers.	0	0	0	71	73	75	219
	O&M	0	0	0	42	43	43	128
Broad Run Stream Valley Linear Park	Debt	0	0	0	0	50	49	99
	O&M	0	0	0	250	250	250	750
Children's Science Center	Debt	0	261	1,029	1,003	982	951	4,227
Dulles Adult Day Center	Debt	0	0	0	0	0	261	261
Dulles South Community Park	Debt	0	0	0	0	0	82	82
Fields Farm Park	FTE	0.00	0.00	0.00	0.00	7.67	6.67	14.34
	Pers.	0	0	0	0	402	414	815
	O&M	0	0	0	0	135	136	271
	Capital	0	0	0	0	173	0	173
	Debt	0	500	752	731	711	696	3,390
Lovettsville District Park - Phase II	FTE	0.00	0.00	8.67	0.00	0.00	0.00	8.67
	Pers.	0	0	465	479	493	508	1,945
	O&M	0	0	133	134	135	137	538
	Capital	0	0	0	0	0	0	0
	Debt	0	0	0	0	0	0	0
Philip A. Bolen Park Phase II	FTE	0	0	0	1.2	0	0	1.2
	Pers.	0	0	0	121	125	128	374
	O&M	0	0	0	201	204	207	612
	Capital	0	0	0	54	0	0	54
	Debt	0	0	499	758	738	719	2,713
Potomack Lakes Sportsplex - Field Improvements	O&M	0	0	0	0	200	202	402
	Capital	0	0	0	0	200	202	402
Scott Jenkins Memorial Park - Phase III	FTE	0	0	1.5	0	0	0	1.5
	Pers.	0	0	46	48	49	51	194
	O&M	0	0	26	27	27	27	107
	Debt	0	0	0	0	229	223	451



## Operating Impact Analysis

Project/Category (\$ in 1000s)		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Sterling Neighborhood Park	Debt	0	0	0	0	0	959	959
<b>Total – Parks, Recreation, and Culture</b>	<b>FTE</b>	<b>0.00</b>	<b>0.00</b>	<b>10.17</b>	<b>78.45</b>	<b>10.97</b>	<b>6.67</b>	<b>106.26</b>
	<b>Pers.</b>	<b>0</b>	<b>0</b>	<b>511</b>	<b>5,034</b>	<b>5,808</b>	<b>5,983</b>	<b>17,337</b>
	<b>O&amp;M</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>2,606</b>	<b>3,042</b>	<b>3,061</b>	<b>8,868</b>
	<b>Capital</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>409</b>	<b>698</b>	<b>502</b>	<b>1,608</b>
	<b>Debt</b>	<b>0</b>	<b>762</b>	<b>4,350</b>	<b>5,153</b>	<b>5,303</b>	<b>6,465</b>	<b>22,033</b>
	<b>Revenues</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,100</b>	<b>3,100</b>	<b>3,100</b>	<b>9,300</b>
<b>Public Safety</b>								
	FTE	16.00	15.00	1.00	0.00	0.00	0.00	32.00
	Pers.	2,594	4,359	4,501	4,547	4,594	4,642	25,238
	O&M	535	651	563	1,176	1,211	1,247	5,382
	Capital	201	92	45	0	0	0	338
Courts Complex Phase III	Debt	0	369	1,983	2,447	2,370	2,282	9,452
	FTE	0.00	0.00	0.00	0.00	0.50	0.00	0.50
	Pers.	0	0	0	0	52	53	105
	O&M	0	0	0	0	392	404	795
Courts Complex Phase IV – Renovation	Capital	0	0	0	0	23	0	23
	Debt	0	0	246	1,154	1,830	2,245	5,475
	FTE	0.00	0.00	0.00	2.20	0.00	0.00	2.20
	Pers.	0	0	0	121	125	128	374
	O&M	0	0	0	102	104	107	312
Fire and Rescue - Basic Training Facility	Capital	0	0	0	80	0	0	80
	Debt	0	0	0	530	1,047	1,021	2,598
	FTE	0.00	0.00	0.00	0.00	11.50	0.00	11.50
	Pers.	0	0	0	0	1,145	1,180	2,325
	O&M	0	0	0	0	319	325	644
Fire and Rescue - Station #04 - Round Hill Station Replacement	Capital	0	0	0	0	95	0	95
	Debt	0	0	200	305	836	1,354	2,696
	FTE	0.00	0.00	0.00	0.00	0.00	6.00	6.00
	Pers.	0	0	0	0	0	605	605
	O&M	0	0	0	0	0	231	231
Fire and Rescue - Station #08 - Philomont Station Replacement	Capital	0	0	0	0	0	50	50
	Debt	0	0	129	378	368	1,028	1,902
	FTE	0.00	0.00	0.00	0.00	51.50	0.00	51.50
	Pers.	0	0	0	0	5,594	5,762	11,356
	O&M	0	0	0	0	1,067	1,082	2,148
Fire and Rescue - Station #28 - Leesburg South Station	Capital	0	0	0	0	73	0	73
	Debt	0	0	121	857	1,136	1,665	3,778
Fire and Rescue - Station Storage Sheds	Debt	0	13	51	49	48	47	208



## Operating Impact Analysis

Project/Category (Numbers in 1000s)		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>Total – Public Safety</b>								
FTE		16.00	15.00	1.00	2.20	63.50	6.00	103.70
Pers.		2,594	4,359	4,501	4,668	11,510	12,370	40,003
O&M		535	651	563	1,277	3,093	3,395	9,513
Capital		201	92	45	80	191	50	658
Debt		0	382	2,729	5,721	7,636	9,642	26,110
Revenues		0	0	0	0	0	0	0
<b>Roads</b>								
Arcola Mills Drive, Segment 1 (Belmont Ridge Road to Stone Springs Boulevard)								
Debt		0	0	0	0	400	728	1,128
Arcola Mills Drive, Segment 2 (Stone Springs Boulevard to Loudoun County Parkway)								
Debt		0	0	0	0	118	333	452
Braddock Road, Segment 1 (Royal Hunter Drive to Gum Spring Road)								
Debt		0	0	222	356	347	338	1,264
Braddock Road, Segment 1B (Whitman Farm to Paul VI Eastern Entrance)								
Debt		0	200	394	652	635	613	2,494
Braddock Road, Segment 2 (Paul VI Eastern Entrance to Loudoun County Parkway)								
Debt		0	0	0	0	0	312	312
Croson Lane Widening (Claiborne Parkway to Old Ryan Road)								
Debt		0	0	0	0	0	388	388
Crosstrail Boulevard, Segment B (Kincaid Boulevard to Russell Branch Parkway)								
Debt		0	1,550	1,511	1,473	1,434	1,395	7,363
Crosstrail Boulevard, Segment C (Sycolin Road to Dulles Greenway)								
Debt		0	0	0	0	441	961	1,401
Dulles West Boulevard (Northstar Boulevard to Arcola Boulevard)								
Debt		0	0	0	0	0	329	329
Evergreen Mills Road (Reservoir Road and Watson Road)								
Debt		0	0	0	271	534	659	1,464
Farmwell Road Intersection Improvements								
Debt		0	0	0	1,428	2,204	2,530	6,162
Intelligent Transportation System (ITS)								
Debt		0	0	0	32	127	124	283



## Operating Impact Analysis

Project/Category (Numbers in 1000s)		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Loudoun County Parkway (Ryan Road to Shellhorn Road)	Debt	0	0	138	134	126	127	525
Prentice Drive (Loudoun County Pkwy to Lockridge Road)	Debt	0	0	321	795	775	2,956	4,849
Route 7 Eastbound Widening (Loudoun County Parkway to Route 28)	Debt	0	0	0	0	0	81	81
Route 7 Improvements, Phase 2: Route 7 & Route 690 (Hillsboro Rd) Interchange	Debt	0	0	0	761	990	1,259	3,010
Route 9 / Route 287 Roundabout	Debt	0	0	451	1,199	1,468	1,829	4,947
Route 15 / Braddock Road Roundabout	Debt	0	0	0	0	48	89	136
Route 15 Improvements, Phase 1: Montresor to POR, Segment 1	Debt	0	0	0	170	365	876	1,411
Route 15 Improvements, Phase 2: Montresor to POR, Segment 2	Debt	0	0	121	118	206	291	737
Route 15 Improvements, Phase 3: Montresor to POR, Segment 3	Debt	0	0	0	359	708	950	2,017
Route 15 Improvements, Phase 4: Montresor to POR, Segment 4	Debt	0	0	0	0	0	571	571
Route 50 / Everfield Roundabout	Debt	0	0	0	0	18	35	53
Route 50 / North Collector Road (Tall Cedars Parkway to Route 28)	Debt	0	0	329	650	995	1,208	3,182
Route 50 / Trailhead Drive Roundabout	Debt	0	0	359	641	683	660	2,342
Safety Audit and Improvements - Evergreen Mills Rd and Arcola Mill Drive Corridor	Debt	0	0	0	0	0	98	98



## Operating Impact Analysis

Project/Category (Numbers in 1000s)		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Shellhorn Road (Loudoun County Parkway to Eastern Limit of SDC Project)	Debt	0	0	0	0	1,152	2,275	3,427
Shellhorn Road (Loudoun County Parkway to MWA Property - SDC Property to Silver District West)	Debt	0	0	0	131	128	125	384
Shellhorn Road (MWA Property to Moran - County Project)	Debt	0	0	0	272	1,485	2,604	4,361
Sycolin Road (Loudoun Center Place to Crosstrail Boulevard)	Debt	0	0	0	0	0	122	122
Trailhead Drive / Braddock Road Roundabout	Debt	0	0	0	0	50	100	150
Waxpool Road / Loudoun County Parkway Intersection Improvements	Debt	0	0	0	351	342	333	1,026
Westwind Drive (Loudoun County Parkway to Old Ox Road)	Debt	0	0	0	318	310	774	1,402
<b>Total – Roads</b>	<b>Debt</b>	<b>0</b>	<b>1,750</b>	<b>3,846</b>	<b>10,111</b>	<b>16,089</b>	<b>26,075</b>	<b>57,870</b>
<b>Sidewalks, Signals, and Traffic Calming</b>								
	FTE	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Intersection Improvement Program	O&M	0	104	107	110	114	117	552
	Debt	0	0	1,398	2,893	4,401	5,710	14,403
Loudoun County Parkway - Shared-Use Path	Debt	0	0	0	0	0	109	109
River Creek Parkway - Sidewalk	Debt	0	0	52	79	99	227	457
Route 7 Pedestrian Crossings	Debt	0	99	97	94	92	89	472
Sidewalk and Trail Program	Debt	0	0	90	279	1,273	2,402	4,045
Sterling Boulevard/W&OD Trail - Overpass	Debt	0	0	0	60	58	397	515
<b>Total – Sidewalks, Signals, and Traffic Calming</b>	<b>FTE</b>	<b>0.00</b>	<b>1.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>1.00</b>
	<b>O&amp;M</b>	<b>0</b>	<b>104</b>	<b>107</b>	<b>110</b>	<b>114</b>	<b>117</b>	<b>552</b>
	<b>Debt</b>	<b>0</b>	<b>99</b>	<b>1,637</b>	<b>3,406</b>	<b>5,924</b>	<b>8,935</b>	<b>20,001</b>
<b>Transit</b>								
Transit Buses - Acquisition	O&M	258	521	526	532	537	542	2,916
<b>Total – Transit</b>	<b>O&amp;M</b>	<b>258</b>	<b>521</b>	<b>526</b>	<b>532</b>	<b>537</b>	<b>542</b>	<b>2,916</b>



## Operating Impact Analysis

Project/Category (Numbers in 1000s)		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>Elementary Schools</b>								
ES-23 Dulles North	Debt	0	0	881	859	837	815	3,392
<b>Total – Elementary Schools</b>	<b>Debt</b>	<b>0</b>	<b>0</b>	<b>881</b>	<b>859</b>	<b>837</b>	<b>815</b>	<b>3,392</b>
<b>Middle Schools</b>								
Middle School (MS-14) Dulles North	Debt	0	0	2,730	7,556	8,606	8,367	27,258
<b>Total – Middle Schools</b>	<b>Debt</b>	<b>0</b>	<b>0</b>	<b>2,730</b>	<b>7,556</b>	<b>8,606</b>	<b>8,367</b>	<b>27,258</b>
<b>High Schools</b>								
CS Monroe Center Replacement/North Star School	Debt	0	0	1,275	1,240	1,205	1,170	4,889
HS-9 Lightridge High School	Debt	0	972	948	929	899	880	4,629
High School (HS-14) Dulles North	Debt	0	0	0	0	0	858	858
<b>Total – High Schools</b>	<b>Debt</b>	<b>0</b>	<b>972</b>	<b>2,223</b>	<b>2,169</b>	<b>2,104</b>	<b>2,908</b>	<b>10,375</b>
<b>Other LCPS</b>								
Broadband Infrastructure	Debt	22	88	85	83	81	79	438
LCPS Facility Renewals and Alterations: Division Security Improvements	Debt	0	3,232	5,331	6,466	7,173	6,969	29,170
School Security Improvements	Debt	0	0	2,187	3,503	4,267	4,154	14,111
LCPS Facility Renewals and Alterations: ES Three Classroom Additions	Debt	0	11	11	11	10	10	54
LCPS Facility Renewals and Alterations: Round Hill Center Renewal	Debt	0	0	0	129	829	1,591	2,548
LCPS Facility Renewals and Alterations: Cedar Lane ES Parking Lot Expansion	Debt	0	118	115	112	104	106	554
LCPS Facility Renewals and Alterations: Staff Training Center Renewal	Debt	0	72	692	1,299	2,189	2,265	6,517
LCPS Facility Renewals and Alterations: Algonkian ES Renewal and/or Alterations	Debt	0	0	0	169	593	1,331	2,093
LCPS Facility Renewals and Alterations: Tennis Court Lighting	Debt	0	0	0	9	397	765	1,170



## Operating Impact Analysis

Project/Category (Numbers in 1000s)		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
LCPS Facility Renewals and Alterations: Weight Room Expansions	Debt	0	0	0	42	41	40	122
Valley Service Center & Kenneth W. Culbert Elementary School Bus Parking	Debt	0	0	0	241	2,941	3,878	7,059
LCPS Facility Renewals and Alterations: Cool Spring ES Renewal and/or Alterations	Debt	0	0	0	0	121	607	728
LCPS Facility Renewals and Alterations: School Walking Tracks	Debt	0	0	0	0	92	90	181
LCPS Facility Renewals and Alterations: Ashburn ES Renewal and/or Alterations	Debt	0	0	0	0	210	0	210
LCPS Facility Renewals and Alterations: Potowmack ES Renewal and/or Alterations	Debt	0	0	0	0	0	217	217
LCPS Facility Renewals and Alterations: HS Classroom Additions (Briar Woods)	Debt	0	0	519	506	493	480	1,996
LCPS Facility Renewals and Alterations: Farmwell Station MS Renewal and Classroom Addition	Debt	0	0	678	656	644	622	2,599
LCPS Facility Renewals and Alterations: Academies of Loudoun Supplemental Parking	Debt	0	0	0	0	30	29	59
LCPS Facility Renewals and Alterations: HS Practice Fields Turf and Lights	Debt	0	0	0	0	110	616	726
LCPS Facility Renewals and Alterations: Transportation Facility Asphalt Repairs	Debt	0	0	442	431	420	409	1,700
LCPS Facility Renewals and Alterations: Administrative Office Reconfigurations	Debt	0	0	451	439	428	417	1,735
LCPS Facility Renewals and Alterations: Park View HS Ticket Booth/Concession Stand	Debt	0	0	60	59	57	56	231

**Operating Impact Analysis**

Project/Category (Numbers in 1000s)		FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
New: Other Capital Facility Renewal and Alterations - Undesignated	Debt	0	0	0	1,859	2,501	3,535	7,895
LCPS Facility Renewals and Alterations: Energy Conservation Projects	Debt	0	0	358	349	340	331	1,378
School Bus Radio Replacements and UHF System Upgrade	Debt	0	261	1,974	1,899	1,825	1,750	7,709
School Bus Replacement and Acquisition	Debt	-	-	219	1,887	3,586	5,314	11,006
Student Welcome Center at Sterling ES	Debt	0	0	88	86	84	81	339
Valley Service Center Traffic Signal	Debt	0	0	0	0	68	66	134
Douglass School Renewal	Debt	0	0	2,991	3,254	3,166	3,078	12,490
<b>Total – Other LCPS</b>	<b>Debt</b>	<b>22</b>	<b>3,781</b>	<b>16,199</b>	<b>23,485</b>	<b>32,796</b>	<b>38,882</b>	<b>115,165</b>



## Comparison Tables (FY 2021 Adopted and FY 2022 Proposed)

The following tables compare the funding plan for the FY 2021 Adopted CIP to the funding plan for the FY 2022 Proposed CIP. Details about the reasons for changes are included in the *Summary of New Projects and Other Changes*.

- Project data from FY 2021 Adopted are shown in gray; project data from FY 2022 Proposed are shown in white; and changes between FY 2021 and FY 2022 are highlighted in yellow in the FY 2022 Proposed section. New projects are noted with a “\*.”
- Many minor FY 2022 changes are associated with the budgeting of direct staff support and program management contractual costs.
- Projects that previously had all planned funding in the Future Fiscal Years (beyond FY 2026) now appear in a new section entitled *Projects Identified for Future Development*. Financial information for those projects has been removed from the FY 2022 Proposed CIP funding plan; however, those affected projects should not be characterized as having been “removed” from the CIP. The projects that have moved from the Future Fiscal Years to the new section of the CIP are highlighted in purple.
- Data shown in the Prior Year column represent budget adjustments that have been processed since the project’s inception and other technical corrections from the FY 2021 CIP.



## Comparison Tables

ADMINISTRATION	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Capital Project Management</b>											
Proposed FY 2022 CIP	30,625	4,695	4,818	4,963	5,112	5,265	5,423	30,276	23,372	84,273	0
Local Tax Funding	30,386	4,695	4,818	4,963	5,112	5,265	5,423	30,276	23,372	84,034	0
NVTA 30% Local	239	0	0	0	0	0	0	0	0	239	0
Adopted FY 2021 CIP	30,625	4,695	4,818	4,963	5,112	5,265	5,423	30,276	23,372	84,273	
Local Tax Funding	30,386	4,695	4,818	4,963	5,112	5,265	5,423	30,276	23,372	84,034	
NVTA 30% Local	239	0	0	0	0	0	0	0	0	239	
<b>Capital Support Positions</b>											
Proposed FY 2022 CIP	4,652	2,535	2,468	2,542	2,618	2,697	2,778	15,638	11,969	32,259	0
Local Tax Funding	4,652	2,535	2,468	2,542	2,618	2,697	2,778	15,638	11,969	32,259	0
Adopted FY 2021 CIP	4,652	2,535	2,468	2,542	2,618	2,697	2,778	15,638	11,969	32,259	
Local Tax Funding	4,652	2,535	2,468	2,542	2,618	2,697	2,778	15,638	11,969	32,259	
<b>CIP Contingency</b>											
Proposed FY 2022 CIP	72,256	12,494	29,421	26,855	15,558	16,647	17,812	118,786	84,621	275,664	28,147
Local Tax Funding	71,989	11,269	28,399	26,855	15,558	16,647	17,812	116,539	84,621	273,149	27,125
Local Tax Funding Roads	0	1,225	1,022	0	0	0	0	2,247	0	2,247	1,022
Local Gas Tax	217	0	0	0	0	0	0	0	0	217	0
Land Sale Proceeds	50	0	0	0	0	0	0	0	0	50	0
Adopted FY 2021 CIP	72,256	12,494	13,589	14,540	15,558	16,647	17,812	90,640	84,621	247,517	
Local Tax Funding	71,989	11,269	13,589	14,540	15,558	16,647	17,812	89,415	84,621	246,025	
Local Tax Funding Roads	0	1,225	0	0	0	0	0	1,225	0	1,225	
Local Gas Tax	217	0	0	0	0	0	0	0	0	217	
Land Sale Proceeds	50	0	0	0	0	0	0	0	0	50	
<b>Land Acquisition - County Projects</b>											
Proposed FY 2022 CIP	119,915	1,012	6,905	1,103	1,158	1,216	1,277	12,671	20,000	152,586	5,855
Local Tax Funding	119,915	1,000	6,905	1,103	1,158	1,216	1,277	12,659	20,000	152,574	5,855
Cash Proffers	0	11	0	0	0	0	0	11	0	11	0
Adopted FY 2021 CIP	119,915	1,012	1,050	1,103	1,158	1,216	1,277	6,816	20,000	146,731	
Local Tax Funding	119,915	1,000	1,050	1,103	1,158	1,216	1,277	6,804	20,000	146,719	
Cash Proffers	0	11	0	0	0	0	0	11	0	11	



## Comparison Tables

ADMINISTRATION	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Land Acquisition - School Projects</b>											
Proposed FY 2022 CIP	136,517	0	5,275	9,740	5,870	19,510	6,535	46,930	66,990	250,437	0
Local Tax Funding	132,612	0	0	0	0	0	6,535	6,535	42,480	181,627	0
Lease Revenue Financing	3,905	0	5,275	9,740	5,870	19,510	0	40,395	24,510	68,810	0
Adopted FY 2021 CIP	136,517	0	5,275	9,740	5,870	19,510	6,535	46,930	66,990	250,437	
Local Tax Funding	132,612	0	0	0	0	0	6,535	6,535	42,480	181,627	
Lease Revenue Financing	3,905	0	5,275	9,740	5,870	19,510	0	40,395	24,510	68,810	
<b>Scoping and Preliminary Engineering</b>											
Proposed FY 2022 CIP	0	0	4,000	2,014	3,713	3,824	3,939	17,490	16,973	34,463	500
Local Tax Funding	0	0	4,000	2,014	3,713	3,824	3,939	17,490	16,973	34,463	500
Adopted FY 2021 CIP	0	0	3,500	2,014	3,713	3,824	3,939	16,990	16,973	33,963	
Local Tax Funding	0	0	3,500	2,014	3,713	3,824	3,939	16,990	16,973	33,963	



## Comparison Tables

GENERAL GOVERNMENT	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Broad Run Farms Waterline Extension</b>											
Proposed FY 2022 CIP	0	9,885	0	0	0	0	0	9,885	0	9,885	0
Local Tax Funding	0	9,885	0	0	0	0	0	9,885	0	9,885	0
Adopted FY 2021 CIP	0	9,885	0	0	0	0	0	9,885	0	9,885	
Local Tax Funding	0	9,885	0	0	0	0	0	9,885	0	9,885	
<b>Consolidated Shops and Warehouse Facility</b>											
Proposed FY 2022 CIP	35,200	3,500	0	0	0	0	0	3,500	0	38,700	0
Local Tax Funding	10,200	0	0	0	0	0	0	0	0	10,200	0
Lease Revenue Financing	25,000	3,500	0	0	0	0	0	3,500	0	28,500	0
Adopted FY 2021 CIP	35,200	3,500	0	0	0	0	0	3,500	0	38,700	
Local Tax Funding	10,200	0	0	0	0	0	0	0	0	10,200	
Lease Revenue Financing	25,000	3,500	0	0	0	0	0	3,500	0	28,500	
<b>County Renovation Program</b>											
Proposed FY 2022 CIP	1,000	1,111	6,645	6,725	6,811	6,903	7,001	35,196	29,129	65,325	49,541
Local Tax Funding	1,000	1,071	6,645	6,725	6,811	6,903	7,001	35,156	29,129	65,285	49,501
Cash Proffers	0	40	0	0	0	0	0	40	0	40	40
Adopted FY 2021 CIP	1,000	1,070	1,145	1,225	1,311	1,403	1,501	7,655	7,129	15,784	
Local Tax Funding	1,000	1,070	1,145	1,225	1,311	1,403	1,501	7,655	7,129	15,784	
<b>County Renovation Program - Government Center</b>											
Proposed FY 2022 CIP	0	500	535	572	612	655	701	3,575	3,331	6,906	0
Lease Revenue Financing	0	500	535	572	612	655	701	3,575	3,331	6,906	0
Adopted FY 2021 CIP	0	500	535	572	612	655	701	3,575	3,331	6,906	
Lease Revenue Financing	0	500	535	572	612	655	701	3,575	3,331	6,906	
<b>County Renovation Program - Shenandoah Building Renovations</b>											
Proposed FY 2022 CIP	0	0	4,000	4,000	4,000	0	0	12,000	0	12,000	0
Local Tax Funding	0	0	4,000	4,000	4,000	0	0	12,000	0	12,000	0
Adopted FY 2021 CIP	0	0	4,000	4,000	4,000	0	0	12,000	0	12,000	
Local Tax Funding	0	0	4,000	4,000	4,000	0	0	12,000	0	12,000	
<b>County Renovation Program - Waterford Space Renovation</b>											
Proposed FY 2022 CIP	0	0	2,000	0	0	0	0	2,000	0	2,000	0



## Comparison Tables

GENERAL GOVERNMENT	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Lease Revenue Financing	0	0	2,000	0	0	0	0	2,000	0	2,000	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>2,000</b>	
Lease Revenue Financing	0	0	2,000	0	0	0	0	2,000	0	2,000	
<b>Dam Safety Contingency*</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,000</b>	<b>0</b>	<b>2,000</b>	<b>2,000</b>
Local Tax Funding	0	0	2,000	0	0	0	0	2,000	0	2,000	2,000
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Eastern Services Center</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,250</b>	<b>0</b>	<b>0</b>	<b>17,250</b>	<b>0</b>	<b>17,250</b>	<b>0</b>
Lease Revenue Financing	0	0	0	0	13,750	0	0	13,750	0	13,750	0
Cash Proffers	0	0	0	0	3,500	0	0	3,500	0	3,500	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,250</b>	<b>0</b>	<b>0</b>	<b>17,250</b>	<b>0</b>	<b>17,250</b>	
Lease Revenue Financing	0	0	0	0	13,750	0	0	13,750	0	13,750	
Cash Proffers	0	0	0	0	3,500	0	0	3,500	0	3,500	
<b>General Government Office Space - Sycolin Road Phase I</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,565</b>	<b>97,380</b>	<b>10,128</b>	<b>0</b>	<b>125,073</b>	<b>0</b>	<b>125,073</b>	<b>0</b>
Local Tax Funding	0	0	0	16,565	0	0	0	16,565	0	16,565	16,565
Lease Revenue Financing	0	0	0	1,000	97,380	10,128	0	108,508	0	108,508	-16,565
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17,565</b>	<b>97,380</b>	<b>10,128</b>	<b>0</b>	<b>125,073</b>	<b>0</b>	<b>125,073</b>	
Lease Revenue Financing	0	0	0	17,565	97,380	10,128	0	125,073	0	125,073	
<b>Landfill - CDD Cell A2 Liner</b>											
<b>Proposed FY 2022 CIP</b>	<b>8,350</b>	<b>0</b>	<b>0</b>	<b>6,220</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,220</b>	<b>0</b>	<b>14,570</b>	<b>0</b>
Lease Revenue Financing	0	0	0	0	0	0	0	0	0	0	-6,220
Fees (Landfill and Transit)	8,350	0	0	6,220	0	0	0	6,220	0	14,570	6,220
<b>Adopted FY 2021 CIP</b>	<b>8,350</b>	<b>0</b>	<b>0</b>	<b>6,220</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,220</b>	<b>0</b>	<b>14,570</b>	
Lease Revenue Financing	0	0	0	6,220	0	0	0	6,220	0	6,220	
Fees (Landfill and Transit)	8,350	0	0	0	0	0	0	0	0	8,350	

<sup>1</sup> Projects with \* notation indicate a new project.



## Comparison Tables

GENERAL GOVERNMENT	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Landfill - Debt Service</b>											
Proposed FY 2022 CIP	10,647	2,942	3,600	4,427	4,903	4,764	4,387	25,023	16,261	51,931	38,342
Fees (Landfill and Transit)	10,647	2,942	3,600	4,427	4,903	4,764	4,387	25,023	16,261	51,931	38,342
Adopted FY 2021 CIP	10,647	2,942	0	0	0	0	0	2,942	0	13,589	
Fees (Landfill and Transit)	10,647	2,942	0	0	0	0	0	2,942	0	13,589	
<b>Landfill - Cell Capping*</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	5,010	5,010	0	5,010	5,010
Fees (Landfill and Transit)	0	0	0	0	0	0	5,010	5,010	0	5,010	5,010
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	
<b>Landfill - Infrastructure Improvements*</b>											
Proposed FY 2022 CIP	0	0	5,203	700	0	550	610	7,063	550	7,613	7,613
Fees (Landfill and Transit)	0	0	5,203	700	0	550	610	7,063	550	7,613	7,613
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	
<b>Landfill - Sequence 1A Cap</b>											
Proposed FY 2022 CIP	1,500	1,790	0	0	0	0	0	1,790	0	3,290	0
Lease Revenue Financing	1,500	1,790	0	0	0	0	0	1,790	0	3,290	0
Adopted FY 2021 CIP	1,500	1,790	0	0	0	0	0	1,790	0	3,290	
Lease Revenue Financing	1,500	1,790	0	0	0	0	0	1,790	0	3,290	
<b>Landfill Reclamation - Cell R2 Liner</b>											
Proposed FY 2022 CIP	21,480	7,920	0	0	0	0	0	7,920	0	29,400	0
Lease Revenue Financing	21,480	7,920	0	0	0	0	0	7,920	0	29,400	0
Adopted FY 2021 CIP	21,480	0	7,920	0	0	0	0	7,920	0	29,400	
Lease Revenue Financing	21,480	0	7,920	0	0	0	0	7,920	0	29,400	
<b>Selma Estates Flood Mitigation*</b>											
Proposed FY 2022 CIP	0	0	8,060	0	0	0	0	8,060	0	8,060	8,060
Local Tax Funding	0	0	3,410	0	0	0	0	3,410	0	3,410	3,410
Other Federal Grants	0	0	4,650	0	0	0	0	4,650	0	4,650	4,650
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	
<b>Storm Water Management</b>											
Proposed FY 2022 CIP	44,019	6,460	7,780	8,119	7,475	7,849	8,241	45,924	37,296	127,239	2,000
Local Tax Funding	44,019	6,460	7,780	8,119	7,475	7,849	8,241	45,924	37,296	127,239	2,000



## Comparison Tables

GENERAL GOVERNMENT	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Adopted FY 2021 CIP	44,019	6,460	6,780	7,119	7,475	7,849	8,241	43,924	37,296	125,239	
Local Tax Funding	44,019	6,460	6,780	7,119	7,475	7,849	8,241	43,924	37,296	125,239	
<b>Water/Wastewater Program</b>											
Proposed FY 2022 CIP	8,000	2,350	2,400	2,450	2,500	2,550	2,600	14,850	10,900	33,750	0
Local Tax Funding	8,000	2,350	2,400	2,450	2,500	2,550	2,600	14,850	10,900	33,750	0
Adopted FY 2021 CIP	8,000	2,350	2,400	2,450	2,500	2,550	2,600	14,850	10,900	33,750	
Local Tax Funding	8,000	2,350	2,400	2,450	2,500	2,550	2,600	14,850	10,900	33,750	



## Comparison Tables

HEALTH AND WELFARE	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Adolescent Independent Living Residence</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-7,046
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	-1,160
Lease Revenue Financing	0	0	0	0	0	0	0	0	0	0	-5,886
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	7,046	7,046	7,046
Local Tax Funding	0	0	0	0	0	0	0	0	1,160	1,160	
Lease Revenue Financing	0	0	0	0	0	0	0	0	5,886	5,886	
<b>DS Group Residence - Eastern Loudoun</b>											
Proposed FY 2022 CIP	480	618	1,831	450	0	0	0	2,899	0	3,379	166
Local Tax Funding	480	1	49	0	0	0	0	50	0	530	49
Lease Revenue Financing	0	560	1,665	0	0	0	0	2,225	0	2,225	0
Cash Proffers	0	57	117	450	0	0	0	624	0	624	117
Adopted FY 2021 CIP	480	618	1,665	450	0	0	0	2,733	0	3,213	
Local Tax Funding	480	1	0	0	0	0	0	1	0	481	
Lease Revenue Financing	0	560	1,665	0	0	0	0	2,225	0	2,225	
Cash Proffers	0	57	0	450	0	0	0	507	0	507	
<b>Mental Health Group Home Replacements*</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	4,926	4,926	0	4,926	4,926
Local Tax Funding	0	0	0	0	0	0	493	493	0	493	493
General Obligation Bonds	0	0	0	0	0	0	4,433	4,433	0	4,433	4,433
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	



## Comparison Tables

INFORMATION TECHNOLOGY	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Backup Emergency Communications Center</b>											
Proposed FY 2022 CIP	0	0	0	1,348	3,092	3,395	0	7,835	0	7,835	0
Local Tax Funding	0	0	0	1,348	3,092	3,395	0	7,835	0	7,835	0
Adopted FY 2021 CIP	0	0	0	1,348	3,092	3,395	0	7,835	0	7,835	
Local Tax Funding	0	0	0	1,348	3,092	3,395	0	7,835	0	7,835	
<b>Data Center and Fiber Plant Relocation</b>											
Proposed FY 2022 CIP	1,765	0	0	721	0	0	0	721	0	2,486	0
Local Tax Funding	1,765	0	0	721	0	0	0	721	0	2,486	0
Adopted FY 2021 CIP	1,765	0	0	721	0	0	0	721	0	2,486	
Local Tax Funding	1,765	0	0	721	0	0	0	721	0	2,486	
<b>Enterprise Data Warehouse</b>											
Proposed FY 2022 CIP	0	0	1,850	1,906	1,963	0	0	5,719	0	5,719	1,083
Local Tax Funding	0	0	1,850	1,906	1,963	0	0	5,719	0	5,719	1,083
Adopted FY 2021 CIP	0	0	1,500	1,545	1,591	0	0	4,636	0	4,636	
Local Tax Funding	0	0	1,500	1,545	1,591	0	0	4,636	0	4,636	
<b>Fiber Backbone Replacement/I-Net</b>											
Proposed FY 2022 CIP	0	930	0	0	0	0	0	930	0	930	0
Local Tax Funding	0	930	0	0	0	0	0	930	0	930	0
Adopted FY 2021 CIP	0	930	0	0	0	0	0	930	0	930	
Local Tax Funding	0	930	0	0	0	0	0	930	0	930	
<b>GeoHub Servers*</b>											
Proposed FY 2022 CIP	0	0	160	160	160	160	160	800	0	800	800
Local Tax Funding	0	0	160	160	160	160	160	800	0	800	800
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	
<b>Information Technology Contingency</b>											
Proposed FY 2022 CIP	834	1,263	1,591	1,639	1,688	1,739	1,791	9,711	7,718	18,263	-751
Local Tax Funding	834	1,263	1,591	1,639	1,688	1,739	1,791	9,711	7,718	18,263	-751
Adopted FY 2021 CIP	1,303	1,545	1,591	1,639	1,688	1,739	1,791	9,993	7,718	19,014	
Local Tax Funding	1,303	1,545	1,591	1,639	1,688	1,739	1,791	9,993	7,718	19,014	
<b>Land Management Information System</b>											
Proposed FY 2022 CIP	10,162	3,169	0	0	0	0	0	3,169	0	13,331	0



## Comparison Tables

INFORMATION TECHNOLOGY	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding	1,800	3,169	0	0	0	0	0	3,169	0	4,969	0
Lease Revenue Financing	8,362	0	0	0	0	0	0	0	0	8,362	0
<b>Adopted FY 2021 CIP</b>	<b>10,162</b>	<b>3,169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,169</b>	<b>0</b>	<b>13,331</b>	
Local Tax Funding	1,800	3,169	0	0	0	0	0	3,169	0	4,969	
Lease Revenue Financing	8,362	0	0	0	0	0	0	0	0	8,362	
<b>Oracle Upgrades - Classification and Compensation</b>											
<b>Proposed FY 2022 CIP</b>	<b>2,292</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,292</b>	<b>0</b>
Local Tax Funding	2,292	0	0	0	0	0	0	0	0	2,292	0
<b>Adopted FY 2021 CIP</b>	<b>2,500</b>	<b>5,000</b>	<b>3,000</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,000</b>	<b>0</b>	<b>13,500</b>	
Local Tax Funding	2,500	5,000	3,000	3,000	0	0	0	11,000	0	13,500	
<b>Oracle Upgrades - Financial Reporting Solutions</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>2,318</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,318</b>	<b>0</b>	<b>2,318</b>	<b>2,318</b>
Local Tax Funding	0	2,318	0	0	0	0	0	2,318	0	2,318	2,318
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Oracle Upgrades - Hosting Solution</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>536</b>	<b>5,202</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,876</b>	<b>0</b>	<b>5,876</b>	<b>5,876</b>
Local Tax Funding	0	536	5,202	138	0	0	0	5,876	0	5,876	5,876
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Oracle Upgrades - Hyperion</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>660</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>660</b>	<b>0</b>	<b>660</b>	<b>660</b>
Local Tax Funding	0	0	0	660	0	0	0	660	0	660	660
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Oracle Upgrades - iRecruitment</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>2,354</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,354</b>	<b>0</b>	<b>2,354</b>	<b>2,354</b>
Local Tax Funding	0	2,354	0	0	0	0	0	2,354	0	2,354	2,354
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>PCI Replacement System*</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>375</b>	<b>5,710</b>	<b>775</b>	<b>0</b>	<b>0</b>	<b>6,860</b>	<b>0</b>	<b>6,860</b>	<b>6,860</b>
Local Tax Funding	0	0	375	5,710	775	0	0	6,860	0	6,860	6,860
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



## Comparison Tables

INFORMATION TECHNOLOGY	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Public Safety - 911 Phone Switch Replacement</b>											
Proposed FY 2022 CIP	0	0	0	350	3,044	0	0	3,394	0	3,394	293
Local Tax Funding	0	0	0	350	3,044	0	0	3,394	0	3,394	293
Adopted FY 2021 CIP	0	0	0	3,101	0	0	0	3,101	0	3,101	
Local Tax Funding	0	0	0	3,101	0	0	0	3,101	0	3,101	
<b>Public Safety - Handheld Radio Replacements</b>											
Proposed FY 2022 CIP	0	0	11,251	0	0	0	0	11,251	0	11,251	530
Local Tax Funding	0	0	11,251	0	0	0	0	11,251	0	11,251	530
Adopted FY 2021 CIP	0	0	10,721	0	0	0	0	10,721	0	10,721	
Local Tax Funding	0	0	10,721	0	0	0	0	10,721	0	10,721	
<b>Public Safety - Radio Tower Expansion Program</b>											
Proposed FY 2022 CIP	2,000	405	2,830	0	3,002	0	3,185	9,422	6,964	18,386	0
Local Tax Funding	2,000	405	2,830	0	3,002	0	3,185	9,422	6,964	18,386	0
Adopted FY 2021 CIP	2,000	405	2,830	0	3,002	0	3,185	9,422	6,964	18,386	
Local Tax Funding	2,000	405	2,830	0	3,002	0	3,185	9,422	6,964	18,386	
<b>Public Safety - Redundant Master/Prime Site</b>											
Proposed FY 2022 CIP	3,075	0	1,008	0	0	0	0	1,008	0	4,083	0
Local Tax Funding	3,075	0	1,008	0	0	0	0	1,008	0	4,083	0
Adopted FY 2021 CIP	3,075	0	1,008	0	0	0	0	1,008	0	4,083	
Local Tax Funding	3,075	0	1,008	0	0	0	0	1,008	0	4,083	
<b>Public Safety - School Radio Coverage Program</b>											
Proposed FY 2022 CIP	1,100	660	1,100	1,100	1,100	1,100	1,100	6,160	0	7,260	2,200
Local Tax Funding	1,100	660	1,100	1,100	1,100	1,100	1,100	6,160	0	7,260	2,200
Adopted FY 2021 CIP	1,100	660	1,100	1,100	1,100	0	0	3,960	0	5,060	
Local Tax Funding	1,100	660	1,100	1,100	1,100	0	0	3,960	0	5,060	
<b>Remote Site Connectivity</b>											
Proposed FY 2022 CIP	0	191	4,309	0	0	0	0	4,500	0	4,500	-310
Local Tax Funding	0	191	4,309	0	0	0	0	4,500	0	4,500	-310
Adopted FY 2021 CIP	0	0	191	2,178	950	1,491	0	4,810	0	4,810	
Local Tax Funding	0	0	191	2,178	950	1,491	0	4,810	0	4,810	



## Comparison Tables

INFORMATION TECHNOLOGY	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>School Bus Radio Replacements - Project Management*</b>											
Proposed FY 2022 CIP	0	0	1,250	0	0	0	0	1,250	0	1,250	1,250
Local Tax Funding	0	0	1,250	0	0	0	0	1,250	0	1,250	1,250
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	0



## Comparison Tables

PARKS, RECREATION, AND CULTURE	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Arcola Quarters for the Enslaved*</b>											
Proposed FY 2022 CIP	1,500	0	2,162	0	10,417	0	0	12,579	0	14,079	14,079
Local Tax Funding	0	0	893	0	9,449	0	0	10,342	0	10,342	10,342
Lease Revenue Financing	1,500	0	0	0	0	0	0	0	0	1,500	1,500
Cash Proffers	0	0	1,269	0	968	0	0	2,237	0	2,237	2,237
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	0
<b>Ashburn Recreation and Community Center</b>											
Proposed FY 2022 CIP	70,930	15,142	0	0	0	0	0	15,142	0	86,072	0
Local Tax Funding	0	3	0	0	0	0	0	3	0	3	0
General Obligation Bonds	44,270	0	0	0	0	0	0	0	0	44,270	0
Lease Revenue Financing	0	5,438	0	0	0	0	0	5,438	0	5,438	0
Cash Proffers	26,660	9,701	0	0	0	0	0	9,701	0	36,361	0
Adopted FY 2021 CIP	70,930	15,142	0	0	0	0	0	15,142	0	86,072	0
Local Tax Funding	0	3	0	0	0	0	0	3	0	3	0
General Obligation Bonds	44,270	0	0	0	0	0	0	0	0	44,270	0
Lease Revenue Financing	0	5,438	0	0	0	0	0	5,438	0	5,438	0
Cash Proffers	26,660	9,701	0	0	0	0	0	9,701	0	36,361	0
<b>Ashburn Senior Center</b>											
Proposed FY 2022 CIP	13,285	72	0	0	0	0	0	72	0	13,357	0
Local Tax Funding	2,035	2	0	0	0	0	0	2	0	2,037	0
Cash Proffers	11,250	71	0	0	0	0	0	71	0	11,321	0
Adopted FY 2021 CIP	13,285	72	0	0	0	0	0	72	0	13,357	0
Local Tax Funding	2,035	2	0	0	0	0	0	2	0	2,037	0
Cash Proffers	11,250	71	0	0	0	0	0	71	0	11,321	0
<b>Brambleton West Park Improvements</b>											
Proposed FY 2022 CIP	125	184	0	1,549	64	0	0	1,797	0	1,922	0
Local Tax Funding	125	57	0	0	64	0	0	121	0	246	-205
Cash Proffers	0	127	0	1,549	0	0	0	1,676	0	1,676	205
Adopted FY 2021 CIP	125	184	0	1,549	64	0	0	1,797	0	1,922	0
Local Tax Funding	125	57	0	205	64	0	0	326	0	451	0
Cash Proffers	0	127	0	1,344	0	0	0	1,471	0	1,471	0



## Comparison Tables

PARKS, RECREATION, AND CULTURE	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Broad Run Stream Valley Linear Park</b>											
Proposed FY 2022 CIP	0	0	753	0	2,055	0	0	2,808	23,850	26,658	1,808
Local Tax Funding	0	0	705	0	1,055	0	0	1,760	5,803	7,563	1,760
General Obligation Bonds	0	0	0	0	0	0	0	0	18,047	18,047	-500
Cash Proffers	0	0	48	0	1,000	0	0	1,048	0	1,048	548
Adopted FY 2021 CIP	0	0	0	0	1,000	0	0	1,000	23,850	24,850	
Local Tax Funding	0	0	0	0	0	0	0	0	5,803	5,803	
General Obligation Bonds	0	0	0	0	500	0	0	500	18,047	18,547	
Cash Proffers	0	0	0	0	500	0	0	500	0	500	
<b>Children's Science Center</b>											
Proposed FY 2022 CIP	1,072	13,928	0	0	0	0	0	13,928	0	15,000	0
Local Tax Funding	1,072	0	0	0	0	0	0	0	0	1,072	0
Lease Revenue Financing	0	13,928	0	0	0	0	0	13,928	0	13,928	0
Adopted FY 2021 CIP	1,072	13,928	0	0	0	0	0	13,928	0	15,000	
Local Tax Funding	1,072	0	0	0	0	0	0	0	0	1,072	
Lease Revenue Financing	0	13,928	0	0	0	0	0	13,928	0	13,928	
<b>Dulles Adult Day Center</b>											
Proposed FY 2022 CIP	0	0	0	0	0	6,236	0	6,236	10,228	16,464	0
Local Tax Funding	0	0	0	0	0	1,000	0	1,000	10,228	11,228	0
General Obligation Bonds	0	0	0	0	0	5,236	0	5,236	0	5,236	0
Adopted FY 2021 CIP	0	0	0	0	0	6,236	0	6,236	10,228	16,464	
Local Tax Funding	0	0	0	0	0	1,000	0	1,000	10,228	11,228	
General Obligation Bonds	0	0	0	0	0	5,236	0	5,236	0	5,236	
<b>Dulles South Community Park</b>											
Proposed FY 2022 CIP	0	0	0	0	4,128	0	0	4,128	18,819	22,947	0
Local Tax Funding	0	0	0	0	138	0	0	138	0	138	138
General Obligation Bonds	0	0	0	0	0	0	0	0	18,819	18,819	-1,699
Cash Proffers	0	0	0	0	3,990	0	0	3,990	0	3,990	1,561
Adopted FY 2021 CIP	0	0	0	0	4,128	0	0	4,128	18,819	22,947	
General Obligation Bonds	0	0	0	0	1,699	0	0	1,699	18,819	20,518	
Cash Proffers	0	0	0	0	2,429	0	0	2,429	0	2,429	



## Comparison Tables

PARKS, RECREATION, AND CULTURE	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Fields Farm Park</b>											
Proposed FY 2022 CIP	1,560	147	6,892	0	0	31,146	0	38,185	0	39,745	185
Local Tax Funding	1,560	4	185	0	0	0	0	189	0	1,749	185
General Obligation Bonds	0	0	6,707	0	0	31,146	0	37,853	0	37,853	0
Cash Proffers	0	143	0	0	0	0	0	143	0	143	0
Adopted FY 2021 CIP	1,560	147	6,707	0	0	31,146	0	38,000	0	39,560	
Local Tax Funding	1,560	4	0	0	0	0	0	4	0	1,564	
General Obligation Bonds	0	0	6,707	0	0	31,146	0	37,853	0	37,853	
Cash Proffers	0	143	0	0	0	0	0	143	0	143	
<b>Franklin Park to Purcellville Trail</b>											
Proposed FY 2022 CIP	520	0	0	0	0	0	0	0	5,000	5,520	0
Local Tax Funding	520	0	0	0	0	0	0	0	0	520	0
General Obligation Bonds	0	0	0	0	0	0	0	0	5,000	5,000	0
Adopted FY 2021 CIP	520	0	0	0	0	0	0	0	5,000	5,520	
Local Tax Funding	520	0	0	0	0	0	0	0	0	520	
General Obligation Bonds	0	0	0	0	0	0	0	0	5,000	5,000	
<b>Goose Creek Stream Valley Linear Park</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-8,425
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	-843
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-7,582
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	8,425	8,425	8,425
Local Tax Funding	0	0	0	0	0	0	0	0	843	843	
General Obligation Bonds	0	0	0	0	0	0	0	0	7,582	7,582	
<b>Hal &amp; Berni Hanson Regional Park</b>											
Proposed FY 2022 CIP	97,935	432	0	0	0	0	0	432	0	98,367	3,520
Local Tax Funding	90	11	0	0	0	0	0	11	0	101	0
General Obligation Bonds	31,845	0	0	0	0	0	0	0	0	31,845	0
Cash Proffers	61,000	421	0	0	0	0	0	421	0	61,421	3,520
Land Sale Proceeds	5,000	0	0	0	0	0	0	0	0	5,000	0
Adopted FY 2021 CIP	97,935	432	0	0	0	0	0	432	0	98,367	
Local Tax Funding	90	11	0	0	0	0	0	11	0	101	



## Comparison Tables

PARKS, RECREATION, AND CULTURE	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
General Obligation Bonds	31,845	0	0	0	0	0	0	0	0	31,845	
Cash Proffers	61,000	421	0	0	0	0	0	421	0	61,421	
Land Sale Proceeds	5,000	0	0	0	0	0	0	0	0	5,000	
<b>Linear Parks and Trails System</b>											
<b>Proposed FY 2022 CIP</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350</b>	<b>0</b>
Local Tax Funding	350	0	0	0	0	0	0	0	0	350	0
<b>Adopted FY 2021 CIP</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>350</b>	
Local Tax Funding	350	0	0	0	0	0	0	0	0	350	
<b>Lovettsville District Park - Phase II</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>4,739</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,739</b>	<b>0</b>	<b>4,739</b>	<b>0</b>
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	0
General Obligation Bonds	0	4,680	0	0	0	0	0	4,680	0	4,680	0
Cash Proffers	0	58	0	0	0	0	0	58	0	58	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>4,739</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,739</b>	<b>0</b>	<b>4,739</b>	
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	
General Obligation Bonds	0	4,680	0	0	0	0	0	4,680	0	4,680	
Cash Proffers	0	58	0	0	0	0	0	58	0	58	
<b>Philip A. Bolen Park Phase II</b>											
<b>Proposed FY 2022 CIP</b>	<b>1,200</b>	<b>1,522</b>	<b>9,039</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,561</b>	<b>0</b>	<b>11,761</b>	<b>818</b>
Local Tax Funding	1,200	0	519	0	0	0	0	519	0	1,719	519
General Obligation Bonds	0	0	7,700	0	0	0	0	7,700	0	7,700	-521
Lease Revenue Financing	0	1,264	0	0	0	0	0	1,264	0	1,264	0
Cash Proffers	0	258	820	0	0	0	0	1,078	0	1,078	820
<b>Adopted FY 2021 CIP</b>	<b>1,200</b>	<b>1,522</b>	<b>8,221</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9,743</b>	<b>0</b>	<b>10,943</b>	
Local Tax Funding	1,200	0	0	0	0	0	0	0	0	1,200	
General Obligation Bonds	0	0	8,221	0	0	0	0	8,221	0	8,221	
Lease Revenue Financing	0	1,264	0	0	0	0	0	1,264	0	1,264	
Cash Proffers	0	258	0	0	0	0	0	258	0	258	
<b>Potomack Lakes Sportsplex - Field Improvements</b>											
<b>Proposed FY 2022 CIP</b>	<b>1,451</b>	<b>14</b>	<b>0</b>	<b>2,288</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,302</b>	<b>0</b>	<b>3,753</b>	<b>0</b>
Local Tax Funding	0	0	0	1,979	0	0	0	1,980	0	1,980	-197



## Comparison Tables

PARKS, RECREATION, AND CULTURE	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Cash Proffers	1,451	14	0	309	0	0	0	323	0	1,774	197
<b>Adopted FY 2021 CIP</b>	<b>1,451</b>	<b>14</b>	<b>0</b>	<b>2,288</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,302</b>	<b>0</b>	<b>3,753</b>	
Local Tax Funding	0	0	0	2,177	0	0	0	2,177	0	2,177	
Cash Proffers	1,451	14	0	111	0	0	0	125	0	1,577	
<b>Purcellville Library</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-43,655</b>
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	-787
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-42,868
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,625</b>	<b>0</b>	<b>5,625</b>	<b>38,030</b>	<b>43,655</b>	<b>43,655</b>
Local Tax Funding	0	0	0	0	0	0	0	0	787	787	
General Obligation Bonds	0	0	0	0	0	5,625	0	5,625	37,243	42,868	
<b>PRCS Renovation Program*</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>1,500</b>	<b>1,750</b>	<b>2,000</b>	<b>2,250</b>	<b>2,500</b>	<b>10,000</b>	<b>11,750</b>	<b>21,750</b>	<b>21,750</b>
Local Tax Funding	0	0	1,500	1,750	2,000	2,250	2,500	10,000	11,750	21,750	21,750
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Scott Jenkins Memorial Park - Phase III</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>558</b>	<b>2,496</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,054</b>	<b>0</b>	<b>3,054</b>	<b>226</b>
Local Tax Funding	0	539	226	0	0	0	0	765	0	765	226
General Obligation Bonds	0	0	2,270	0	0	0	0	2,270	0	2,270	0
Cash Proffers	0	19	0	0	0	0	0	19	0	19	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>558</b>	<b>2,270</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,828</b>	<b>0</b>	<b>2,828</b>	
Local Tax Funding	0	539	0	0	0	0	0	539	0	539	
General Obligation Bonds	0	0	2,270	0	0	0	0	2,270	0	2,270	
Cash Proffers	0	19	0	0	0	0	0	19	0	19	
<b>STEM Library</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-63,429</b>
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-63,429
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63,429</b>	<b>63,429</b>	<b>63,429</b>
General Obligation Bonds	0	0	0	0	0	0	0	0	63,429	63,429	
<b>Sterling Neighborhood Park</b>											
<b>Proposed FY 2022 CIP</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,140</b>	<b>0</b>	<b>10,140</b>	<b>4,825</b>	<b>14,985</b>	<b>20</b>



## Comparison Tables

PARKS, RECREATION, AND CULTURE	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding	20	0	0	0	0	9,915	0	9,915	0	9,935	9,935
General Obligation Bonds	0	0	0	0	0	0	0	0	4,825	4,825	-9,915
Cash Proffers	0	0	0	0	0	225	0	225	0	225	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,140</b>	<b>0</b>	<b>10,140</b>	<b>4,825</b>	<b>14,965</b>	
General Obligation Bonds	0	0	0	0	0	9,915	0	9,915	4,825	14,740	
Cash Proffers	0	0	0	0	0	225	0	225	0	225	
<b>Teen Center</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-16,885</b>
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-16,385
Cash Proffers	0	0	0	0	0	0	0	0	0	0	-500
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16,885</b>	<b>16,885</b>	<b>16,885</b>
General Obligation Bonds	0	0	0	0	0	0	0	0	16,385	16,385	
Cash Proffers	0	0	0	0	0	0	0	0	500	500	
<b>Western Loudoun Recreation Center</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,521</b>	<b>3,317</b>	<b>64,976</b>	<b>80,814</b>	<b>2,846</b>	<b>83,660</b>	<b>-34,252</b>
Local Tax Funding	0	0	0	0	12,521	3,317	0	15,838	2,846	18,684	12,826
General Obligation Bonds	0	0	0	0	0	0	64,976	64,976	0	64,976	-47,078
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>117,912</b>	<b>117,912</b>	
Local Tax Funding	0	0	0	0	0	0	0	0	5,858	5,858	
General Obligation Bonds	0	0	0	0	0	0	0	0	112,054	112,054	



## Comparison Tables

PUBLIC SAFETY	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Adult Detention Center Expansion, Phase III</b>											
Proposed FY 2022 CIP	260	0	0	0	2,730	18,400	83,190	104,320	9,606	114,186	0
Local Tax Funding	260	0	0	0	2,730	18,400	3,190	24,320	9,606	34,186	0
General Obligation Bonds	0	0	0	0	0	0	80,000	80,000	0	80,000	0
Adopted FY 2021 CIP	260	0	0	0	2,730	18,400	83,190	104,320	9,606	114,186	
Local Tax Funding	260	0	0	0	2,730	18,400	3,190	24,320	9,606	34,186	
General Obligation Bonds	0	0	0	0	0	0	80,000	80,000	0	80,000	
<b>Animal Services Facility</b>											
Proposed FY 2022 CIP	25,786	177	0	0	0	0	0	177	0	25,963	3,491
Local Tax Funding	8,016	4	0	0	0	0	0	4	0	8,021	3,491
General Obligation Bonds	17,770	0	0	0	0	0	0	0	0	17,770	0
Cash Proffers	0	172	0	0	0	0	0	172	0	172	0
Adopted FY 2021 CIP	22,295	177	0	0	0	0	0	177	0	22,472	
Local Tax Funding	4,525	4	0	0	0	0	0	4	0	4,529	
General Obligation Bonds	17,770	0	0	0	0	0	0	0	0	17,770	
Cash Proffers	0	172	0	0	0	0	0	172	0	172	
<b>Courts Complex Phase III</b>											
Proposed FY 2022 CIP	91,999	8,168	0	0	0	0	0	8,168	0	100,167	0
Local Tax Funding	4,599	1	0	0	0	0	0	1	0	4,600	0
Lease Revenue Financing	87,400	8,111	0	0	0	0	0	8,111	0	95,511	0
Cash Proffers	0	56	0	0	0	0	0	56	0	56	0
Adopted FY 2021 CIP	91,999	8,168	0	0	0	0	0	8,168	0	100,167	
Local Tax Funding	4,599	1	0	0	0	0	0	1	0	4,600	
Lease Revenue Financing	87,400	8,111	0	0	0	0	0	8,111	0	95,511	
Cash Proffers	0	56	0	0	0	0	0	56	0	56	
<b>Courts Complex Phase IV - Renovation</b>											
Proposed FY 2022 CIP	0	4,507	0	23,430	0	0	0	27,937	0	27,937	0
Local Tax Funding	0	4,418	0	0	0	0	0	4,418	0	4,418	0
Lease Revenue Financing	0	0	0	23,430	0	0	0	23,430	0	23,430	0
Cash Proffers	0	89	0	0	0	0	0	89	0	89	0
Adopted FY 2021 CIP	0	4,507	0	23,430	0	0	0	27,937	0	27,937	



## Comparison Tables

PUBLIC SAFETY	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding	0	4,418	0	0	0	0	0	4,418	0	4,418	
Lease Revenue Financing	0	0	0	23,430	0	0	0	23,430	0	23,430	
Cash Proffers	0	89	0	0	0	0	0	89	0	89	
<b>Courts Evidence Storage Facility</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-15,218
Lease Revenue Financing	0	0	0	0	0	0	0	0	0	0	-15,218
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	15,218	15,218	15,218
Lease Revenue Financing	0	0	0	0	0	0	0	0	15,218	15,218	
<b>Fire and Rescue - Basic Training Facility</b>											
Proposed FY 2022 CIP	750	1,214	0	10,610	0	0	0	11,824	0	12,574	6,228
Local Tax Funding	750	1	0	0	0	0	0	1	0	751	0
General Obligation Bonds	0	1,175	0	10,610	0	0	0	11,785	0	11,785	6,228
Cash Proffers	0	38	0	0	0	0	0	38	0	38	0
Adopted FY 2021 CIP	750	1,214	0	4,382	0	0	0	5,596	0	6,346	
Local Tax Funding	750	1	0	0	0	0	0	1	0	751	
General Obligation Bonds	0	1,175	0	4,382	0	0	0	5,557	0	5,557	
Cash Proffers	0	38	0	0	0	0	0	38	0	38	
<b>Fire and Rescue - Capital Apparatus</b>											
Proposed FY 2022 CIP	26,550	3,183	2,753	3,376	3,477	3,581	3,688	20,058	15,893	62,501	-525
Local Tax Funding	13,375	3,183	2,753	3,376	3,477	3,581	3,688	20,058	15,893	49,326	-525
General Obligation Bonds	12,449	0	0	0	0	0	0	0	0	12,449	0
Lease Revenue Financing	726	0	0	0	0	0	0	0	0	726	0
Adopted FY 2021 CIP	26,550	3,183	3,278	3,376	3,477	3,581	3,688	20,583	15,893	63,026	
Local Tax Funding	13,375	3,183	3,278	3,376	3,477	3,581	3,688	20,583	15,893	49,851	
General Obligation Bonds	12,449	0	0	0	0	0	0	0	0	12,449	
Lease Revenue Financing	726	0	0	0	0	0	0	0	0	726	
<b>Fire and Rescue - Station #04 - Round Hill Station Replacement</b>											
Proposed FY 2022 CIP	3,495	753	3,341	0	17,945	537	0	22,576	0	26,071	236
Local Tax Funding	1,595	390	90	0	1,795	537	0	2,812	0	4,407	2,031
General Obligation Bonds	1,900	0	3,101	0	16,150	0	0	19,251	0	21,151	-1,945



## Comparison Tables

PUBLIC SAFETY	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Cash Proffers	0	363	150	0	0	0	0	513	0	513	150
<b>Adopted FY 2021 CIP</b>	<b>1,900</b>	<b>2,202</b>	<b>3,251</b>	<b>0</b>	<b>17,945</b>	<b>537</b>	<b>0</b>	<b>23,935</b>	<b>0</b>	<b>25,835</b>	
Local Tax Funding	0	1,839	0	0	0	537	0	2,376	0	2,376	
General Obligation Bonds	1,900	0	3,251	0	17,945	0	0	21,196	0	23,096	
Cash Proffers	0	363	0	0	0	0	0	363	0	363	
<b>Fire and Rescue - Station #05/#17 - Hamilton Station Replacement</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-24,987</b>
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-24,987
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,103</b>	<b>0</b>	<b>4,103</b>	<b>20,884</b>	<b>24,987</b>	
General Obligation Bonds	0	0	0	0	0	4,103	0	4,103	20,884	24,987	
<b>Fire and Rescue - Training Academy Expansion</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,990</b>	<b>12,990</b>	<b>0</b>	<b>12,990</b>	<b>5,110</b>
General Obligation Bonds	0	0	0	0	0	0	12,990	12,990	0	12,990	5,110
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>850</b>	<b>7,030</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,880</b>	<b>0</b>	<b>7,880</b>	
General Obligation Bonds	0	0	850	7,030	0	0	0	7,880	0	7,880	
<b>Fire and Rescue - Station #07 - Aldie Station Replacement</b>											
<b>Proposed FY 2022 CIP</b>	<b>18,860</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>18,871</b>	<b>0</b>
Local Tax Funding	5,355	0	0	0	0	0	0	0	0	5,355	0
General Obligation Bonds	9,505	0	0	0	0	0	0	0	0	9,505	0
Lease Revenue Financing	4,000	0	0	0	0	0	0	0	0	4,000	0
Cash Proffers	0	11	0	0	0	0	0	11	0	11	0
<b>Adopted FY 2021 CIP</b>	<b>18,860</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>18,871</b>	
Local Tax Funding	5,355	0	0	0	0	0	0	0	0	5,355	
General Obligation Bonds	9,505	0	0	0	0	0	0	0	0	9,505	
Lease Revenue Financing	4,000	0	0	0	0	0	0	0	0	4,000	
Cash Proffers	0	11	0	0	0	0	0	11	0	11	
<b>Fire and Rescue - Station #08 - Philomont Station Replacement</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>115</b>	<b>3,920</b>	<b>0</b>	<b>0</b>	<b>15,640</b>	<b>2,181</b>	<b>21,856</b>	<b>0</b>	<b>21,856</b>	<b>220</b>
Local Tax Funding	0	115	105	0	0	0	0	220	0	220	220
General Obligation Bonds	0	0	3,815	0	0	15,640	2,181	21,636	0	21,636	0



## Comparison Tables

PUBLIC SAFETY	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>3,815</b>	<b>0</b>	<b>0</b>	<b>15,640</b>	<b>2,181</b>	<b>21,636</b>	<b>0</b>	<b>21,636</b>	
General Obligation Bonds	0	0	3,815	0	0	15,640	2,181	21,636	0	21,636	
<b>Fire and Rescue - Station #28 - Leesburg South Station</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>2,378</b>	<b>0</b>	<b>15,965</b>	<b>2,791</b>	<b>0</b>	<b>0</b>	<b>21,134</b>	<b>0</b>	<b>21,134</b>	<b>0</b>
Local Tax Funding	0	2	0	0	2,791	0	0	2,793	0	2,793	2,791
General Obligation Bonds	0	2,310	0	15,965	0	0	0	18,275	0	18,275	-2,791
Cash Proffers	0	66	0	0	0	0	0	66	0	66	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>2,378</b>	<b>0</b>	<b>15,965</b>	<b>2,791</b>	<b>0</b>	<b>0</b>	<b>21,134</b>	<b>0</b>	<b>21,134</b>	
Local Tax Funding	0	2	0	0	0	0	0	2	0	2	
General Obligation Bonds	0	2,310	0	15,965	2,791	0	0	21,066	0	21,066	
Cash Proffers	0	66	0	0	0	0	0	66	0	66	
<b>Fire and Rescue - Station #29 - Old Ox Road (Route 606) Station</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-22,408</b>
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	-2,152
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-19,888
Cash Proffers	0	0	0	0	0	0	0	0	0	0	-368
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,520</b>	<b>0</b>	<b>0</b>	<b>19,888</b>	<b>22,408</b>	<b>0</b>	<b>22,408</b>	
Local Tax Funding	0	0	0	2,152	0	0	0	2,152	0	2,152	
General Obligation Bonds	0	0	0	0	0	0	19,888	19,888	0	19,888	
Cash Proffers	0	0	0	368	0	0	0	368	0	368	
<b>Fire and Rescue - Station Storage Sheds</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>140</b>	<b>577</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>717</b>	<b>0</b>	<b>717</b>	<b>52</b>
Local Tax Funding	0	50	52	0	0	0	0	102	0	102	52
Lease Revenue Financing	0	75	525	0	0	0	0	600	0	600	0
Cash Proffers	0	15	0	0	0	0	0	15	0	15	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>140</b>	<b>525</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>665</b>	<b>0</b>	<b>665</b>	
Local Tax Funding	0	50	0	0	0	0	0	50	0	50	
Lease Revenue Financing	0	75	525	0	0	0	0	600	0	600	
Cash Proffers	0	15	0	0	0	0	0	15	0	15	



## Comparison Tables

PUBLIC SAFETY	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Fire and Rescue - Training Tower</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-4,000
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	-4,000
Adopted FY 2021 CIP	0	0	0	0	400	3,600	0	4,000	0	4,000	4,000
Local Tax Funding	0	0	0	0	400	3,600	0	4,000	0	4,000	
<b>Juvenile Detention Center – Phase II</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	0
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	0



## Comparison Tables

TOWNS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Town of Hamilton - Community Park Playground*</b>											
Proposed FY 2022 CIP	0	0	50	0	0	0	0	50	0	50	50
Local Tax Funding	0	0	50	0	0	0	0	50	0	50	50
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	0
<b>Town of Hillsboro - Old Stone School/Town Hall</b>											
Proposed FY 2022 CIP	507	292	0	0	0	0	0	292	0	799	0
Cash Proffers	507	292	0	0	0	0	0	292	0	799	0
Adopted FY 2021 CIP	507	292	0	0	0	0	0	292	0	799	0
Cash Proffers	507	292	0	0	0	0	0	292	0	799	0
<b>Town of Leesburg - Evergreen Mill Rd. Widening</b>											
Proposed FY 2022 CIP	4,200	1,800	0	0	0	0	0	1,800	3,000	9,000	0
Local Tax Funding Roads	0	0	0	0	0	0	0	0	3,000	3,000	0
NVTA 30% Local	4,200	1,800	0	0	0	0	0	1,800	0	6,000	0
Adopted FY 2021 CIP	4,200	1,800	0	0	0	0	0	1,800	3,000	9,000	0
Local Tax Funding Roads	0	0	0	0	0	0	0	0	3,000	3,000	0
NVTA 30% Local	4,200	1,800	0	0	0	0	0	1,800	0	6,000	0
<b>Town of Leesburg - NVTA Local Distribution</b>											
Proposed FY 2022 CIP	14,478	2,049	2,358	2,427	2,492	2,546	2,604	14,476	10,866	39,820	2,185
NVTA 30% Local	14,478	2,049	2,358	2,427	2,492	2,546	2,604	14,476	10,866	39,820	2,185
Adopted FY 2021 CIP	14,478	2,049	2,096	2,161	2,216	2,277	2,341	13,140	10,017	37,635	0
NVTA 30% Local	14,478	2,049	2,096	2,161	2,216	2,277	2,341	13,140	10,017	37,635	0
<b>Town of Leesburg - Town-wide Bus Shelters</b>											
Proposed FY 2022 CIP	0	60	178	0	0	0	0	238	0	238	178
NVTA 30% Local	0	60	178	0	0	0	0	238	0	238	178
Adopted FY 2021 CIP	0	60	0	0	0	0	0	60	0	60	0
NVTA 30% Local	0	60	0	0	0	0	0	60	0	60	0
<b>Town of Leesburg - Veteran's Park</b>											
Proposed FY 2022 CIP	0	4,000	0	0	0	0	0	4,000	2,000	6,000	0
Local Tax Funding	0	4,000	0	0	0	0	0	4,000	2,000	6,000	0
Adopted FY 2021 CIP	0	4,000	0	0	0	0	0	4,000	2,000	6,000	0
Local Tax Funding	0	4,000	0	0	0	0	0	4,000	2,000	6,000	0



## Comparison Tables

TOWNS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Town of Leesburg - W&amp;OD Trail Lighting*</b>											
Proposed FY 2022 CIP	0	0	0	0	0	500	0	500	0	500	500
NVTA 30% Local	0	0	0	0	0	500	0	500	0	500	500
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	0
<b>Town of Lovettsville - Broadway Streetscapes Phase 2A</b>											
Proposed FY 2022 CIP	330	0	150	671	800	0	0	1,621	0	1,951	800
NVTA 30% Local	330	0	150	671	800	0	0	1,621	0	1,951	800
Adopted FY 2021 CIP	330	0	150	671	0	0	0	821	0	1,151	
NVTA 30% Local	330	0	150	671	0	0	0	821	0	1,151	
<b>Town of Lovettsville - Pedestrian Improvements</b>											
Proposed FY 2022 CIP	103	62	160	278	473	0	0	973	0	1,076	0
NVTA 30% Local	103	62	160	278	473	0	0	973	0	1,076	0
Adopted FY 2021 CIP	103	62	160	278	473	0	0	973	0	1,076	
NVTA 30% Local	103	62	160	278	473	0	0	973	0	1,076	
<b>Town of Middleburg - Middleburg Town Hall*</b>											
Proposed FY 2022 CIP	0	0	0	500	0	0	0	500	0	500	500
Local Tax Funding	0	0	0	500	0	0	0	500	0	500	500
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	
<b>Town of Purcellville - Berlin Turnpike Traffic Signal</b>											
Proposed FY 2022 CIP	0	0	0	0	0	700	0	700	0	700	0
NVTA 30% Local	0	0	0	0	0	700	0	700	0	700	0
Adopted FY 2021 CIP	0	0	0	0	0	700	0	700	0	700	
NVTA 30% Local	0	0	0	0	0	700	0	700	0	700	
<b>Town of Purcellville - Bush Tabernacle &amp; Fireman's Field</b>											
Proposed FY 2022 CIP	0	300	0	0	0	0	0	300	0	300	0
Local Tax Funding	0	300	0	0	0	0	0	300	0	300	0
Adopted FY 2021 CIP	0	300	0	0	0	0	0	300	0	300	
Local Tax Funding	0	300	0	0	0	0	0	300	0	300	
<b>Town of Purcellville - Hirst Road to W&amp;OD Shared-Use Path</b>											
Proposed FY 2022 CIP	0	0	0	0	538	667	0	1,205	0	1,205	555



## Comparison Tables

TOWNS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
NVTA 30% Local	0	0	0	0	538	667	0	1,205	0	1,205	555
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>650</b>	<b>0</b>	<b>650</b>	<b>0</b>	<b>650</b>	
NVTA 30% Local	0	0	0	0	0	650	0	650	0	650	
<b>Town of Purcellville - Loudoun Valley High School Street Lighting</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>200</b>	<b>0</b>
NVTA 30% Local	0	0	200	0	0	0	0	200	0	200	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>200</b>	
NVTA 30% Local	0	0	200	0	0	0	0	200	0	200	
<b>Town of Purcellville - NVTA Local Distribution</b>											
<b>Proposed FY 2022 CIP</b>	<b>3,034</b>	<b>457</b>	<b>531</b>	<b>546</b>	<b>562</b>	<b>574</b>	<b>587</b>	<b>3,257</b>	<b>2,448</b>	<b>8,739</b>	<b>538</b>
NVTA 30% Local	3,034	457	531	546	562	574	587	3,257	2,448	8,739	538
<b>Adopted FY 2021 CIP</b>	<b>3,034</b>	<b>457</b>	<b>468</b>	<b>482</b>	<b>495</b>	<b>508</b>	<b>522</b>	<b>2,932</b>	<b>2,235</b>	<b>8,201</b>	
NVTA 30% Local	3,034	457	468	482	495	508	522	2,932	2,235	8,201	
<b>Town of Purcellville - Pedestrian Linkages</b>											
<b>Proposed FY 2022 CIP</b>	<b>210</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>301</b>	<b>0</b>
NVTA 30% Local	210	91	0	0	0	0	0	91	0	301	0
<b>Adopted FY 2021 CIP</b>	<b>210</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>301</b>	
NVTA 30% Local	210	91	0	0	0	0	0	91	0	301	
<b>Town of Round Hill - Route 7 Bypass Tunnel*</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>150</b>	<b>150</b>
NVTA 30% Local	0	0	150	0	0	0	0	150	0	150	150
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Town of Round Hill - Southern Gateway Pedestrian Trail*</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>750</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>1,500</b>	<b>0</b>	<b>1,500</b>	<b>1,500</b>
NVTA 30% Local	0	0	0	750	750	0	0	1,500	0	1,500	1,500
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Arcola Boulevard (Route 50 to Route 606)</b>											
Proposed FY 2022 CIP	14,990	37	0	0	0	0	0	37	0	15,027	-7,800
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	-7,800
Local Tax Funding Roads	9,223	0	0	0	0	0	0	0	0	9,223	0
Cash Proffers	5,767	36	0	0	0	0	0	36	0	5,803	0
Adopted FY 2021 CIP	14,990	37	0	0	7,800	0	0	7,837	0	22,827	
Local Tax Funding	0	1	0	0	7,800	0	0	7,801	0	7,801	
Local Tax Funding Roads	9,223	0	0	0	0	0	0	0	0	9,223	
Cash Proffers	5,767	36	0	0	0	0	0	36	0	5,803	
<b>Arcola Mills Drive, Segment 1 (Belmont Ridge Road to Stone Springs Boulevard)</b>											
Proposed FY 2022 CIP	0	0	0	5,000	9,904	34,813	0	49,717	0	49,717	32,917
General Obligation Bonds	0	0	0	0	8,904	16,013	0	24,917	0	24,917	14,917
Revenue Sharing	0	0	0	5,000	1,000	800	0	6,800	0	6,800	0
NVTA 70% Regional	0	0	0	0	0	18,000	0	18,000	0	18,000	18,000
Adopted FY 2021 CIP	0	0	0	10,000	6,000	800	0	16,800	0	16,800	
General Obligation Bonds	0	0	0	5,000	5,000	0	0	10,000	0	10,000	
Revenue Sharing	0	0	0	5,000	1,000	800	0	6,800	0	6,800	
<b>Arcola Mills Drive, Segment 2 (Stone Springs Boulevard to Loudoun County Parkway)</b>											
Proposed FY 2022 CIP	0	0	0	0	2,328	22,741	0	25,069	19,012	44,081	-2,519
General Obligation Bonds	0	0	0	0	2,328	22,741	0	25,069	19,012	44,081	-2,519
Adopted FY 2021 CIP	0	0	0	0	5,000	0	6,000	11,000	35,600	46,600	
General Obligation Bonds	0	0	0	0	5,000	0	6,000	11,000	35,600	46,600	
<b>Arcola Mills Drive (Northstar Boulevard to Belmont Ridge Road)</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-18,700
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-700
NVTA 70% Regional	0	0	0	0	0	0	0	0	0	0	-18,000
Adopted FY 2021 CIP	0	0	0	0	0	18,000	0	18,000	700	18,700	18,700
General Obligation Bonds	0	0	0	0	0	0	0	0	700	700	
NVTA 70% Regional	0	0	0	0	0	18,000	0	18,000	0	18,000	



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Belmont Ridge Road (Arcola Mills Drive to Shreveport Drive)</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-57,687
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	-31,576
Local Tax Funding Roads	0	0	0	0	0	0	0	0	0	0	-9,212
Cash Proffers	0	0	0	0	0	0	0	0	0	0	-5,000
NVTA 70% Regional	0	0	0	0	0	0	0	0	0	0	-11,899
Adopted FY 2021 CIP	0	0	4,521	0	16,590	0	36,576	57,687	0	57,587	57,587
Local Tax Funding	0	0	0	0	0	0	31,576	31,576	0	31,576	
Local Tax Funding Roads	0	0	4,521	0	4,691	0	0	9,212	0	9,212	
Cash Proffers	0	0	0	0	0	0	5,000	5,000	0	5,000	
NVTA 70% Regional	0	0	0	0	11,899	0	0	11,899	0	11,899	
<b>Braddock Road, Segment 1 (Royal Hunter Drive to Gum Spring Road)</b>											
Proposed FY 2022 CIP	0	4,741	0	0	0	0	0	4,741	0	4,741	-5,227
Local Tax Funding	0	44	0	0	0	0	0	44	0	44	43
Local Tax Funding Roads	0	0	0	0	0	0	0	0	0	0	-2,414
General Obligation Bonds	0	4,636	0	0	0	0	0	4,636	0	4,636	-2,856
Cash Proffers	0	60	0	0	0	0	0	60	0	60	0
Adopted FY 2021 CIP	0	4,698	0	5,270	0	0	0	9,968	0	9,968	
Local Tax Funding	0	2	0	0	0	0	0	2	0	2	
Local Tax Funding Roads	0	0	0	2,414	0	0	0	2,414	0	2,414	
General Obligation Bonds	0	4,636	0	2,856	0	0	0	7,492	0	7,492	
Cash Proffers	0	60	0	0	0	0	0	60	0	60	
<b>Braddock Road, Segment 1B (Whitman Farm to Paul VI Eastern Entrance)</b>											
Proposed FY 2022 CIP	2,000	2,000	0	0	0	0	0	2,000	0	4,000	0
Local Tax Funding Roads	201	0	0	0	0	0	0	0	0	201	0
General Obligation Bonds	0	2,000	0	0	0	0	0	2,000	0	2,000	0
Cash Proffers	1,019	0	0	0	0	0	0	0	0	1,019	0
Local Gas Tax	780	0	0	0	0	0	0	0	0	780	0
Adopted FY 2021 CIP	2,000	2,000	0	0	0	0	0	2,000	0	4,000	
Local Tax Funding Roads	201	0	0	0	0	0	0	0	0	201	



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
General Obligation Bonds	0	2,000	0	0	0	0	0	2,000	0	2,000	
Cash Proffers	1,019	0	0	0	0	0	0	0	0	1,019	
Local Gas Tax	780	0	0	0	0	0	0	0	0	780	
<b>Braddock Road, Segment 2 (Paul VI Eastern Entrance to Loudoun County Parkway)<sup>2</sup></b>											
Proposed FY 2022 CIP	0	0	0	0	0	3,135	10,000	13,135	20,311	33,446	-17,032
Local Tax Funding	0	0	0	0	0	0	0	0	341	341	341
General Obligation Bonds	0	0	0	0	0	3,135	0	3,135	19,970	23,105	12,627
Smart Scale	0	0	0	0	0	0	10,000	10,000	0	10,000	0
NVTA 70% Regional	0	0	0	0	0	0	0	0	0	0	-30,000
Adopted FY 2021 CIP	0	0	0	0	0	30,779	10,000	40,779	9,699	50,478	
General Obligation Bonds	0	0	0	0	0	779	0	779	9,699	10,478	
Smart Scale	0	0	0	0	0	0	10,000	10,000	0	10,000	
NVTA 70% Regional	0	0	0	0	0	30,000	0	30,000	0	30,000	
<b>Braddock Road, Segment 3 (Bull Run Post Office Road to Fairfax County Line)</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-45,832
Local Tax Funding Roads	0	0	0	0	0	0	0	0	0	0	-4,748
Lease Revenue Financing	0	0	0	0	0	0	0	0	0	0	-41,066
Cash Proffers	0	0	0	0	0	0	0	0	0	0	-18
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	45,832	45,832	
Local Tax Funding Roads	0	0	0	0	0	0	0	0	4,748	4,748	
Lease Revenue Financing	0	0	0	0	0	0	0	0	41,066	41,066	
Cash Proffers	0	0	0	0	0	0	0	0	18	18	
<b>Croson Lane Widening (Claiborne Parkway to Old Ryan Road)</b>											
Proposed FY 2022 CIP	0	2,091	5,497	0	0	11,267	0	18,855	0	18,855	497
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	0
Local Tax Funding Roads	0	0	497	0	0	0	0	497	0	497	497

<sup>2</sup> The FY 2022 Proposed CIP includes a revised approach to the Braddock Road segments. Segment 2 (that previously appeared in the FY 2021 CIP) was re-segmented into Segment 2 and 2B. Because Segment 2B did not appear in the FY 2021 CIP and because the project is planned fully in FFY, the project does not appear in the Comparison Tables.



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
General Obligation Bonds	0	0	0	0	0	9,643	0	9,643	0	9,643	0
Cash Proffers	0	2,090	0	0	0	1,624	0	3,714	0	3,714	0
Revenue Sharing	0	0	5,000	0	0	0	0	5,000	0	5,000	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>2,091</b>	<b>5,000</b>	<b>0</b>	<b>0</b>	<b>11,267</b>	<b>0</b>	<b>18,358</b>	<b>0</b>	<b>18,358</b>	
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	
General Obligation Bonds	0	0	0	0	0	9,643	0	9,643	0	9,643	
Cash Proffers	0	2,090	0	0	0	1,624	0	3,714	0	3,714	
Revenue Sharing	0	0	5,000	0	0	0	0	5,000	0	5,000	
<b>Crosstrail Boulevard, Segment B (Kincaid Boulevard to Russell Branch Parkway)</b>											
<b>Proposed FY 2022 CIP</b>	<b>50,191</b>	<b>628</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>628</b>	<b>0</b>	<b>50,819</b>	<b>0</b>
Local Tax Funding	7,600	15	0	0	0	0	0	15	0	7,615	0
Local Tax Funding Roads	1,031	0	0	0	0	0	0	0	0	1,031	0
General Obligation Bonds	36,560	0	0	0	0	0	0	0	0	36,560	0
Cash Proffers	1,689	613	0	0	0	0	0	613	0	2,301	0
NVTA 30% Local	1,490	0	0	0	0	0	0	0	0	1,490	0
Local Gas Tax	1,821	0	0	0	0	0	0	0	0	1,821	0
<b>Adopted FY 2021 CIP</b>	<b>50,191</b>	<b>628</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>628</b>	<b>0</b>	<b>50,819</b>	
Local Tax Funding	7,600	15	0	0	0	0	0	15	0	7,615	
Local Tax Funding Roads	1,031	0	0	0	0	0	0	0	0	1,031	
General Obligation Bonds	36,560	0	0	0	0	0	0	0	0	36,560	
Cash Proffers	1,689	613	0	0	0	0	0	613	0	2,301	
NVTA 30% Local	1,490	0	0	0	0	0	0	0	0	1,490	
Local Gas Tax	1,821	0	0	0	0	0	0	0	0	1,821	
<b>Crosstrail Boulevard, Segment C (Sycolin Road to Dulles Greenway)</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>6,774</b>	<b>0</b>	<b>18,973</b>	<b>62,689</b>	<b>0</b>	<b>0</b>	<b>88,436</b>	<b>0</b>	<b>88,436</b>	<b>0</b>
Local Tax Funding	0	3	0	5,271	0	0	0	5,274	0	5,274	0
Local Tax Funding Roads	0	6,259	0	13,702	14,913	0	0	34,875	0	34,875	0
General Obligation Bonds	0	0	0	0	11,045	0	0	11,045	0	11,045	0
Cash Proffers	0	512	0	0	0	0	0	512	0	512	0
NVTA 70% Regional	0	0	0	0	36,730	0	0	36,730	0	36,730	0



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>6,774</b>	<b>0</b>	<b>18,973</b>	<b>62,689</b>	<b>0</b>	<b>0</b>	<b>88,436</b>	<b>0</b>	<b>88,436</b>	
Local Tax Funding	0	3	0	5,271	0	0	0	5,274	0	5,274	
Local Tax Funding Roads	0	6,259	0	13,702	14,913	0	0	34,875	0	34,875	
General Obligation Bonds	0	0	0	0	11,045	0	0	11,045	0	11,045	
Cash Proffers	0	512	0	0	0	0	0	512	0	512	
NVTA 70% Regional	0	0	0	0	36,730	0	0	36,730	0	36,730	
<b>Davis Drive Bridge</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-46,700</b>
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-46,700
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46,700</b>	<b>46,700</b>	<b>46,700</b>
General Obligation Bonds	0	0	0	0	0	0	0	0	46,700	46,700	
<b>Dulles Greenway Interchange at Loudoun County Parkway Improvements</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-15,195</b>
Local Tax Funding Roads	0	0	0	0	0	0	0	0	0	0	-1,743
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-13,452
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15,195</b>	<b>15,195</b>	<b>15,195</b>
Local Tax Funding Roads	0	0	0	0	0	0	0	0	1,743	1,743	
General Obligation Bonds	0	0	0	0	0	0	0	0	13,452	13,452	
<b>Dulles West Boulevard (Northstar Boulevard to Arcola Boulevard)</b>											
<b>Proposed FY 2022 CIP</b>	<b>50,314</b>	<b>248</b>	<b>0</b>	<b>5,320</b>	<b>0</b>	<b>25,745</b>	<b>0</b>	<b>31,312</b>	<b>0</b>	<b>81,626</b>	<b>5,320</b>
Local Tax Funding	0	6	0	0	0	0	0	6	0	6	0
Local Tax Funding Roads	0	0	0	5,320	0	19,200	0	24,520	0	24,520	5,320
General Obligation Bonds	0	0	0	0	0	6,545	0	6,545	0	6,545	0
Cash Proffers	2,514	242	0	0	0	0	0	242	0	2,756	0
NVTA 70% Regional	47,800	0	0	0	0	0	0	0	0	47,800	0
<b>Adopted FY 2021 CIP</b>	<b>50,314</b>	<b>248</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,745</b>	<b>0</b>	<b>25,992</b>	<b>0</b>	<b>76,306</b>	
Local Tax Funding	0	6	0	0	0	0	0	6	0	6	
Local Tax Funding Roads	0	0	0	0	0	19,200	0	19,200	0	19,200	
General Obligation Bonds	0	0	0	0	0	6,545	0	6,545	0	6,545	
Cash Proffers	2,514	242	0	0	0	0	0	242	0	2,756	



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
NVTA 70% Regional	47,800	0	0	0	0	0	0	0	0	47,800	
<b>Elk Lick Rd Intersection Improvements (Route 50 &amp; Tall Cedars Parkway)</b>											
<b>Proposed FY 2022 CIP</b>	<b>1,691</b>	<b>421</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>421</b>	<b>0</b>	<b>2,113</b>	<b>0</b>
Local Tax Funding	1,691	1	0	0	0	0	0	1	0	1,692	0
Local Tax Funding Roads	0	400	0	0	0	0	0	400	0	400	0
Cash Proffers	0	21	0	0	0	0	0	21	0	21	0
<b>Adopted FY 2021 CIP</b>	<b>1,691</b>	<b>421</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>421</b>	<b>0</b>	<b>2,113</b>	
Local Tax Funding	1,691	1	0	0	0	0	0	1	0	1,692	
Local Tax Funding Roads	0	400	0	0	0	0	0	400	0	400	
Cash Proffers	0	21	0	0	0	0	0	21	0	21	
<b>Evergreen Mills Road (Reservoir Road and Watson Road)</b>											
<b>Proposed FY 2022 CIP</b>	<b>14,000</b>	<b>1,692</b>	<b>1,843</b>	<b>7,780</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,315</b>	<b>0</b>	<b>25,315</b>	<b>166</b>
Local Tax Funding	0	8	0	1,000	0	0	0	1,008	0	1,008	1,000
Local Tax Funding Roads	0	35	1,226	0	0	0	0	1,261	0	1,261	49
General Obligation Bonds	0	0	0	6,780	0	0	0	6,780	0	6,780	0
Cash Proffers	0	1,649	0	0	0	0	0	1,649	0	1,649	-1,500
NVTA 70% Regional	14,000	0	0	0	0	0	0	0	0	14,000	0
NVTA 30% Local	0	0	617	0	0	0	0	617	0	617	617
<b>Adopted FY 2021 CIP</b>	<b>14,000</b>	<b>1,692</b>	<b>1,677</b>	<b>7,780</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,149</b>	<b>0</b>	<b>25,149</b>	
Local Tax Funding	0	8	0	0	0	0	0	8	0	8	
Local Tax Funding Roads	0	35	1,177	0	0	0	0	1,212	0	1,212	
General Obligation Bonds	0	0	0	6,780	0	0	0	6,780	0	6,780	
Cash Proffers	0	1,649	500	1,000	0	0	0	3,149	0	3,149	
NVTA 70% Regional	14,000	0	0	0	0	0	0	0	0	14,000	
<b>Farmwell Road Intersection Improvements</b>											
<b>Proposed FY 2022 CIP</b>	<b>7,864</b>	<b>5,625</b>	<b>0</b>	<b>26,240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31,865</b>	<b>0</b>	<b>39,729</b>	<b>0</b>
Local Tax Funding	0	2	0	0	0	0	0	2	0	2	0
Local Tax Funding Roads	0	550	0	0	0	0	0	550	0	550	0
General Obligation Bonds	0	0	0	26,240	0	0	0	26,240	0	26,240	0
Cash Proffers	864	73	0	0	0	0	0	73	0	937	0



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Revenue Sharing	3,500	5,000	0	0	0	0	0	5,000	0	8,500	0
NVTA 30% Local	3,500	0	0	0	0	0	0	0	0	3,500	0
<b>Adopted FY 2021 CIP</b>	<b>7,864</b>	<b>5,625</b>	<b>0</b>	<b>26,240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31,865</b>	<b>0</b>	<b>39,729</b>	
Local Tax Funding	0	2	0	0	0	0	0	2	0	2	
Local Tax Funding Roads	0	550	0	0	0	0	0	550	0	550	
General Obligation Bonds	0	0	0	26,240	0	0	0	26,240	0	26,240	
Cash Proffers	864	73	0	0	0	0	0	73	0	937	
Revenue Sharing	3,500	5,000	0	0	0	0	0	5,000	0	8,500	
NVTA 30% Local	3,500	0	0	0	0	0	0	0	0	3,500	
<b>Intelligent Transportation System (ITS)</b>											
<b>Proposed FY 2022 CIP</b>	<b>1,100</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1,277</b>	<b>0</b>	<b>2,500</b>	<b>3,804</b>	<b>0</b>	<b>4,904</b>	<b>50</b>
Local Tax Funding	1,100	1	0	0	0	0	0	1	0	1,101	50
Local Tax Funding Roads	0	0	0	0	1,277	0	0	1,277	0	1,277	1,277
Lease Revenue Financing	0	0	0	0	0	0	0	0	0	0	-1,277
Cash Proffers	0	27	0	0	0	0	0	27	0	27	0
NVTA 70% Regional	0	0	0	0	0	0	2,500	2,500	0	2,500	0
<b>Adopted FY 2021 CIP</b>	<b>1,100</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1,277</b>	<b>0</b>	<b>2,500</b>	<b>3,804</b>	<b>0</b>	<b>4,904</b>	
Local Tax Funding	1,100	1	0	0	0	0	0	1	0	1,101	
Lease Revenue Financing	0	0	0	0	1,277	0	0	1,277	0	1,277	
Cash Proffers	0	27	0	0	0	0	0	27	0	27	
NVTA 70% Regional	0	0	0	0	0	0	2,500	2,500	0	2,500	
<b>Leesburg Bypass Lane Extension (Dulles Greenway)</b>											
<b>Proposed FY 2022 CIP</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	<b>0</b>
Local Tax Funding Roads	2,000	0	0	0	0	0	0	0	0	2,000	0
NVTA 30% Local	1,000	0	0	0	0	0	0	0	0	1,000	0
<b>Adopted FY 2021 CIP</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,000</b>	
Local Tax Funding Roads	2,000	0	0	0	0	0	0	0	0	2,000	
NVTA 30%	1,000	0	0	0	0	0	0	0	0	1,000	
<b>Loudoun County Parkway (Dulles West Boulevard to Route 50)</b>											
<b>Proposed FY 2022 CIP</b>	<b>7,889</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>7,910</b>	<b>0</b>



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	0
Cash Proffers	134	20	0	0	0	0	0	20	0	154	0
NVTA 70% Regional	6,581	0	0	0	0	0	0	0	0	6,581	0
NVTA 30% Local	1,174	0	0	0	0	0	0	0	0	1,174	0
<b>Adopted FY 2021 CIP</b>	<b>7,889</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>7,909</b>	
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	
Cash Proffers	134	20	0	0	0	0	0	20	0	154	
NVTA 70% Regional	6,581	0	0	0	0	0	0	0	0	6,581	
NVTA 30% Local	1,174	0	0	0	0	0	0	0	0	1,174	
<b>Loudoun County Parkway (Ryan Road to Shellhorn Road)</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>2,708</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,708</b>	<b>0</b>	<b>2,708</b>	<b>0</b>
General Obligation Bonds	0	2,708	0	0	0	0	0	2,708	0	2,708	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>2,708</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,708</b>	<b>0</b>	<b>2,708</b>	
General Obligation Bonds	0	2,708	0	0	0	0	0	2,708	0	2,708	
<b>Moorefield Boulevard Improvements</b>											
<b>Proposed FY 2022 CIP</b>	<b>4,340</b>	<b>470</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>470</b>	<b>0</b>	<b>4,810</b>	<b>0</b>
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	0
Local Tax Funding Roads	0	288	0	0	0	0	0	288	0	288	0
Cash Proffers	0	181	0	0	0	0	0	181	0	181	0
NVTA 30% Local	4,340	0	0	0	0	0	0	0	0	4,340	0
<b>Adopted FY 2021 CIP</b>	<b>4,340</b>	<b>470</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>470</b>	<b>0</b>	<b>4,810</b>	
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	
Local Tax Funding Roads	0	288	0	0	0	0	0	288	0	288	
Cash Proffers	0	181	0	0	0	0	0	181	0	181	
NVTA 30% Local	4,340	0	0	0	0	0	0	0	0	4,340	
<b>Northstar Boulevard (Route 50 to Tall Cedars Parkway)</b>											
<b>Proposed FY 2022 CIP</b>	<b>45,889</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45,889</b>	<b>0</b>
Cash Proffers	732	0	0	0	0	0	0	0	0	732	0
Revenue Sharing	7,350	0	0	0	0	0	0	0	0	7,350	0
NVTA 70% Regional	30,457	0	0	0	0	0	0	0	0	30,457	0



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
NVTA 30% Local	7,350	0	0	0	0	0	0	0	0	7,350	0
<b>Adopted FY 2021 CIP</b>	<b>45,889</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45,889</b>	
Cash Proffers	732	0	0	0	0	0	0	0	0	732	
Revenue Sharing	7,350	0	0	0	0	0	0	0	0	7,350	
NVTA 70% Regional	30,457	0	0	0	0	0	0	0	0	30,457	
NVTA 30% Local	7,350	0	0	0	0	0	0	0	0	7,350	
<b>Northstar Boulevard (Shreveport Drive to Route 50)</b>											
<b>Proposed FY 2022 CIP</b>	<b>90,015</b>	<b>531</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>531</b>	<b>0</b>	<b>90,546</b>	<b>0</b>
Local Tax Funding	0	13	0	0	0	0	0	13	0	13	0
Local Tax Funding Roads	3,254	0	0	0	0	0	0	0	0	3,254	0
Cash Proffers	3,531	518	0	0	0	0	0	518	0	4,048	0
Revenue Sharing	9,600	0	0	0	0	0	0	0	0	9,600	0
Other Federal Grants	25,000	0	0	0	0	0	0	0	0	25,000	0
NVTA 70% Regional	34,348	0	0	0	0	0	0	0	0	34,348	0
NVTA 30% Local	14,282	0	0	0	0	0	0	0	0	14,282	0
<b>Adopted FY 2021 CIP</b>	<b>90,015</b>	<b>531</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>531</b>	<b>0</b>	<b>90,546</b>	
Local Tax Funding	0	13	0	0	0	0	0	13	0	13	
Local Tax Funding Roads	3,254	0	0	0	0	0	0	0	0	3,254	
Cash Proffers	3,531	518	0	0	0	0	0	518	0	4,048	
Revenue Sharing	9,600	0	0	0	0	0	0	0	0	9,600	
Other Federal Grants	25,000	0	0	0	0	0	0	0	0	25,000	
NVTA 70% Regional	34,348	0	0	0	0	0	0	0	0	34,348	
NVTA 30% Local	14,282	0	0	0	0	0	0	0	0	14,282	
<b>Northstar Boulevard (Tall Cedars Parkway to Braddock Road)</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>3,298</b>	<b>0</b>	<b>4,000</b>	<b>0</b>	<b>30,407</b>	<b>37,705</b>	<b>0</b>	<b>37,705</b>	<b>1,960</b>
Local Tax Funding	0	0	0	0	0	0	2,554	2,554	0	2,554	2,554
Local Tax Funding Roads	0	0	1,840	0	396	0	22,853	25,089	0	25,089	-714
Cash Proffers	0	0	1,458	0	1,604	0	0	3,062	0	3,062	120
Revenue Sharing	0	0	0	0	2,000	0	5,000	7,000	0	7,000	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>1,338</b>	<b>0</b>	<b>4,000</b>	<b>0</b>	<b>30,407</b>	<b>35,745</b>	<b>0</b>	<b>35,745</b>	



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding Roads	0	0	0	0	396	0	25,407	25,803	0	25,803	
Cash Proffers	0	0	1,338	0	1,604	0	0	2,942	0	2,942	
Revenue Sharing	0	0	0	0	2,000	0	5,000	7,000	0	7,000	
<b>Prentice Drive (Loudoun County Pkwy to Lockridge Road)</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>8,298</b>	<b>21,379</b>	<b>0</b>	<b>1,184</b>	<b>79,594</b>	<b>0</b>	<b>110,455</b>	<b>0</b>	<b>110,455</b>	<b>431</b>
Local Tax Funding	0	2	0	0	0	0	0	2	0	2	-1,184
Local Tax Funding Roads	0	5,654	8,009	0	1,184	0	0	14,847	0	14,847	1,615
General Obligation Bonds	0	0	8,068	0	0	79,594	0	87,662	0	87,662	0
Cash Proffers	0	626	0	0	0	0	0	626	0	626	0
NVTA 30% Local	0	2,017	5,302	0	0	0	0	7,319	0	7,319	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>8,298</b>	<b>20,948</b>	<b>0</b>	<b>1,184</b>	<b>79,594</b>	<b>0</b>	<b>110,024</b>	<b>0</b>	<b>110,024</b>	
Local Tax Funding	0	2	0	0	1,184	0	0	1,186	0	1,186	
Local Tax Funding Roads	0	5,654	7,578	0	0	0	0	13,232	0	13,232	
General Obligation Bonds	0	0	8,068	0	0	79,594	0	87,662	0	87,662	
Cash Proffers	0	626	0	0	0	0	0	626	0	626	
NVTA 30% Local	0	2,017	5,302	0	0	0	0	7,319	0	7,319	
<b>Prentice Drive (Loudoun County Pkwy to Shellhorn &amp; Lockridge West from Prentice to Waxpool)</b>											
<b>Proposed FY 2022 CIP</b>	<b>85,230</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>85,343</b>	<b>0</b>
Local Tax Funding	0	3	0	0	0	0	0	3	0	3	0
Local Tax Funding Roads	9,000	0	0	0	0	0	0	0	0	9,000	0
Cash Proffers	0	110	0	0	0	0	0	110	0	110	0
NVTA 70% Regional	76,230	0	0	0	0	0	0	0	0	76,230	0
<b>Adopted FY 2021 CIP</b>	<b>85,230</b>	<b>113</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>0</b>	<b>85,343</b>	
Local Tax Funding	0	3	0	0	0	0	0	3	0	3	
Local Tax Funding Roads	9,000	0	0	0	0	0	0	0	0	9,000	
Cash Proffers	0	110	0	0	0	0	0	110	0	110	
NVTA 70% Regional	76,230	0	0	0	0	0	0	0	0	76,230	
<b>Route 7 / Blue Ridge Mountain / Raven Rocks Intersection Improvements*</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>550</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>550</b>	<b>0</b>	<b>550</b>	<b>550</b>
Local Tax Funding Roads	0	0	515	0	0	0	0	515	0	515	515



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
NVTA 30% Local	0	0	35	0	0	0	0	35	0	35	35
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Route 7 Eastbound Widening (Loudoun County Parkway to Route 28)</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,640</b>	<b>0</b>	<b>1,640</b>	<b>4,520</b>	<b>6,160</b>	<b>0</b>
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	-27
Local Tax Funding Roads	0	0	0	0	0	827	0	827	0	827	27
General Obligation Bonds	0	0	0	0	0	813	0	813	4,520	5,333	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,640</b>	<b>0</b>	<b>1,640</b>	<b>4,520</b>	<b>6,160</b>	
Local Tax Funding	0	0	0	0	0	27	0	27	0	27	
Local Tax Funding Roads	0	0	0	0	0	800	0	800	0	800	
General Obligation Bonds	0	0	0	0	0	813	0	813	4,520	5,333	
<b>Route 7 Improvements, Phase 1: Route 7 &amp; Route 287 Interchange</b>											
<b>Proposed FY 2022 CIP</b>	<b>2,115</b>	<b>33</b>	<b>0</b>	<b>5,001</b>	<b>4,390</b>	<b>0</b>	<b>0</b>	<b>9,424</b>	<b>0</b>	<b>11,539</b>	<b>0</b>
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	0
Local Tax Funding Roads	115	0	0	0	0	0	0	0	0	115	0
Cash Proffers	0	32	0	0	0	0	0	32	0	32	0
Smart Scale	2,000	0	0	5,001	4,390	0	0	9,391	0	11,391	0
<b>Adopted FY 2021 CIP</b>	<b>2,115</b>	<b>33</b>	<b>0</b>	<b>5,001</b>	<b>4,390</b>	<b>0</b>	<b>0</b>	<b>9,424</b>	<b>0</b>	<b>11,539</b>	
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	
Local Tax Funding Roads	115	0	0	0	0	0	0	0	0	115	
Cash Proffers	0	32	0	0	0	0	0	32	0	32	
Smart Scale	2,000	0	0	5,001	4,390	0	0	9,391	0	11,391	
<b>Route 7 Improvements, Phase 2: Route 7 &amp; Route 690 (Hillsboro Rd) Interchange</b>											
<b>Proposed FY 2022 CIP</b>	<b>11,750</b>	<b>182</b>	<b>6,047</b>	<b>23,285</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29,514</b>	<b>0</b>	<b>41,264</b>	<b>547</b>
Local Tax Funding	1,500	4	0	1,159	0	0	0	1,163	0	2,663	1,159
Local Tax Funding Roads	405	0	547	0	0	0	0	547	0	952	547
General Obligation Bonds	6,000	0	0	18,061	0	0	0	18,061	0	24,061	0
Cash Proffers	0	178	0	0	0	0	0	178	0	178	0
Smart Scale	0	0	5,500	4,065	0	0	0	9,565	0	9,565	0
NVTA 30% Local	3,845	0	0	0	0	0	0	0	0	3,845	-1,159



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Adopted FY 2021 CIP</b>	<b>11,750</b>	<b>182</b>	<b>5,500</b>	<b>23,285</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28,967</b>	<b>0</b>	<b>40,717</b>	
Local Tax Funding	1,500	4	0	0	0	0	0	4	0	1,504	
Local Tax Funding Roads	405	0	0	0	0	0	0	0	0	405	
General Obligation Bonds	6,000	0	0	18,061	0	0	0	18,061	0	24,061	
Cash Proffers	0	178	0	0	0	0	0	178	0	178	
Smart Scale	0	0	5,500	4,065	0	0	0	9,565	0	9,565	
NVTA 30% Local	3,845	0	0	1,159	0	0	0	1,159	0	5,004	
<b>Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 1</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>3,676</b>	<b>0</b>	<b>0</b>	<b>2,320</b>	<b>4,680</b>	<b>0</b>	<b>10,676</b>	<b>0</b>	<b>10,676</b>	<b>1,291</b>
Local Tax Funding	0	1	0	0	0	3,921	0	3,922	0	3,922	3,921
Local Tax Funding Roads	0	0	0	0	0	759	0	759	0	759	759
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-10,195
Cash Proffers	0	54	0	0	0	0	0	54	0	54	0
RSTP	0	0	0	0	0	0	0	0	0	0	-2,000
Smart Scale	0	0	0	0	0	0	0	0	0	0	-20,000
NVTA 70% Regional	0	0	0	0	0	0	0	0	0	0	-15,000
NVTA 30% Local	0	3,620	0	0	2,320	0	0	5,940	0	5,940	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>3,676</b>	<b>0</b>	<b>0</b>	<b>2,320</b>	<b>0</b>	<b>47,195</b>	<b>53,191</b>	<b>0</b>	<b>53,191</b>	<b>0</b>
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	
General Obligation Bonds	0	0	0	0	0	0	10,195	10,195	0	10,195	
Cash Proffers	0	54	0	0	0	0	0	54	0	54	
RSTP	0	0	0	0	0	0	2,000	2,000	0	2,000	
Smart Scale	0	0	0	0	0	0	20,000	20,000	0	20,000	
NVTA 70% Regional	0	0	0	0	0	0	15,000	15,000	0	15,000	
NVTA 30% Local	0	3,620	0	0	2,320	0	0	5,940	0	5,940	



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2<sup>3</sup></b>											
Proposed FY 2022 CIP	0	0	0	5,420	1,730	480	22,000	29,630	14,085	43,715	43,715
Local Tax Funding	0	0	0	5,420	0	0	0	5,420	0	5,420	5,420
Local Tax Funding Roads	0	0	0	0	123	480	0	603	3,890	4,493	4,493
General Obligation Bonds	0	0	0	0	0	0	0	0	10,195	10,195	10,195
RSTP	0	0	0	0	0	0	2,000	2,000	0	2,000	2,000
NVTA 70% Regional	0	0	0	0	0	0	20,000	20,000	0	20,000	20,000
NVTA 30% Local	0	0	0	0	1,607	0	0	1,607	0	1,607	1,607
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Route 7 Improvements, Phase 4: Route 9 to Route 704 (Hamilton Station Road)</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-68,267
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-68,267
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>68,267</b>	<b>68,267</b>	<b>68,267</b>
General Obligation Bonds	0	0	0	0	0	0	0	0	68,267	68,267	
<b>Route 7 Improvements, Phase 5: Route 704 (Hamilton Station Road) to Route 287</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-73,035
Local Tax Funding Roads	0	0	0	0	0	0	0	0	0	0	-8,101
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-64,934
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73,035</b>	<b>73,035</b>	<b>73,035</b>
Local Tax Funding Roads	0	0	0	0	0	0	0	0	8,101	8,101	
General Obligation Bonds	0	0	0	0	0	0	0	0	64,934	64,934	
<b>Route 7 Improvements, Phase 6: Route 287 to Route 690 (Hillsboro Rd)</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-96,361
Local Tax Funding Roads	0	0	0	0	0	0	0	0	0	0	-10,707
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-85,654

<sup>3</sup> The FY 2022 Proposed CIP includes a revised approach to the Route 7 Improvements, Phase 3. Phase 3 (that previously appeared in the FY 2021 CIP) was further phased into Phases 1, 2, and 3. Because Phase 3 did not appear in the FY 2021 CIP and because the project is planned fully in FFY, the project does not appear in the Comparison Tables.



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96,361</b>	<b>96,361</b>	<b>96,361</b>
Local Tax Funding Roads	0	0	0	0	0	0	0	0	10,707	10,707	
General Obligation Bonds	0	0	0	0	0	0	0	0	85,654	85,654	
<b>Route 9 / Route 287 Roundabout</b>											
<b>Proposed FY 2022 CIP</b>	<b>14,483</b>	<b>88</b>	<b>3,342</b>	<b>7,767</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,197</b>	<b>0</b>	<b>25,680</b>	<b>304</b>
Local Tax Funding	0	2	0	0	0	0	0	2	0	2	0
Local Tax Funding Roads	0	0	3,129	0	0	0	0	3,129	0	3,129	91
General Obligation Bonds	13,255	0	0	7,767	0	0	0	7,767	0	21,022	0
Cash Proffers	228	86	0	0	0	0	0	86	0	314	0
NVTA 30% Local	1,000	0	213	0	0	0	0	213	0	1,213	213
<b>Adopted FY 2021 CIP</b>	<b>14,483</b>	<b>88</b>	<b>3,039</b>	<b>7,767</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10,894</b>	<b>0</b>	<b>25,377</b>	
Local Tax Funding	0	2	0	0	0	0	0	2	0	2	
Local Tax Funding Roads	0	0	3,039	0	0	0	0	3,039	0	3,039	
General Obligation Bonds	13,255	0	0	7,767	0	0	0	7,767	0	21,022	
Cash Proffers	228	86	0	0	0	0	0	86	0	314	
NVTA 30% Local	1,000	0	0	0	0	0	0	0	0	1,000	
<b>Route 15 / Braddock Road Roundabout</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,129</b>	<b>0</b>	<b>5,000</b>	<b>6,129</b>	<b>1,734</b>	<b>7,862</b>	<b>0</b>
Local Tax Funding Roads	0	0	0	0	0	0	0	0	242	242	0
General Obligation Bonds	0	0	0	0	1,129	0	0	1,129	1,492	2,620	0
CMAQ	0	0	0	0	0	0	5,000	5,000	0	5,000	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,129</b>	<b>0</b>	<b>5,000</b>	<b>6,129</b>	<b>1,734</b>	<b>7,862</b>	
Local Tax Funding Roads	0	0	0	0	0	0	0	0	242	242	
General Obligation Bonds	0	0	0	0	1,129	0	0	1,129	1,492	2,620	
CMAQ	0	0	0	0	0	0	5,000	5,000	0	5,000	
<b>Route 15 Improvements, Phase 1: Montresor to POR, Segment 1</b>											
<b>Proposed FY 2022 CIP</b>	<b>2,718</b>	<b>0</b>	<b>0</b>	<b>5,560</b>	<b>558</b>	<b>13,898</b>	<b>0</b>	<b>20,016</b>	<b>0</b>	<b>22,734</b>	<b>-23,251</b>
Local Tax Funding	2,718	0	0	0	0	0	0	0	0	2,718	0
Local Tax Funding Roads	0	0	0	0	0	0	0	0	0	0	-12,500
General Obligation Bonds	0	0	0	5,101	558	9,698	0	15,357	0	15,357	-7,300



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Cash Proffers	0	0	0	459	0	0	0	459	0	459	0
Revenue Sharing	0	0	0	0	0	4,200	0	4,200	0	4,200	0
NVTA 30% Local	0	0	0	0	0	0	0	0	0	0	-3,470
<b>Adopted FY 2021 CIP</b>	<b>2,718</b>	<b>0</b>	<b>1,820</b>	<b>9,151</b>	<b>0</b>	<b>33,656</b>	<b>0</b>	<b>44,627</b>	<b>110,324</b>	<b>157,669</b>	
Local Tax Funding	2,718	0	0	0	0	0	0	0	0	2,718	
Local Tax Funding Roads	0	0	31	0	0	0	0	31	12,527	12,558	
General Obligation Bonds	0	0	1,330	5,621	0	29,456	0	36,407	97,797	134,204	
Cash Proffers	0	0	459	0	0	0	0	459	0	459	
Revenue Sharing	0	0	0	0	0	4,200	0	4,200	0	4,200	
NVTA 30% Local	0	0	0	3,530	0	0	0	3,530	0	3,530	
<b>Route 15 Improvements, Phase 2: Montresor to POR, Segment 2</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>1,324</b>	<b>0</b>	<b>2,477</b>	<b>262</b>	<b>5,091</b>	<b>9,154</b>	<b>0</b>	<b>9,154</b>	<b>9,154</b>
Local Tax Funding Roads	0	0	36	0	0	0	0	36	0	36	36
General Obligation Bonds	0	0	1,227	0	2,477	262	5,091	9,057	0	9,057	9,057
NVTA 30% Local	0	0	61	0	0	0	0	61	0	61	61
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Route 15 Improvements, Phase 3: Montresor to POR, Segment 3</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,140</b>	<b>0</b>	<b>7,825</b>	<b>169</b>	<b>15,134</b>	<b>40,167</b>	<b>55,301</b>	<b>55,301</b>
General Obligation Bonds	0	0	0	7,140	0	7,825	169	15,134	40,167	55,301	55,301
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Route 15 Improvements, Phase 4: Montresor to POR, Segment 4</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11,457</b>	<b>0</b>	<b>11,457</b>	<b>35,772</b>	<b>47,229</b>	<b>47,229</b>
General Obligation Bonds	0	0	0	0	0	11,457	0	11,457	35,772	47,229	47,229
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Route 15 Widening (Battlefield Parkway to Montresor Road)</b>											
<b>Proposed FY 2022 CIP</b>	<b>3,500</b>	<b>54,054</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55,932</b>	<b>109,986</b>	<b>0</b>	<b>113,486</b>	<b>0</b>
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	0
Local Tax Funding Roads	3,500	0	0	0	0	0	0	0	0	3,500	0
General Obligation Bonds	0	0	0	0	0	0	50,332	50,332	0	50,332	0



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Cash Proffers	0	53	0	0	0	0	0	53	0	53	0
NVTA 70% Regional	0	54,000	0	0	0	0	0	54,000	0	54,000	0
NVTA 30% Local	0	0	0	0	0	0	5,600	5,600	0	5,600	0
<b>Adopted FY 2021 CIP</b>	<b>3,500</b>	<b>54,054</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55,932</b>	<b>109,986</b>	<b>0</b>	<b>113,486</b>	
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	
Local Tax Funding Roads	3,500	0	0	0	0	0	0	0	0	3,500	
General Obligation Bonds	0	0	0	0	0	0	50,332	50,332	0	50,332	
Cash Proffers	0	53	0	0	0	0	0	53	0	53	
NVTA 70% Regional	0	54,000	0	0	0	0	0	54,000	0	54,000	
NVTA 30% Local	0	0	0	0	0	0	5,600	5,600	0	5,600	
<b>Route 50 / Everfield Roundabout</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,015</b>	<b>0</b>	<b>2,000</b>	<b>3,015</b>	<b>4,985</b>	<b>8,000</b>	<b>0</b>
Local Tax Funding Roads	0	0	0	0	0	0	0	0	499	499	0
General Obligation Bonds	0	0	0	0	515	0	1,250	1,765	4,486	6,251	0
Cash Proffers	0	0	0	0	500	0	750	1,250	0	1,250	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,015</b>	<b>0</b>	<b>2,000</b>	<b>3,015</b>	<b>4,985</b>	<b>8,000</b>	
Local Tax Funding Roads	0	0	0	0	0	0	0	0	499	499	
General Obligation Bonds	0	0	0	0	515	0	1,250	1,765	4,486	6,251	
Cash Proffers	0	0	0	0	500	0	750	1,250	0	1,250	
<b>Route 50 / Loudoun County Parkway Interchange</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-500,000</b>
Local Tax Funding Roads	0	0	0	0	0	0	0	0	0	0	-2,000
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-498,000
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500,000</b>	<b>500,000</b>	
Local Tax Funding Roads	0	0	0	0	0	0	0	0	2,000	2,000	
General Obligation Bonds	0	0	0	0	0	0	0	0	498,000	498,000	
<b>Route 50 / North Collector Road (Tall Cedars Parkway to Route 28)</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>8,424</b>	<b>0</b>	<b>17,855</b>	<b>0</b>	<b>84,570</b>	<b>110,848</b>	<b>0</b>	<b>110,848</b>	<b>226</b>
Local Tax Funding	0	0	0	0	8,170	0	0	8,170	0	8,170	-4,737
Local Tax Funding Roads	0	0	226	0	4,737	0	0	4,963	0	4,963	4,963



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
General Obligation Bonds	0	0	8,198	0	4,370	0	54,570	67,137	0	67,137	0
RSTP	0	0	0	0	0	0	5,000	5,000	0	5,000	0
NVTA 70% Regional	0	0	0	0	0	0	25,000	25,000	0	25,000	0
NVTA 30% Local	0	0	0	0	578	0	0	578	0	578	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>8,198</b>	<b>0</b>	<b>17,855</b>	<b>0</b>	<b>84,570</b>	<b>110,622</b>	<b>0</b>	<b>110,622</b>	
Local Tax Funding	0	0	0	0	12,907	0	0	12,907	0	12,907	
General Obligation Bonds	0	0	8,198	0	4,370	0	54,570	67,137	0	67,137	
RSTP	0	0	0	0	0	0	5,000	5,000	0	5,000	
NVTA 70% Regional	0	0	0	0	0	0	25,000	25,000	0	25,000	
NVTA 30% Local	0	0	0	0	578	0	0	578	0	578	
<b>Route 50 / Trailhead Drive Roundabout</b>											
<b>Proposed FY 2022 CIP</b>	<b>2,215</b>	<b>12,169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,169</b>	<b>0</b>	<b>14,384</b>	<b>0</b>
Local Tax Funding	0	2	0	0	0	0	0	2	0	2	0
Local Tax Funding Roads	0	1,282	0	0	0	0	0	1,282	0	1,282	0
General Obligation Bonds	2,215	10,630	0	0	0	0	0	10,630	0	12,845	0
Cash Proffers	0	255	0	0	0	0	0	255	0	255	0
<b>Adopted FY 2021 CIP</b>	<b>2,215</b>	<b>12,169</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12,169</b>	<b>0</b>	<b>14,384</b>	
Local Tax Funding	0	2	0	0	0	0	0	2	0	2	
Local Tax Funding Roads	0	1,282	0	0	0	0	0	1,282	0	1,282	
General Obligation Bonds	2,215	10,630	0	0	0	0	0	10,630	0	12,845	
Cash Proffers	0	255	0	0	0	0	0	255	0	255	
<b>Route 50 Widening from Loudoun County Parkway to Tall Cedars Parkway</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-97,690</b>
Local Tax Funding Roads	0	0	0	0	0	0	0	0	0	0	-45,451
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-52,239
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97,690</b>	<b>97,690</b>	
Local Tax Funding Roads	0	0	0	0	0	0	0	0	45,451	45,451	
General Obligation Bonds	0	0	0	0	0	0	0	0	52,239	52,239	
<b>Ryan Road (Evergreen Mills Road to Beaverdam Drive)</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>2,163</b>	<b>0</b>	<b>2,013</b>	<b>0</b>	<b>2,946</b>	<b>7,122</b>	<b>15,817</b>	<b>22,939</b>	<b>193</b>



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding Roads	0	0	2,025	0	0	0	0	2,025	0	2,025	255
General Obligation Bonds	0	0	0	0	0	0	2,946	2,946	0	2,946	-15,888
Cash Proffers	0	0	0	0	13	0	0	13	0	13	-129
Revenue Sharing	0	0	0	0	2,000	0	0	2,000	0	2,000	0
NVTA 70% Regional	0	0	0	0	0	0	0	0	15,817	15,817	15,817
NVTA 30% Local	0	0	138	0	0	0	0	138	0	138	138
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,984</b>	<b>0</b>	<b>2,946</b>	<b>6,930</b>	<b>15,817</b>	<b>22,746</b>	
Local Tax Funding Roads	0	0	0	0	0	0	0	0	1,770	1,770	
General Obligation Bonds	0	0	0	0	1,842	0	2,946	4,788	14,047	18,834	
Cash Proffers	0	0	0	0	142	0	0	142	0	142	
Revenue Sharing	0	0	0	0	2,000	0	0	2,000	0	2,000	
<b>Safety Audit and Improvements - Evergreen Mills Rd and Arcola Mill Drive Corridor</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>966</b>	<b>965</b>	<b>1,931</b>	<b>9,120</b>	<b>11,051</b>	<b>11,051</b>
General Obligation Bonds	0	0	0	0	0	966	965	1,931	9,120	11,051	11,051
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Seneca Ridge Drive (South Cottage Road to Augusta Drive)</b>											
<b>Proposed FY 2022 CIP</b>	<b>1,540</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>1,559</b>	<b>0</b>
Local Tax Funding	500	0	0	0	0	0	0	0	0	500	0
Local Tax Funding Roads	1,040	0	0	0	0	0	0	0	0	1,040	0
Cash Proffers	0	19	0	0	0	0	0	19	0	19	0
<b>Adopted FY 2021 CIP</b>	<b>1,540</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>1,559</b>	
Local Tax Funding	500	0	0	0	0	0	0	0	0	500	
Local Tax Funding Roads	1,040	0	0	0	0	0	0	0	0	1,040	
Cash Proffers	0	19	0	0	0	0	0	19	0	19	
<b>Shellhorn Rd &amp; Central Station Dr / Hartley Place Intersection Improvements</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>244</b>	<b>0</b>	<b>244</b>	<b>0</b>	<b>244</b>	<b>0</b>
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	-244
Local Tax Funding Roads	0	0	0	0	0	244	0	244	0	244	244
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>244</b>	<b>0</b>	<b>244</b>	<b>0</b>	<b>244</b>	
Local Tax Funding	0	0	0	0	0	244	0	244	0	244	



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Shellhorn Road (Loudoun County Parkway to Eastern Limit of SDC Project)</b>											
Proposed FY 2022 CIP	0	1,936	0	0	0	0	0	1,936	0	1,936	1,936
NVTA 70% Regional	0	1,936	0	0	0	0	0	1,936	0	1,936	1,936
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	0
<b>Shellhorn Road (MWAA Property to Moran - County Project)</b>											
Proposed FY 2022 CIP	8,269	226	0	2,746	39,101	0	0	42,073	0	50,342	4,719
Local Tax Funding	0	6	0	0	0	0	0	6	0	6	0
Local Tax Funding Roads	266	0	0	0	0	0	0	0	0	266	0
General Obligation Bonds	5,110	0	0	2,746	39,101	0	0	41,847	0	46,957	4,700
Cash Proffers	0	220	0	0	0	0	0	220	0	220	0
NVTA 70% Regional	2,894	0	0	0	0	0	0	0	0	2,894	0
Adopted FY 2021 CIP	27,735	226	0	2,492	38,455	0	0	41,173	0	68,908	
Local Tax Funding	0	6	0	0	0	0	0	6	0	6	
Local Tax Funding Roads	3,735	0	0	2,492	0	0	0	2,492	0	6,227	
General Obligation Bonds	8,000	0	0	0	38,455	0	0	38,455	0	46,455	
Cash Proffers	0	220	0	0	0	0	0	220	0	220	
NVTA 70% Regional	16,000	0	0	0	0	0	0	0	0	16,000	
<b>Shellhorn Road (Loudoun County Parkway to MWAA Property - SDC Property to Silver District West)</b>											
Proposed FY 2022 CIP	0	3,836	0	3,819	0	0	0	7,655	0	7,655	7,655
Local Tax Funding Roads	0	3,332	0	2,492	0	0	0	5,824	0	5,824	5,824
General Obligation Bonds	0	0	0	1,327	0	0	0	1,327	0	1,327	1,327
NVTA 70% Regional	0	504	0	0	0	0	0	504	0	504	504
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	0
<b>Shellhorn Road (Loudoun County Parkway to MWAA Property - Silver District West)</b>											
Proposed FY 2022 CIP	0	13,694	0	0	0	0	0	13,694	0	13,694	13,694
Local Tax Funding Roads	0	137	0	0	0	0	0	137	0	137	137
General Obligation Bonds	0	2,890	0	0	0	0	0	2,890	0	2,890	2,890
NVTA 70% Regional	0	10,666	0	0	0	0	0	10,666	0	10,666	10,666
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	0



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Sycolin Road (Loudoun Center Place to Crosstrail Boulevard)</b>											
Proposed FY 2022 CIP	0	0	0	0	0	2,469	0	2,469	40,127	42,596	5,085
Local Tax Funding	0	0	0	0	0	0	0	0	5,085	5,085	5,085
Local Tax Funding Roads	0	0	0	0	0	0	0	0	1,885	1,885	0
General Obligation Bonds	0	0	0	0	0	2,469	0	2,469	23,157	25,626	0
Smart Scale	0	0	0	0	0	0	0	0	10,000	10,000	0
Adopted FY 2021 CIP	0	0	0	0	0	2,469	0	2,469	35,042	37,511	
Local Tax Funding Roads	0	0	0	0	0	0	0	0	1,885	1,885	
General Obligation Bonds	0	0	0	0	0	2,469	0	2,469	23,157	25,626	
Smart Scale	0	0	0	0	0	0	0	0	10,000	10,000	
<b>Trailhead Drive / Braddock Road Roundabout</b>											
Proposed FY 2022 CIP	0	0	0	0	1,015	0	2,000	3,015	4,985	8,000	0
Local Tax Funding Roads	0	0	0	0	0	0	0	0	499	499	0
General Obligation Bonds	0	0	0	0	1,015	0	2,000	3,015	4,486	7,501	0
Adopted FY 2021 CIP	0	0	0	0	1,015	0	2,000	3,015	4,985	8,000	
Local Tax Funding Roads	0	0	0	0	0	0	0	0	499	499	
General Obligation Bonds	0	0	0	0	1,015	0	2,000	3,015	4,486	7,501	
<b>Waxpool Road / Loudoun County Parkway Intersection Improvements</b>											
Proposed FY 2022 CIP	6,381	304	0	3,517	0	0	0	3,822	0	10,203	0
Local Tax Funding	394	3	0	0	0	0	0	3	0	397	0
Local Tax Funding Roads	206	0	0	0	0	0	0	0	0	206	0
General Obligation Bonds	0	0	0	3,517	0	0	0	3,517	0	3,517	0
Cash Proffers	2,213	301	0	0	0	0	0	301	0	2,515	0
Smart Scale	277	0	0	0	0	0	0	0	0	277	0
CMAQ	3,291	0	0	0	0	0	0	0	0	3,291	0
Adopted FY 2021 CIP	6,381	304	0	3,517	0	0	0	3,822	0	10,203	
Local Tax Funding	394	3	0	0	0	0	0	3	0	397	
Local Tax Funding Roads	206	0	0	0	0	0	0	0	0	206	
General Obligation Bonds	0	0	0	3,517	0	0	0	3,517	0	3,517	
Cash Proffers	2,213	301	0	0	0	0	0	301	0	2,515	



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Smart Scale	277	0	0	0	0	0	0	0	0	277	
CMAQ	3,291	0	0	0	0	0	0	0	0	3,291	
<b>Westwind Drive (Loudoun County Parky to Old Ox Road)</b>											
Proposed FY 2022 CIP	13,830	182	5,731	22,509	0	9,750	0	38,172	0	52,002	519
Local Tax Funding	201	4	277	0	0	0	0	281	0	482	277
Local Tax Funding Roads	10,565	0	242	0	0	0	0	242	0	10,807	242
General Obligation Bonds	0	0	0	7,900	0	9,750	0	17,650	0	17,650	0
Cash Proffers	0	177	0	0	0	0	0	177	0	177	0
Smart Scale	0	0	5,212	14,609	0	0	0	19,821	0	19,821	0
NVTA 30% Local	3,064	0	0	0	0	0	0	0	0	3,064	0
Adopted FY 2021 CIP	13,830	182	5,212	22,509	0	9,750	0	37,653	0	51,483	
Local Tax Funding	201	4	0	0	0	0	0	4	0	205	
Local Tax Funding Roads	10,565	0	0	0	0	0	0	0	0	10,565	
General Obligation Bonds	0	0	0	7,900	0	9,750	0	17,650	0	17,650	
Cash Proffers	0	177	0	0	0	0	0	177	0	177	
Smart Scale	0	0	5,212	14,609	0	0	0	19,821	0	19,821	
NVTA 30% Local	3,064	0	0	0	0	0	0	0	0	3,064	
<b>VDOT Administered George Washington Boulevard - Overpass</b>											
Proposed FY 2022 CIP	8,694	0	0	0	0	0	0	0	0	8,694	0
Local Gas Tax	8,694	0	0	0	0	0	0	0	0	8,694	0
Adopted FY 2021 CIP	8,694	0	0	0	0	0	0	0	0	8,694	
Local Gas Tax	8,694	0	0	0	0	0	0	0	0	8,694	
<b>VDOT Administered Route 50 Corridor Improvements</b>											
Proposed FY 2022 CIP	3,008	0	0	0	0	0	0	0	0	3,008	0
Local Gas Tax	3,008	0	0	0	0	0	0	0	0	3,008	0
Adopted FY 2021 CIP	3,008	0	0	0	0	0	0	0	0	3,008	
Local Gas Tax	3,008	0	0	0	0	0	0	0	0	3,008	
<b>VDOT Administered Route 50 Corridor Improvements - Loudoun &amp; Fairfax</b>											
Proposed FY 2022 CIP	2,457	0	0	0	0	0	0	0	0	2,457	0
Local Tax Funding Roads	2,081	0	0	0	0	0	0	0	0	2,081	0



## Comparison Tables

ROADS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Cash Proffers	259	0	0	0	0	0	0	0	0	259	0
Local Gas Tax	117	0	0	0	0	0	0	0	0	117	0
<b>Adopted FY 2021 CIP</b>	<b>2,457</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,457</b>	
Local Tax Funding Roads	2,081	0	0	0	0	0	0	0	0	2,081	
Cash Proffers	259	0	0	0	0	0	0	0	0	259	
Local Gas Tax	117	0	0	0	0	0	0	0	0	117	



## Comparison Tables

SIDEWALK, SIGNAL, AND TRAFFIC CALMING	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Belmont Ridge Road/Legacy Park Drive Traffic Signal</b>											
Proposed FY 2022 CIP	0	0	0	0	298	0	291	589	1,092	1,681	0
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	0
Local Tax Funding Roads	0	0	0	0	0	0	0	0	1,092	1,092	0
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	0
Cash Proffers	0	0	0	0	298	0	291	589	0	589	0
Adopted FY 2021 CIP	0	0	0	0	298	0	291	589	1,092	1,681	
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	
Local Tax Funding Roads	0	0	0	0	0	0	0	0	1,092	1,092	
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	
Cash Proffers	0	0	0	0	298	0	291	589	0	589	
<b>Contingency - Sidewalk and Trails</b>											
Proposed FY 2022 CIP	1,768	1,000	1,500	1,000	1,000	1,000	1,000	6,500	4,000	12,268	-100
Local Tax Funding	103	0	500	0	1,000	275	0	1,775	0	1,878	500
Local Tax Funding Roads	385	1,000	1,000	1,000	0	725	1,000	4,725	4,000	9,110	-600
NVTA 30% Local	1,280	0	0	0	0	0	0	0	0	1,280	0
Adopted FY 2021 CIP	2,368	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	12,368	
Local Tax Funding	103	0	0	0	1,000	275	0	1,275	0	1,378	
Local Tax Funding Roads	985	1,000	1,000	1,000	0	725	1,000	4,725	4,000	9,710	
NVTA 30% Local	1,280	0	0	0	0	0	0	0	0	1,280	
<b>Contingency - Traffic Calming</b>											
Proposed FY 2022 CIP	43	250	750	500	500	500	500	3,000	2,000	5,043	1,795
Local Tax Funding	0	0	250	0	0	0	0	250	0	250	-350
Local Tax Funding Roads	0	250	500	500	500	500	500	2,750	2,000	4,750	2,151
Other Federal Grants	0	0	0	0	0	0	0	0	0	0	0
NVTA 30% Local	43	0	0	0	0	0	0	0	0	43	-6
Adopted FY 2021 CIP	749	250	250	250	250	250	250	1,500	1,000	3,249	
Local Tax Funding	600	0	0	0	0	0	0	0	0	600	
Local Tax Funding Roads	99	250	250	250	250	250	250	1,500	1,000	2,599	
NVTA 30% Local	50	0	0	0	0	0	0	0	0	50	



## Comparison Tables

SIDEWALK, SIGNAL, AND TRAFFIC CALMING	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Contingency - Traffic Signal</b>											
Proposed FY 2022 CIP	820	750	1,250	1,000	1,000	1,000	1,000	6,000	4,000	10,820	2,171
Local Tax Funding	358	0	250	0	0	0	0	250	0	608	-292
Local Tax Funding Roads	139	750	1,000	1,000	1,000	1,000	1,000	5,750	4,000	9,889	2,250
NVTA 30% Local	44	0	0	0	0	0	0	0	0	44	0
Local Gas Tax	279	0	0	0	0	0	0	0	0	279	213
Adopted FY 2021 CIP	1,149	750	750	750	750	750	750	4,500	3,000	8,649	
Local Tax Funding	900	0	0	0	0	0	0	0	0	900	
Local Tax Funding Roads	139	750	750	750	750	750	750	4,500	3,000	7,639	
NVTA 30% Local	44	0	0	0	0	0	0	0	0	44	
Local Gas Tax	66	0	0	0	0	0	0	0	0	66	
<b>Harmony Middle School Sidewalk</b>											
Proposed FY 2022 CIP	0	0	1,379	680	249	4,471	0	6,779	0	6,779	125
Local Tax Funding	0	0	125	0	0	4,471	0	4,596	0	4,596	125
NVTA 30% Local	0	0	1,254	680	249	0	0	2,183	0	2,183	0
Adopted FY 2021 CIP	0	0	1,254	680	249	4,471	0	6,654	0	6,654	
Local Tax Funding	0	0	0	0	0	4,471	0	4,471	0	4,471	
NVTA 30% Local	0	0	1,254	680	249	0	0	2,183	0	2,183	
<b>Intersection Improvement Program</b>											
Proposed FY 2022 CIP	1,854	3,700	15,067	15,290	15,835	14,235	14,235	78,362	57,340	137,556	4,802
Local Tax Funding		3,700	1,102	0	0	0	14,235	19,037	1,444	20,481	19,037
Local Tax Funding Roads	1,854	0	0	0	0	0	0	0	4,292	6,146	0
General Obligation Bonds	0	0	13,965	15,290	15,835	14,235	0	59,325	51,604	110,929	-14,235
Adopted FY 2021 CIP	1,854	0	13,965	15,290	15,835	14,235	14,235	73,560	57,340	132,754	
Local Tax Funding	0	0	0	0	0	0	0	0	1,444	1,444	
Local Tax Funding Roads	1,854	0	0	0	0	0	0	0	4,292	6,146	
General Obligation Bonds	0	0	13,965	15,290	15,835	14,235	14,235	73,560	51,604	125,164	
<b>Loudoun County Parkway - Shared-Use Path</b>											
Proposed FY 2022 CIP	0	0	0	0	0	1,202	461	1,663	7,020	8,682	0
Local Tax Funding Roads	0	0	0	0	0	0	0	0	940	940	0
General Obligation Bonds	0	0	0	0	0	1,081	413	1,494	6,080	7,573	0



## Comparison Tables

SIDEWALK, SIGNAL, AND TRAFFIC CALMING	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Cash Proffers	0	0	0	0	0	121	48	169	0	169	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,202</b>	<b>461</b>	<b>1,663</b>	<b>7,020</b>	<b>8,682</b>	
Local Tax Funding Roads	0	0	0	0	0	0	0	0	940	940	
General Obligation Bonds	0	0	0	0	0	1,081	413	1,494	6,080	7,573	
Cash Proffers	0	0	0	0	0	121	48	169	0	169	
<b>Oakgrove Road - Pedestrian Improvements</b>											
<b>Proposed FY 2022 CIP</b>	<b>967</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>988</b>	<b>0</b>
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	0
Local Tax Funding Roads	514	0	0	0	0	0	0	0	0	514	0
Cash Proffers	0	21	0	0	0	0	0	21	0	21	0
Local Gas Tax	453	0	0	0	0	0	0	0	0	453	0
<b>Adopted FY 2021 CIP</b>	<b>967</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>988</b>	
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	
Local Tax Funding Roads	514	0	0	0	0	0	0	0	0	514	
Cash Proffers	0	21	0	0	0	0	0	21	0	21	
Local Gas Tax	453	0	0	0	0	0	0	0	0	453	
<b>River Creek Parkway - Sidewalk</b>											
<b>Proposed FY 2022 CIP</b>	<b>0</b>	<b>0</b>	<b>531</b>	<b>283</b>	<b>224</b>	<b>1,324</b>	<b>0</b>	<b>2,362</b>	<b>0</b>	<b>2,362</b>	<b>0</b>
General Obligation Bonds	0	0	531	283	224	1,324	0	2,362	0	2,362	0
<b>Adopted FY 2021 CIP</b>	<b>0</b>	<b>0</b>	<b>531</b>	<b>283</b>	<b>224</b>	<b>1,324</b>	<b>0</b>	<b>2,362</b>	<b>0</b>	<b>2,362</b>	
General Obligation Bonds	0	0	531	283	224	1,324	0	2,362	0	2,362	
<b>Route 7 Pedestrian Crossings</b>											
<b>Proposed FY 2022 CIP</b>	<b>855</b>	<b>1,406</b>	<b>992</b>	<b>608</b>	<b>0</b>	<b>0</b>	<b>8,042</b>	<b>11,048</b>	<b>0</b>	<b>11,903</b>	<b>90</b>
Local Tax Funding	0	1	27	0	0	0	0	28	0	28	27
Local Tax Funding Roads	0	388	902	0	0	0	0	1,290	0	1,290	0
General Obligation Bonds	0	989	0	0	0	0	0	989	0	989	0
Lease Revenue Financing	855	0	0	0	0	0	0	0	0	855	0
Cash Proffers	0	28	0	0	0	0	0	28	0	28	0
NVTA 30% Local	0	0	63	608	0	0	8,042	8,713	0	8,713	63
<b>Adopted FY 2021 CIP</b>	<b>855</b>	<b>1,406</b>	<b>902</b>	<b>608</b>	<b>0</b>	<b>0</b>	<b>8,042</b>	<b>10,958</b>	<b>0</b>	<b>11,813</b>	
Local Tax Funding	0	1	0	0	0	0	0	1	0	1	



## Comparison Tables

SIDEWALK, SIGNAL, AND TRAFFIC CALMING	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
Local Tax Funding Roads	0	388	902	0	0	0	0	1,290	0	1,290	
General Obligation Bonds	0	989	0	0	0	0	0	989	0	989	
Lease Revenue Financing	855	0	0	0	0	0	0	0	0	855	
Cash Proffers	0	28	0	0	0	0	0	28	0	28	
NVTA 30% Local	0	0	0	608	0	0	8,042	8,650	0	8,650	
<b>Sidewalk and Trail Program</b>											
<b>Proposed FY 2022 CIP</b>	<b>185</b>	<b>1,316</b>	<b>976</b>	<b>1,925</b>	<b>11,085</b>	<b>12,435</b>	<b>10,020</b>	<b>37,757</b>	<b>40,080</b>	<b>78,022</b>	<b>1,121</b>
Local Tax Funding	0	1,051	26	0	0	0	0	1,077	1,002	2,079	1,076
Local Tax Funding Roads	185	0	0	0	0	0	0	0	3,006	3,191	0
General Obligation Bonds	0	0	905	1,925	10,020	11,619	10,020	34,489	36,072	70,561	0
Cash Proffers	0	265	0	0	0	0	0	265	0	265	0
NVTA 30% Local	0	0	45	0	1,065	816	0	1,926	0	1,926	45
<b>Adopted FY 2021 CIP</b>	<b>185</b>	<b>266</b>	<b>905</b>	<b>1,925</b>	<b>11,085</b>	<b>12,435</b>	<b>10,020</b>	<b>36,636</b>	<b>40,080</b>	<b>76,901</b>	
Local Tax Funding	0	1	0	0	0	0	0	1	1,002	1,003	
Local Tax Funding Roads	185	0	0	0	0	0	0	0	3,006	3,191	
General Obligation Bonds	0	0	905	1,925	10,020	11,619	10,020	34,489	36,072	70,561	
Cash Proffers	0	265	0	0	0	0	0	265	0	265	
NVTA 30% Local	0	0	0	0	1,065	816	0	1,881	0	1,881	
<b>Sterling Boulevard/W&amp;OD Trail - Overpass</b>											
<b>Proposed FY 2022 CIP</b>	<b>500</b>	<b>794</b>	<b>0</b>	<b>599</b>	<b>16,989</b>	<b>0</b>	<b>0</b>	<b>18,382</b>	<b>0</b>	<b>18,882</b>	<b>0</b>
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	0
Local Tax Funding Roads	0	556	0	0	0	0	0	556	0	556	0
General Obligation Bonds	500	0	0	599	16,989	0	0	17,588	0	18,088	0
Cash Proffers	0	238	0	0	0	0	0	238	0	238	0
<b>Adopted FY 2021 CIP</b>	<b>500</b>	<b>794</b>	<b>0</b>	<b>599</b>	<b>16,989</b>	<b>0</b>	<b>0</b>	<b>18,382</b>	<b>0</b>	<b>18,882</b>	
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	
Local Tax Funding Roads	0	556	0	0	0	0	0	556	0	556	
General Obligation Bonds	500	0	0	599	16,989	0	0	17,588	0	18,088	
Cash Proffers	0	238	0	0	0	0	0	238	0	238	



## Comparison Tables

SIDEWALK, SIGNAL, AND TRAFFIC CALMING	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>VDOT Administered Metro Station Area Pedestrian Improvements</b>											
Proposed FY 2022 CIP	275	0	0	0	0	0	0	0	0	275	0
Local Tax Funding	275	0	0	0	0	0	0	0	0	275	0
Adopted FY 2021 CIP	275	0	0	0	0	0	0	0	0	275	
Local Tax Funding	275	0	0	0	0	0	0	0	0	275	
<b>Traffic Sign Replacement Program*</b>											
Proposed FY 2022 CIP	0	0	1,000	0	0	1,000	0	2,000	1,000	3,000	3,000
Local Tax Funding Roads	0	0	1,000	0	0	1,000	0	2,000	1,000	3,000	3,000
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	0	0	
<b>W&amp;OD At-Grade Crossing Improvements</b>											
Proposed FY 2022 CIP	0	453	174	338	2,661	0	0	3,625	0	3,625	17
Local Tax Funding	0	0	17	0	0	0	0	17	0	17	17
Cash Proffers	0	12	0	0	0	0	0	12	0	12	0
NVTA 30% Local	0	440	157	338	2,661	0	0	3,595	0	3,595	0
Adopted FY 2021 CIP	0	453	157	338	2,661	0	0	3,608	0	3,608	
Local Tax Funding	0	0	0	0	0	0	0	0	0	0	
Cash Proffers	0	12	0	0	0	0	0	12	0	12	
NVTA 30% Local	0	440	157	338	2,661	0	0	3,595	0	3,595	



## Comparison Tables

TRANSIT	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Local Fixed-Route Bus Stop Improvements</b>											
Proposed FY 2022 CIP	4,000	24	0	0	0	0	0	24	0	4,024	0
Local Tax Funding	1,500	1	0	0	0	0	0	1	0	1,501	0
Local Tax Funding Roads	2,500	0	0	0	0	0	0	0	0	2,500	0
Cash Proffers	0	23	0	0	0	0	0	23	0	23	0
Adopted FY 2021 CIP	4,000	24	0	0	0	0	0	24	0	4,024	
Local Tax Funding	1,500	1	0	0	0	0	0	1	0	1,501	
Local Tax Funding Roads	2,500	0	0	0	0	0	0	0	0	2,500	
Cash Proffers	0	23	0	0	0	0	0	23	0	23	
<b>Metro Capital Contribution</b>											
Proposed FY 2022 CIP	0	7,759	5,887	6,108	6,076	6,379	6,878	39,087	29,049	68,136	16,136
Other Federal Grants	0	5,023	0	0	0	0	0	5,023	0	5,023	5,023
NVTA 30% Local	0	2,736	5,887	6,108	6,076	6,379	6,878	34,064	29,049	63,113	11,113
Adopted FY 2021 CIP	0	3,000	3,600	3,700	3,900	4,000	4,200	22,400	29,600	52,000	
NVTA 30% Local	0	3,000	3,600	3,700	3,900	4,000	4,200	22,400	29,600	52,000	
<b>Transit Buses - Acquisition</b>											
Proposed FY 2022 CIP	31,417	2,550	2,450	0	0	0	0	5,000	0	36,417	0
Local Tax Funding	1,600	0	0	0	0	0	0	0	0	1,600	0
Local Tax Funding Roads	0	0	0	0	0	0	0	0	0	0	0
Lease Revenue Financing	0	0	0	0	0	0	0	0	0	0	0
Cash Proffers	5,635	0	0	0	0	0	0	0	0	5,635	0
State Capital Assistance	18,077	0	0	0	0	0	0	0	0	18,077	0
Smart Scale	2,200	2,550	2,450	0	0	0	0	5,000	0	7,200	0
NVTA 70% Regional	2,740	0	0	0	0	0	0	0	0	2,740	0
Local Gas Tax	1,165	0	0	0	0	0	0	0	0	1,165	0
Adopted FY 2021 CIP	31,417	2,550	2,450	0	0	0	0	5,000	0	36,417	
Local Tax Funding Roads	1,600	0	0	0	0	0	0	0	0	1,600	
Lease Revenue Financing	0	0	0	0	0	0	0	0	0	0	
Cash Proffers	0	0	0	0	0	0	0	0	0	0	
State Capital Assistance	5,635	0	0	0	0	0	0	0	0	5,635	
Smart Scale	18,077	2,550	2,450	0	0	0	0	5,000	0	18,077	



## Comparison Tables

TRANSIT	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
NVTA 70% Regional	2,200	0	0	0	0	0	0	0	0	7,200	
Local Gas Tax	2,740	0	0	0	0	0	0	0	0	2,740	
<b>Western Loudoun Park and Ride Lot</b>										1,165	
<b>Proposed FY 2022 CIP</b>	<b>4,526</b>	<b>739</b>	<b>1,429</b>	<b>1,633</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,801</b>	<b>0</b>	<b>8,327</b>	<b>129</b>
Local Tax Funding	555	1	129	0	0	0	0	130	0	685	129
Cash Proffers	0	38	0	0	0	0	0	38	0	38	0
Smart Scale	0	700	1,300	1,633	0	0	0	3,633	0	3,633	0
CMAQ	3,971	0	0	0	0	0	0	0	0	3,971	0
<b>Adopted FY 2021 CIP</b>	<b>4,526</b>	<b>739</b>	<b>1,300</b>	<b>1,633</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,672</b>	<b>0</b>	<b>8,198</b>	
Local Tax Funding	555	1	0	0	0	0	0	1	0	556	
Cash Proffers	0	38	0	0	0	0	0	38	0	38	
Smart Scale	0	700	1,300	1,633	0	0	0	3,633	0	3,633	
CMAQ	3,971	0	0	0	0	0	0	0	0	3,971	



## Comparison Tables

ELEMENTARY SCHOOLS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>ES-23 Dulles North</b>											
Proposed FY 2022 CIP	44,235	0	0	0	0	0	0	0	0	44,235	0
General Obligation Bonds	44,235	0	0	0	0	0	0	0	0	44,235	0
Adopted FY 2021 CIP	44,235	0	0	0	0	0	0	0	0	44,235	
General Obligation Bonds	44,235	0	0	0	0	0	0	0	0	44,235	
<b>ES-24 Central Loudoun</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-70,930
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-70,930
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	70,930	70,930	70,930
General Obligation Bonds	0	0	0	0	0	0	0	0	70,930	70,930	
<b>ES-29 Dulles South</b>											
Proposed FY 2022 CIP	44,235	0	0	0	0	0	0	0	0	44,235	0
General Obligation Bonds	44,235	0	0	0	0	0	0	0	0	44,235	0
Adopted FY 2021 CIP	44,235	0	0	0	0	0	0	0	0	44,235	
General Obligation Bonds	44,235	0	0	0	0	0	0	0	0	44,235	
<b>ES-32 Dulles South</b>											
Proposed FY 2022 CIP	0	0	0	7,250	56,290	0	0	63,540	0	63,540	0
Local Tax Funding	0	0	0	0	5,629	0	0	5,629	0	5,629	5,629
General Obligation Bonds	0	0	0	7,250	50,661	0	0	57,911	0	57,911	-5,629
Adopted FY 2021 CIP	0	0	0	7,250	56,290	0	0	63,540	0	63,540	
General Obligation Bonds	0	0	0	7,250	56,290	0	0	63,540	0	63,540	
<b>ES-34 Dulles North</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	10,075	10,075	66,785	76,860	0
Local Tax Funding	0	0	0	0	0	0	2,519	2,519	0	2,519	2,519
General Obligation Bonds	0	0	0	0	0	0	7,556	7,556	66,785	74,341	-2,519
Adopted FY 2021 CIP	0	0	0	0	0	0	10,075	10,075	66,785	76,860	
General Obligation Bonds	0	0	0	0	0	0	10,075	10,075	66,785	76,860	
<b>ES-36 Dulles South</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-70,930
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-70,930
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	70,930	70,930	70,930



## Comparison Tables

ELEMENTARY SCHOOLS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
General Obligation Bonds	0	0	0	0	0	0	0	0	70,930	70,930	
<b>ES-37 Undesignated</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-70,930
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-70,930
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	70,930	70,930	70,930
General Obligation Bonds	0	0	0	0	0	0	0	0	70,930	70,930	
<b>ES-38 Undesignated</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-70,930
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-70,930
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	70,930	70,930	70,930
General Obligation Bonds	0	0	0	0	0	0	0	0	70,930	70,930	



## Comparison Tables

MIDDLE SCHOOLS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Middle School (MS-14) Dulles North</b>											
Proposed FY 2022 CIP	0	8,460	90,680	0	0	0	0	99,140	0	99,140	10,370
Local Tax Funding	0	0	10,370	0	0	0	0	10,370	0	10,370	10,370
General Obligation Bonds	0	8,460	80,310	0	0	0	0	88,770	0	88,770	0
Adopted FY 2021 CIP	0	8,460	80,310	0	0	0	0	88,770	0	88,770	
General Obligation Bonds	0	8,460	80,310	0	0	0	0	88,770	0	88,770	
<b>Middle School (MS-15) Undesignated Location</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-113,205
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-113,205
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	113,205	113,205	113,205
General Obligation Bonds	0	0	0	0	0	0	0	0	113,205	113,205	
<b>Middle School (MS-19) Undesignated Location</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	13,585	13,585	99,620	113,205	0
Local Tax Funding	0	0	0	0	0	0	3,396	3,396	0	3,396	3,396
General Obligation Bonds	0	0	0	0	0	0	10,189	10,189	99,620	109,809	-3,396
Adopted FY 2021 CIP	0	0	0	0	0	0	13,585	13,585	99,620	113,205	
General Obligation Bonds	0	0	0	0	0	0	13,585	13,585	99,620	113,205	



## Comparison Tables

HIGH SCHOOLS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>CS Monroe Center Replacement/North Star School</b>											
Proposed FY 2022 CIP	64,943	0	0	0	0	0	0	0	0	64,943	0
General Obligation Bonds	63,193	0	0	0	0	0	0	0	0	63,193	0
Cash Proffers	1,750	0	0	0	0	0	0	0	0	1,750	0
Adopted FY 2021 CIP	64,943	0	0	0	0	0	0	0	0	64,943	
General Obligation Bonds	63,193	0	0	0	0	0	0	0	0	63,193	
Cash Proffers	1,750	0	0	0	0	0	0	0	0	1,750	
<b>HS-9 Lightridge High School</b>											
Proposed FY 2022 CIP	125,540	0	0	0	0	0	0	0	0	125,540	0
Local Tax Funding	12,288	0	0	0	0	0	0	0	0	12,288	0
General Obligation Bonds	113,252	0	0	0	0	0	0	0	0	113,252	0
Adopted FY 2021 CIP	125,540	0	0	0	0	0	0	0	0	125,540	
Local Tax Funding	12,288	0	0	0	0	0	0	0	0	12,288	
General Obligation Bonds	113,252	0	0	0	0	0	0	0	0	113,252	
<b>High School (HS-14) Dulles North</b>											
Proposed FY 2022 CIP	0	0	0	0	0	21,985	169,300	191,285	11,605	202,890	10,800
Local Tax Funding	0	0	0	0	0	2,199	16,930	19,129	11,605	30,734	30,734
General Obligation Bonds	0	0	0	0	0	19,786	152,370	172,156	0	172,156	-19,934
Adopted FY 2021 CIP	0	0	0	0	0	21,985	158,500	180,485	11,605	192,090	
General Obligation Bonds	0	0	0	0	0	21,985	158,500	180,485	11,605	192,090	
<b>High School (HS-15) Undesignated Location</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-194,510
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-194,510
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	194,510	194,510	194,510
General Obligation Bonds	0	0	0	0	0	0	0	0	194,510	194,510	
<b>HS Stadium Synthetic Turf and Track Resurfacing</b>											
Proposed FY 2022 CIP	7,948	0	0	0	0	0	0	0	0	7,948	0
Local Tax Funding	5,012	0	0	0	0	0	0	0	0	5,012	0
General Obligation Bonds	2,936	0	0	0	0	0	0	0	0	2,936	0
Adopted FY 2021 CIP	7,948	0	0	0	0	0	0	0	0	7,948	
Local Tax Funding	5,012	0	0	0	0	0	0	0	0	5,012	



Comparison Tables

HIGH SCHOOLS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
General Obligation Bonds	2,936	0	0	0	0	0	0	0	0	2,936	



## Comparison Tables

OTHER SCHOOL PROJECTS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Broadband Infrastructure</b>											
Proposed FY 2022 CIP	3,250	1,750	0	0	0	0	0	1,750	0	5,000	0
Local Tax Funding	2,375	875	0	0	0	0	0	875	0	3,250	0
Lease Revenue Financing	875	875	0	0	0	0	0	875	0	1,750	0
Adopted FY 2021 CIP	3,250	1,750	0	0	0	0	0	1,750	0	5,000	
Local Tax Funding	2,375	875	0	0	0	0	0	875	0	3,250	
Lease Revenue Financing	875	875	0	0	0	0	0	875	0	1,750	
<b>Douglass School Renewal</b>											
Proposed FY 2022 CIP	0	0	9,320	0	0	0	0	9,320	0	9,320	0
General Obligation Bonds	0	0	9,320	0	0	0	0	9,320	0	9,320	0
Adopted FY 2021 CIP	0	0	9,320	0	0	0	0	9,320	0	9,320	
General Obligation Bonds	0	0	9,320	0	0	0	0	9,320	0	9,320	
<b>Eastern Transportation Facility</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-31,250
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-31,250
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	31,250	31,250	31,250
General Obligation Bonds	0	0	0	0	0	0	0	0	31,250	31,250	
<b>Field House and Indoor Track Facility</b>											
Proposed FY 2022 CIP	0	0	0	0	0	0	0	0	0	0	-33,370
General Obligation Bonds	0	0	0	0	0	0	0	0	0	0	-33,370
Adopted FY 2021 CIP	0	0	0	0	0	0	0	0	33,370	33,370	33,370
General Obligation Bonds	0	0	0	0	0	0	0	0	33,370	33,370	
<b>John W. Tolbert, Jr. Elementary School / Keystone Drive</b>											
Proposed FY 2022 CIP	0	1,000	0	0	0	0	0	1,000	0	1,000	0
Local Tax Funding	0	1,000	0	0	0	0	0	1,000	0	1,000	0
Adopted FY 2021 CIP	0	1,000	0	0	0	0	0	1,000	0	1,000	
Local Tax Funding	0	1,000	0	0	0	0	0	1,000	0	1,000	
<b>Joint Use Dry Bulk Storage Facility</b>											
Proposed FY 2022 CIP	0	8,200	0	0	0	0	0	8,200	0	8,200	0
Local Tax Funding	0	8,200	0	0	0	0	0	8,200	0	8,200	0



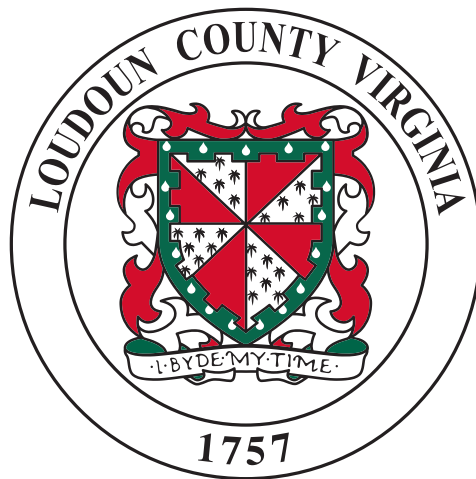
## Comparison Tables

OTHER SCHOOL PROJECTS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Adopted FY 2021 CIP</b>	0	8,200	0	0	0	0	0	8,200	0	8,200	
Local Tax Funding	0	8,200	0	0	0	0	0	8,200	0	8,200	
<b>LCPS Facility Renewals and Alterations</b>											
<b>Proposed FY 2022 CIP</b>	6,490	30,120	29,110	49,425	52,985	50,000	50,000	261,640	0	268,130	7,955
Local Tax Funding	6,490	14,345	3,194	10,000	10,000	10,000	0	47,539	0	54,029	1,889
General Obligation Bonds	0	15,775	25,916	39,425	42,985	40,000	50,000	214,101	0	214,101	6,066
<b>Adopted FY 2021 CIP</b>	6,490	30,120	21,155	49,425	52,985	50,000	50,000	253,685	0	260,175	
Local Tax Funding	6,490	14,345	1,305	10,000	10,000	10,000	0	45,650	0	52,140	
General Obligation Bonds	0	15,775	19,850	39,425	42,985	40,000	50,000	208,035	0	208,035	
<b>School Bus Radio Replacements and UHF System Upgrade</b>											
<b>Proposed FY 2022 CIP</b>	0	0	10,420	0	0	0	0	10,420	13,625	24,045	710
Lease Revenue Financing	0	0	10,420	0	0	0	0	10,420	13,625	24,045	710
<b>Adopted FY 2021 CIP</b>	0	0	10,420	0	0	0	0	10,420	12,915	23,335	
Lease Revenue Financing	0	0	10,420	0	0	0	0	10,420	12,915	23,335	
<b>School Bus Replacement and Acquisition</b>											
<b>Proposed FY 2022 CIP</b>	19,990	7,865	800	8,755	9,235	9,745	10,280	46,680	41,120	107,790	-7,500
Local Tax Funding	9,549	0	800	0	0	0	0	800	0	10,349	800
General Obligation Bonds	2,916	0	0	0	0	0	0	0	0	2,916	0
Lease Revenue Financing	7,525	7,865	0	8,755	9,235	9,745	10,280	45,880	41,120	94,525	-8,300
<b>Adopted FY 2021 CIP</b>	19,990	7,865	8,300	8,755	9,235	9,745	10,280	54,180	41,120	115,290	
Local Tax Funding	9,549	0	0	0	0	0	0	0	0	9,549	
General Obligation Bonds	2,916	0	0	0	0	0	0	0	0	2,916	
Lease Revenue Financing	7,525	7,865	8,300	8,755	9,235	9,745	10,280	54,180	41,120	102,825	
<b>School Security Improvements</b>											
<b>Proposed FY 2022 CIP</b>	25,834	29,880	22,800	11,615	2,875	0	0	67,170	0	93,004	2,875
Local Tax Funding	7,110	0	0	0	0	0	0	0	0	7,110	0
General Obligation Bonds	18,724	29,880	22,800	11,615	2,875	0	0	67,170	0	85,894	2,875
<b>Adopted FY 2021 CIP</b>	25,834	29,880	22,800	11,615	0	0	0	64,295	0	90,129	
Local Tax Funding	7,110	0	0	0	0	0	0	0	0	7,110	
General Obligation Bonds	18,724	29,880	22,800	11,615	0	0	0	64,295	0	83,019	



## Comparison Tables

OTHER SCHOOL PROJECTS	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total	Future Fiscal Years	Project Total	Project Change
<b>Student Welcome Center at Sterling ES</b>											
Proposed FY 2022 CIP	0	0	4,000	6,850	0	0	0	7,710	0	7,710	0
Local Tax Funding	0	0	4,000	6,850	0	0	0	6,850	0	6,850	0
General Obligation Bonds	0	0	0	0	0	0	0	860	0	860	0
Adopted FY 2021 CIP	0	0	4,000	6,850	0	0	0	7,710	0	7,710	
Local Tax Funding	0	0	4,000	6,850	0	0	0	6,850	0	6,850	
General Obligation Bonds	0	0	0	0	0	0	0	860	0	860	
<b>Valley Service Center &amp; Kenneth W. Culbert Elementary School Bus Parking</b>											
Proposed FY 2022 CIP	0	0	0	3,415	34,275	0	0	37,690	0	37,690	0
General Obligation Bonds	0	0	0	3,415	34,275	0	0	37,690	0	37,690	0
Adopted FY 2021 CIP	0	0	0	3,415	34,275	0	0	37,690	0	37,690	
General Obligation Bonds	0	0	0	3,415	34,275	0	0	37,690	0	37,690	
<b>Valley Service Center Traffic Signal</b>											
Proposed FY 2022 CIP	0	0	0	0	655	0	0	655	0	655	0
General Obligation Bonds	0	0	0	0	655	0	0	655	0	655	0
Adopted FY 2021 CIP	0	0	0	0	655	0	0	655	0	655	
General Obligation Bonds	0	0	0	0	655	0	0	655	0	655	





## County Projects by Election District

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

Algonkian	Functional Area
Broad Run Farms Waterline Extension	General Government
Potomack Lakes Sportsplex – Field Improvements	Parks, Recreation, and Culture
VDOT Administered – George Washington Boulevard Overpass	Roads
Ashburn	Functional Area
Farmwell Road Intersection Improvements	Roads
Ashburn Recreation and Community Center	Parks, Recreation, and Culture
Blue Ridge	Functional Area
Arcola Boulevard – Route 50 to Route 606	Roads
Arcola Mills Drive, Segment 1 – Belmont Ridge Road to Stone Springs Boulevard	Roads
Arcola Mills Drive, Segment 2 – Stone Springs Boulevard to Loudoun County Parkway	Roads
Braddock Road, Segment 1 – Royal Hunter Drive to Gum Spring Road	Roads
Braddock Road, Segment 1B – Whitman Farm to Paul VI Eastern Entrance	Roads
Dulles West Boulevard - Northstar Boulevard to Arcola Boulevard	Roads
Evergreen Mills Road - Reservoir Road & Watson Road	Roads
Route 7 – Blue Ridge Mountain / Raven Rocks Intersection Improvements	Roads
Route 7 Improvements, Phase 1: Route 7 & Route 287 Interchange	Roads
Route 7 Improvements, Phase 2: Route 7 & Route 690 (Hillsboro Road) Interchange	Roads
Route 9 / Route 287 Roundabout	Roads
Route 15 / Braddock Road Roundabout	Roads
Route 50 / Everfield Roundabout	Roads
Route 50 / Trailhead Drive Roundabout	Roads
Ryan Road - Evergreen Mills Road to Beaverdam Drive	Roads
Safety Audit and Improvements – Evergreen Mills Road and Arcola Mill Drive Corridor	Roads
Trailhead Drive / Braddock Road Roundabout	Roads
Belmont Ridge Road & Legacy Park Drive - Traffic Signal	SSTC
Western Loudoun Park and Ride Lot	Transit
Arcola Quarters for the Enslaved	Parks, Recreation, and Culture
Brambleton West Park Improvements	Parks, Recreation, and Culture

**County Projects by Election District**

<b>Blue Ridge</b>	<b>Functional Area</b>
Broad Run Stream Valley Linear Park	Parks, Recreation, and Culture
Fields Farm Park	Parks, Recreation, and Culture
Western Loudoun Recreation Center	Parks, Recreation, and Culture
Fire and Rescue - Station #04 - Round Hill Station Replacement	Public Safety
Fire and Rescue - Station #08 - Philomont Station Replacement	Public Safety
Town of Hillsboro - Old Stone School/Town Hall	Towns
Town of Middleburg – Middleburg Town Hall	Towns
Town of Purcellville - Berlin Turnpike Traffic Signal	Towns
Town of Purcellville - Bush Tabernacle & Fireman's Field	Towns
Town of Purcellville - Hirst Road to W&OD Shared Use Path	Towns
Town of Purcellville – Loudoun Valley High School Street Lighting	Towns
Town of Purcellville - Pedestrian Linkages	Towns
Town of Round Hill – Route 7 Bypass Tunnel	Towns
Town of Round Hill – Southern Gateway Pedestrian Trail	Towns
<b>Broad Run</b>	<b>Functional Area</b>
Croson Lane Widening – Claiborne Parkway to Old Ryan Road	Roads
Farmwell Road Intersection Improvements	Roads
Loudoun County Parkway – Ryan Road to Shellhorn Road	Roads
Moorefield Boulevard Improvements	Roads
Prentice Drive – Loudoun County Parkway to Lockridge Road	Roads
Prentice Drive – Loudoun County Parkway to Shellhorn and Lockridge West from Prentice to Waxpool	Roads
Route 7 Eastbound Widening – Loudoun County Parkway to Route 28	Roads
Shellhorn Road and Central Station Drive/Hartley Place Intersection Improvements	Roads
Shellhorn Road – Loudoun County Parkway to the Eastern Limit of the SDC Project	Roads
Shellhorn Road – Loudoun County Parkway to MWAA Property (SDC Property to Silver District West)	Roads
Shellhorn Road – Loudoun County Parkway to MWAA Property (Silver District West)	Roads
Shellhorn Road – MWAA Property to Moran Road (County Project)	Roads
VDOT Administered – George Washington Boulevard Overpass	Roads
Waxpool Road – Loudoun County Parkway Intersection Improvements	Roads
Broad Run Stream Valley Linear Park	Parks, Recreation, and Culture
Children's Science Center	Parks, Recreation, and Culture



## County Projects by Election District

Catoctin	Functional Area
Crosstrail Boulevard, Segment C - Sycolin Road to Dulles Greenway	Roads
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 1	Roads
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2	Roads
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 3	Roads
Route 9 / Route 287 Roundabout	Roads
Route 15 Improvements, Phase 1: Montresor Road to Point of Rocks Bridge, Segment 1	Roads
Route 15 Improvements, Phase 2: Montresor Road to Point of Rocks Bridge, Segment 2	Roads
Route 15 Improvements, Phase 3: Montresor Road to Point of Rocks Bridge, Segment 3	Roads
Route 15 Improvements, Phase 4: Montresor Road to Point of Rocks Bridge, Segment 4	Roads
Route 15 Widening - Battlefield Parkway to Montresor Road	Roads
Safety Audit and Improvements – Evergreen Mills Road and Arcola Mill Drive Corridor	Roads
Sycolin Road - Loudoun Center Place to Crosstrail Boulevard	Roads
Harmony Middle School Sidewalk	SSTC
River Creek Parkway - Sidewalk	SSTC
County Renovation Program – Waterford Space	General Government
Consolidated Shops and Warehouse Facility	General Government
General Government Office Space - Sycolin Road Phase I	General Government
Landfill – Cell Capping	General Government
Landfill - Construction Demolition Debris Cell A2 Liner	General Government
Landfill – Infrastructure Improvements	General Government
Landfill Reclamation - Cell R2 Liner	General Government
Landfill Sequence I A Cap	General Government
Selma Estates Flood Mitigation	General Government
Lovettsville District Park - Phase II	Parks, Recreation, and Culture
Philip A. Bolen Memorial Park - Phase II	Parks, Recreation, and Culture
Scott Jenkins Memorial Park - Phase III	Parks, Recreation, and Culture
Adult Detention Center Expansion, Phase III	Public Safety
Fire and Rescue - Basic Training Facility	Public Safety
Fire and Rescue - Station #05 / #17 - Hamilton Station Replacement	Public Safety
Fire and Rescue - Station #28 - Leesburg South Station	Public Safety
Fire and Rescue - Training Academy Expansion	Public Safety
Town of Hamilton – Community Park Playground	Towns
Town of Lovettsville - Broadway Streetscapes Phase 2A	Towns
Town of Lovettsville - Pedestrian Improvements	Towns

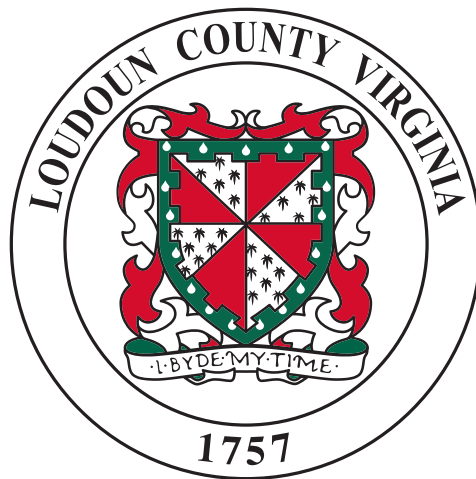
**County Projects by Election District**

<b>Dulles</b>	<b>Functional Area</b>
Braddock Road, Segment 1 - Royal Hunter Drive to Gum Spring Road	Roads
Braddock Road, Segment 1B - Whitman Farm to Paul VI Eastern Entrance	Roads
Braddock Road, Segment 2 – Paul VI Eastern Entrance to Loudoun County Parkway	Roads
Braddock Road, Segment 2B – Loudoun County Parkway to Bull Run Post Office Road	Roads
Croson Lane Widening – Claiborne Parkway to Old Ryan Road	Roads
Elk Lick Road Intersection Improvements – Route 50 and Tall Cedars Parkway	Roads
Loudoun County Parkway – Ryan Road to Shellhorn Road	Roads
Northstar Boulevard – Tall Cedars Parkway to Braddock Road	Roads
Route 50 / North Collector Road – Tall Cedars Parkway to Route 28	Roads
VDOT Administered – Route 50 Corridor Improvements	Roads
VDOT Administered – Route 50 Corridor Improvements, Loudoun and Fairfax	Roads
Westwind Drive – Loudoun County Parkway to Old Ox Road	Roads
Loudoun County Parkway – Shared Use Path	SSTC
Broad Run Stream Valley Linear Park	Parks, Recreation, and Culture
Dulles Adult Day Care Center	Parks, Recreation, and Culture
Dulles South Community Park	Parks, Recreation, and Culture
<b>Leesburg</b>	<b>Functional Area</b>
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 1	Roads
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2	Roads
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 3	Roads
Route 15 Widening - Battlefield Parkway to Montessor Road	Roads
River Creek Parkway - Sidewalk	SSTC
General Government Office Space - Sycolin Road Phase I	General Government
Courts Complex – Phase III	Public Safety
Courts Complex – Phase IV	Public Safety
County Renovation Program – Government Center	General Government
County Renovation Program – Shenandoah Building	General Government
Town of Leesburg – Evergreen Mill Road Widening	Towns
Town of Leesburg – Town-wide Bus Shelters	Towns
Town of Leesburg – Veterans Park	Towns
Town of Leesburg – W&OD Trail Lighting	Towns



## County Projects by Election District

Sterling	Functional Area
Route 7 Pedestrian Crossings	SSTC
Sterling Boulevard / W&OD Trail Overpass	SSTC
Sterling Neighborhood Park	Parks, Recreation, and Culture





## Schedule of Financing and Referenda

### General Obligation Bond Financing

The following projects are scheduled for general obligation bond financing requiring referendum in the FY 2021 – FY 2026 capital planning period. The referendum requires voter approval for the use of general obligation bond financing of public facilities. Following this table is a summary of previously authorized bond referenda by Loudoun County voters.

### General Obligation Bond Financing

Referendum Date	Project	Amount
<b>November 2021</b>		
General Government	Evergreen Mills Road (Reservoir Road to Watson Road)	\$6,780,334
	Farmwell Road Intersection Improvements	7,005,000
	Fire and Rescue Basic Training Facility	6,515,000
	Fire and Rescue Station #28 Leesburg South	675,000
	Route 7 Improvements, Phase 2: Route 7 & Route 690 Interchange	16,061,000
	Route 9/Route 287 Roundabout	7,767,000
	Shellhorn Road (Loudoun County Parkway to MWAA)	1,327,000
	Shellhorn Road (MWAA to Moran)	41,847,000
	Waxpool Road-Loudoun County Parkway Intersection Improvements	3,517,305
	<b>Subtotal – General Government</b>	<b>\$91,494,639</b>
Schools	Capital Facilities Renewals and Alterations	\$164,821,000
	ES-32	57,911,000
	Valley Service Center & Culbert ES School Bus Parking	\$37,690,000
	<b>Subtotal – Schools</b>	<b>\$260,422,000</b>
<b>Total</b>		<b>\$351,916,639</b>
<b>November 2022</b>		
General Government	Arcola Mills Drive, Phase 1 (Belmont Ridge to Stone Springs)	\$24,917,000
	Arcola Mills Drive, Phase 2 (Stone Springs to Loudoun County Parkway)	25,069,000
	Crosstrail Boulevard, Segment C (Sycolin to Dulles Greenway)	11,045,400
	Fire and Rescue Station #04 Round Hill Station Replacement	5,490,776
	Route 15/Braddock Road Roundabout	1,128,600
	Route 50/Everfield Roundabout	1,765,000
	Sterling Boulevard W&OD Overpass	9,843,000
	Trailhead/Braddock Roundabout	3,015,000
	<b>Subtotal – General Government</b>	<b>\$82,273,776</b>
Schools	Valley Service Center Traffic Signal	\$655,000

**Schedule of Financing and Referenda**

Referendum Date	Project	Amount
	<b>Subtotal – Schools</b>	<b>\$655,000</b>
<b>Total</b>		<b>\$82,928,776</b>
<b>November 2023</b>		
General Government	Braddock Road, Segment 2 (Paul VI to Loudoun County Parkway)	\$3,135,000
	Croson Lane Widening – Claiborne to Old Ryan Road	9,643,923
	Dulles Adult Day Center	5,236,000
	Dulles West Boulevard – Northstar Boulevard to Arcola Boulevard	6,544,500
	Fields Farm Park	8,668,000
	Intersection Improvement Program	9,665,000
	Loudoun County Parkway - Shared-Use Path	1,493,500
	Prentice Drive (Loudoun County Pkwy to Lockridge Road)	75,662,000
	Route 7 Eastbound Widening (Loudoun County Parkway to Route 28)	813,000
	Route 15 Improvements, Phase 3: Montessor to Point of Rocks, Seg 3	3,141,000
	Route 15 Improvements, Phase 4: Montessor to Point of Rocks, Seg 4	11,457,000
	Safety Audit and Improvements – Evergreen Mills and Arcola Mills	1,931,000
	Sycolin Road (Loudoun Center Place to Crosstrail Boulevard)	2,468,800
	<b>Subtotal – General Government</b>	<b>\$139,858,723</b>
Schools	High School (HS-14) Dulles North	\$172,156,000
	<b>Subtotal – Schools</b>	<b>\$172,156,000</b>
<b>Total</b>		<b>\$312,014,723</b>
<b>November 2024</b>		
General Government	Adult Detention Center Expansion, Phase III	\$80,000,000
	Fire and Rescue – Training Academy Expansion	5,110,000
	MH Group Home Replacements	4,433,000
	Route 15 Widening (Battlefield Parkway to Montessor Road)	50,332,092
	Ryan Road (Evergreen Mills Road to Beaverdam Drive)	2,946,000
	Western Loudoun Recreation Center	64,976,000
	<b>Subtotal – General Government</b>	<b>\$207,797,092</b>
Schools	ES-34 Dulles North	\$74,341,000
	Middle School (MS-19)	109,809,000
	<b>Subtotal – Schools</b>	<b>\$184,150,000</b>
<b>Total</b>		<b>\$391,947,092</b>



## Schedule of Financing and Referenda

Referendum Date	Project	Amount
<b>Total</b>		<b>\$1,138,807,230</b>

### Previously Approved General Obligation Bond Financing

Referendum Date	Project	Amount
<b>November 2020</b>		
General Government	Braddock Road, Segment 1 (Royal Hunter to Gum Spring)	\$1,832,000
	Braddock Road, Segment 1B (Whitman Farm to Paul VI)	2,000,000
	Fire Rescue Training Academy Expansion	7,880,000
	Fire and Rescue Station #08 – Philomont Fire Rescue Station	21,636,000
	Loudoun County Parkway Widening (Ryan to Shellhorn)	2,708,000
	Philip A. Bolen Park Phase II	3,310,000
	River Creek Parkway Sidewalk	2,362,000
	Route 15 Improvements (Montessoro to Point of Rocks Bridge)	36,407,000
	Route 50/North Collector Road (Tall Cedars to Route 28)	67,137,000
	Route 50 and Trailhead Roundabout	4,275,000
	Scott Jenkins Park Phase III	515,000
	Sidewalk and Trail Program	34,489,000
	<b>Subtotal – General Government</b>	<b>\$184,551,000</b>
Schools	Douglass School Renewal	\$9,320,000
	LCPS Facilities and Renewals	49,280,000
	School Security Improvements	64,295,000
	Student Welcome Center at Sterling Elementary School	860,000
	<b>Subtotal – Schools</b>	<b>\$123,755,000</b>
<b>Total</b>		<b>\$308,306,000</b>

### November 2019

General Government	Fields Farm Park	\$29,185,000
	Fire and Rescue Basic Training Facility	5,270,000
	Leesburg South Fire & Rescue Station	17,600,000
	Lovettsville District Park Phases I & II	4,680,000
	Philip Bolen Park Phase II	6,175,000
	Route 7 Improvements Phase 2-7 & Route 690 Interchange	17,220,000
	Route 50/Trailhead Roundabout	8,570,000
	Route 7 Pedestrian Improvements	5,200,000
	Scott Jenkins Park Phase III	1,755,000
	Sterling Boulevard/W&OD Overpass	8,245,000
	Westwind Drive-Loudoun County Parkway to Old Ox Road	17,650,000
	<b>Subtotal – General Government</b>	<b>\$121,550,000</b>

**Schedule of Financing and Referenda**

Referendum Date	Project	Amount
Schools	Middle School Classroom Additions	\$5,170,000
	Middle School (MS-14), Dulles North	88,770,000
	<b>Subtotal – Schools</b>	<b>\$93,940,000</b>
<b>Total</b>		<b>\$215,490,000</b>

**November 2018**

General Government	Braddock Road (Gum Spring Rd. to Royal Hunter Dr.)	\$5,660,000
	Crosstrail Boulevard (Kincaid Blvd. to Russell Branch Pkwy.)	36,560,000
	Evergreen Mills Road (Northstar Blvd. to Stone Springs Blvd.)	13,090,000
	Farmwell Road Intersection Improvements	19,235,000
	Intersection Improvement Program	49,660,000
	Prentice Dr. (Lockridge Rd. to Shellhorn Rd.)	12,000,000
	Route 9/ Route 287 Roundabout	13,255,000
	Route 50 Intersection Improvements	3,125,000
	<b>Subtotal – General Government</b>	<b>\$152,585,000</b>
Schools	ES-23 Dulles North	\$44,235,000
	ES-29 Dulles South	44,235,000
	School Security Improvements	10,350,000
	<b>Subtotal – Schools</b>	<b>\$98,820,000</b>
<b>Total</b>		<b>\$251,405,000</b>

**November 2017**

General Government	Round Hill Fire Station Replacement	\$15,660,000
	<b>Subtotal – General Government</b>	<b>\$15,660,000</b>
Schools	CS Monroe Center Replacement/North Star School	\$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
	<b>Subtotal – Schools</b>	<b>\$81,761,000</b>
<b>Total</b>		<b>\$97,421,000</b>

**November 2016**

General Government	Ashburn Recreation and Community Center	\$44,270,000
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## Schedule of Financing and Referenda

Referendum Date	Project	Amount
	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 & Hillsboro Rd. Interchange	8,000,000
	Shellhorn Road (Loudoun Co Pkwy. to Randolph Dr.)	8,000,000
	<b>Subtotal – General Government</b>	<b>\$111,615,000</b>
Schools	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
	HS-9 Lightridge High School	117,160,000
	<b>Subtotal – Schools</b>	<b>\$233,070,000</b>
<b>Total</b>		<b>\$344,685,000</b>

### November 2015

General Government	Fire Apparatus	\$2,940,000
	<b>Subtotal – General Government</b>	<b>\$2,940,000</b>
Schools	Dulles North Elementary School (ES-31)	\$38,270,000
	Dulles North High School (HS-11)	112,725,000
	<b>Subtotal – Schools</b>	<b>\$150,995,000</b>
<b>Total</b>		<b>\$153,935,000</b>

### November 2014

General Government	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
	<b>Subtotal – General Government</b>	<b>\$45,625,000</b>
Schools	Dulles North Elementary School (ES-27)	\$31,540,000
	Dulles North Middle School (MS-9)	48,185,000
	Academies of Loudoun	83,175,000
	<b>Subtotal – Schools</b>	<b>\$162,900,000</b>
<b>Total</b>		<b>\$208,525,000</b>



## Schedule of Financing and Referenda

### Lease Revenue Financing

The following projects are planned to be financed through lease revenue financing during the FY 2021 – FY 2026 planning period. Lease revenue financings do not require a referendum. Following this table is a summary of anticipated and previously authorized lease revenue financings.

#### Anticipated Lease Revenue Financing

Appropriation Date	Project	Amount
FY 2021	Ashburn Recreation & Community Center	\$5,438,000
	Broadband Infrastructure	875,000
	Children's Science Center	13,928,000
	Consolidated Shops and Warehouse Facility	3,500,000
	County Renovation Program- Government Center	500,000
	Courts Complex Phase III	8,111,000
	DS Group Residence - Eastern Loudoun	560,000
	Fire and Rescue Storage Sheds	75,000
	Landfill Sequence 1A Cap	1,790,000
	Landfill Reclamation – Cell R2 Liner	7,920,000
	Philip Bolen Park Phase II	1,264,166
	School Bus Replacement & Acquisition	7,865,000
	<b>Subtotal – FY 2021</b>	<b>\$51,826,166</b>
FY 2022	County Renovation Program- Government Center	\$535,000
	County Renovation Program-Waterford Space Renovation	2,000,000
	DS Group Residence - Eastern Loudoun	1,665,000
	Fire and Rescue Storage Sheds	525,000
	Land Acquisition (Various LCPS Projects)	5,275,000
	School Bus Radio Replacements	10,420,000
	<b>Subtotal – FY 2022</b>	<b>\$20,420,000</b>
FY 2023	County Renovation Program- Government Center	\$572,000
	Courts Complex Phase IV Renovation	23,430,000
	General Government Office Space-Sycolin Road Phase I	1,000,000
	Land Acquisition (Various LCPS Projects)	9,740,000
	School Bus Replacement & Acquisition	8,755,000
	<b>Subtotal – FY 2023</b>	<b>\$49,737,000</b>
FY 2024	County Renovation Program- Government Center	\$612,000
	Eastern Services Center	13,750,000
	General Government Office Space-Sycolin Road Phase I	97,380,000
	Land Acquisition (Various LCPS Projects)	5,870,000
	School Bus Replacement & Acquisition	9,235,000
	<b>Subtotal – FY 2024</b>	<b>\$126,847,000</b>
	County Renovation Program- Government Center	\$655,000



## Schedule of Financing and Referenda

Appropriation Date	Project	Amount
FY 2025		
	General Government Office Space-Sycolin Road Phase I	10,128,000
	Land Acquisition (Various LCPS Projects)	19,510,000
	School Bus Replacement & Acquisition	9,745,000
	<b>Subtotal – FY 2025</b>	<b>\$40,038,000</b>
FY 2026		
	County Renovation Program- Government Center	\$701,000
	School Bus Replacement & Acquisition	10,280,000
	<b>Subtotal – FY 2026</b>	<b>\$10,981,000</b>

### Previously Approved Lease Revenue Financing

Appropriation Date	Project	Amount
FY 2015		
	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>Subtotal – FY 2015</b>	<b>\$66,815,000</b>
FY 2016		
	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>Subtotal – FY 2016</b>	<b>\$54,900,000</b>
FY 2017		
	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>Subtotal – FY 2017</b>	<b>\$69,735,000</b>
FY 2018		
	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>Subtotal – FY 2018</b>	<b>\$19,105,000</b>
FY 2019		
	Aldie Fire and Rescue Station Replacement	\$4,000,000
	County Landfill Sequence V Closure	1,350,000
	Courts Complex Phase III (Expansion)	10,000,000



## Schedule of Financing and Referenda

Appropriation Date	Project	Amount
	Major Computer Systems (LMIS Replacement)	5,000,000
	Route 7 Pedestrian Crossings	855,000
	<b>Subtotal – FY 2019</b>	<b>\$21,205,000</b>
FY 2020	Aldie Fire and Rescue Station Replacement	\$4,000,000
	County Landfill Sequence V Closure	1,350,000
	Courts Complex Phase III (Expansion)	10,000,000
	Major Computer Systems (LMIS Replacement)	5,000,000
	Route 7 Pedestrian Crossings	855,000
	<b>Subtotal – FY 2019</b>	<b>\$21,205,000</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 2021 – 2026** in the maximum amount of \$1,350,783,405. This schedule is provided for convenience in this section and in the Debt Service Fund Section of this document.

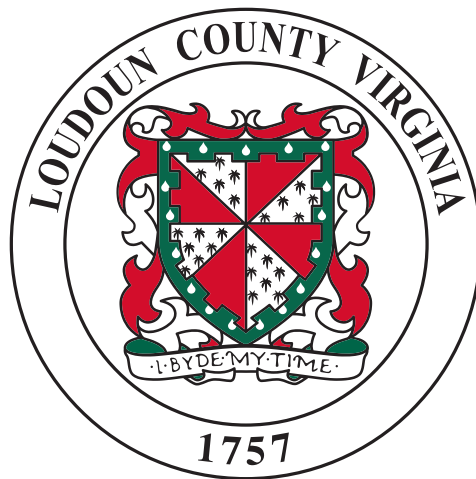
- **Statement of Intent.** The County presently intends, at one time or from time to time, to finance the indicated projects with either tax-exempt or taxable bonds (the “Bonds”) and to reimburse itself, if needed, under the Reimbursement Regulations, for capital expenditures paid by the County (including 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 Budget shall keep this intent continuously available for inspection by the general public during the County’s normal business hours.



# Capital Improvement Program Previously Authorized and Future Projects

## Contents

Previously Authorized County Projects	8-2
Projects Identified for Future Development	8-6





## Previously Authorized Projects

Previously Authorized Projects are CIP projects that are being administered by Loudoun County, were fully funded in fiscal years prior to FY 2021, have a construction phase in the scope, and are currently in development. Previously authorized projects do not include IT projects, projects administered by the Towns, or projects administered by VDOT. Additional project status information can be obtained from the CIP Project Status Report, which is provided to the Board of Supervisors' Finance/Government Operations and Economic Development Committee meeting on a quarterly basis.

General Government	Oracle Project Number	Final Year in Adopted Budget	Page Number
<b>Landfill Sequence V Closure</b>	C02228	FY 2020	10-27
This project provides funding for the engineering, design, and construction of the final cap and closure of a 15-acre site at the Loudoun County Solid Waste Management Facility.			
Health and Welfare	Oracle Project Number	Final Year in Adopted Budget	Page Number
<b>Developmental Services Group Residence – Purcellville</b>	C02171	FY 2018	10-25
This project provides funding to demolish the existing Group Residence in the Town of Purcellville and designs and constructs a new 3,400 square foot facility which is intended to serve four to five clients, and associated staff needs.			
Parks, Recreation, and Culture	Oracle Project Number	Final Year in Adopted Budget	Page Number
<b>Ashburn Senior Center</b>	C02105	FY 2020	10-39
This project provides funding to construct a senior center on a five-acre proffered site in the Ashburn Planning Subarea.			
<b>Bles District Park Facility Improvements</b>	C02230	n/a	n/a
This project provides funding for park improvements and includes additional parking spaces, safety netting, and updated playground with new equipment, a picnic pavilion, and a canoe/kayak launch.			
<b>Hal and Berni Hanson Regional Park</b>	C00089	FY 2020	10-49
This project funds the development of the Hal and Berni Hanson Regional Park. In addition to the renovation of the Hanson House, funding includes the construction of active and passive recreational amenities.			
<b>Lovettsville Community Center Replacement</b>	C00245	FY 2018	10-44
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>Potomac Green Community Park</b>	C00244	FY 2016	10-40
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>Sterling Community Center Renovation</b>	C00094	FY 2016	10-43
This project provides for the renovation of the community center building including the expansion of community center programming in the current Sterling Library space.			

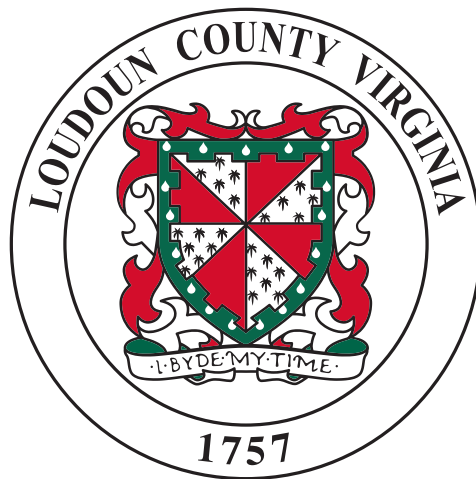
**Previously Authorized Projects**

<b>Waterford Mill Restoration</b>	C00112	n/a	n/a
This project provides for structural stabilization of the Waterford Mill and addition of accessible facilities to allow use of the Mill for educational and cultural enrichment programs.			
<b>Public Safety</b>	<b>Oracle Project Number</b>	<b>Final Year in Adopted Budget</b>	<b>Page Number</b>
<b>Aldie Fire &amp; Rescue Station #7</b>	C00140	FY 2019	10-58
This project provides funding to design and construct a new Aldie Fire Station on a County owned site to replace the Aldie Fire & Rescue Company #7 Station.			
<b>Animal Services Facility</b>	C00240	FY 2019	10-46
This project provides funding for the design and construction of a 25,000 square foot animal facility to replace the existing County Animal Services facility in Waterford.			
<b>Juvenile Detention Center</b>	C00146	FY 2018	10-66
This project designs and constructs a ne 40-bed Juvenile Detention Center on the Government Support Center site off Sycolin Road in Leesburg.			
<b>Lovettsville Fire &amp; Rescue Station #12 Replacement</b>	C02103	FY 2018	10-59
This project provides the funding to design and construct an approximately 18,500 square foot fire station to replace the Lovettsville Fire and Rescue Company #12 Station.			
<b>Lucketts Fire &amp; Rescue Station #10 Replacement</b>	C00239	FY 2018	10-58
This project provides the funding to design and construct a new Lucketts Fire Station in the Route 15 North Planning Subarea of the County, in the vicinity of the Village of Lucketts, for Lucketts Fire and Rescue Company #10.			
<b>Sterling Fire &amp; Rescue Station #11 Replacement</b>	C02042	FY 2016	10-67
This project provides funding to design and construct a new 22,000-square-foot replacement station for the Sterling Volunteer Fire and Rescue Companies.			
<b>Transportation</b>	<b>Oracle Project Number</b>	<b>Final Year in Adopted Budget</b>	<b>Page Number</b>
<b>Belmont Ridge Road – Truro Parish Drive to Croson Lane</b>	C02043	FY 2020	11-15
This project provides for the planning, design, right-of-way acquisition, and construction of two additional lanes to Belmont Ridge road between Truro Parish Drive to Croson Lane.			
<b>Braddock/Summerall</b>	C02121	FY 2018	11-22
This project provides for the installation of a traffic signal and turn lanes at the intersection of Braddock Road (Route 620) and Supreme Drive / Summerall Drive. The missing half-section of Braddock Road near the subject intersection will be widened from two lanes to four lanes.			
<b>Crosstrail Boulevard – Kincaid Boulevard to Russell Branch Parkway</b>	C02127	FY 2020	11-25
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.			



## Previously Authorized Projects

Transportation	Oracle Project Number	Final Year in Adopted Budget	Page Number
<b>Local Fixed-Route Bus Stop Improvements</b>	C02237	FY 2020	11-144
This project funds design and construction of bus stop improvements across the County to bring bus stops into ADA compliance.			
<b>Loudoun County Parkway – Dulles West to Route 50</b>	C02234	FY 2020	11-51
This project provides for the planning, design, right-of-way acquisition, and construction of a southbound turning lane along Loudoun County Parkway from Dulles West to Route 50, continuing onto Route 50 westbound.			
<b>Northstar Boulevard – Route 50 to Tall Cedars Parkway</b>	C02082	FY 2020	11-57
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.			
<b>Northstar Boulevard – Shreveport Drive to Route 50</b>	C02044	FY 2020	11-59
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.			
<b>Oakgrove Road – Pedestrian Improvements</b>	C02264	FY 2020	11-121
This project provides for the planning, design, right-of-way acquisition, and construction of traffic calming measures and new sidewalk on the west side of Oakgrove Road between Trefoil Lane and Caraway Terrace.			
<b>Riverside Parkway Loudoun County Parkway to Lexington Drive</b>	C02004	FY 2016	11-46
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>Round Hill to Franklin Park Trail</b>	C00007	FY 2014	10-11
This project involves the construction of sidewalks and a shared-use trail to provide pedestrian and bicycle connectivity between the Town of Round Hill and Franklin Park.			
<b>Shaw Road</b>	C02116	FY 2018	11-82
This project provides for the design and construction of improvements to Shaw Road from the Sterling Technology property to the Dulles Electric Supply property to widen the road from two to four lanes and to solve existing roadway drainage issues.			
<b>Sterling Boulevard Extension</b>	C02046	FY 2018	11-86
This project provides for the design, right-of-way acquisition, and construction of Sterling Boulevard from Pacific Boulevard to Moran Road.			
<b>Waxpool Road at Pacific Boulevard and Broderick Drive</b>	C00178	FY 2014	11-27
This project designs and constructs intersection improvements and turn lanes at Waxpool Road and Pacific Boulevard and Broderick Drive.			
<b>Woodgrove High School/Fields Farm Park Road</b>	C02037	FY 2018	11-92
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.			





## Projects Identified for Future Development

To better manage the growth and priorities of the CIP, the FY 2022 Proposed CIP includes this new section. All projects whose funding is planned completely within the Future Fiscal Years (four years beyond the six-year planning period of FY 2021 through FY 2026) have been included in this section, so that the FFY within the funding plan are for projects whose appropriation is planned to begin in FY 2021 through FY 2026. The projects listed below, which previously had individual project pages in the CIP document, now appear in this new section. This list of projects will allow staff to develop future capital budgets more strategically and in a more transparent and data-driven way. During subsequent budget processes, prioritizing these projects will be the basis of capital budget guidance sought from the Board of Supervisors during the fall.

These projects are planned for years outside of the current six-year plan. With five exceptions (noted in the table below with a “\*”), no project during the FY 2022 development process has been removed from the FY 2021 through FY 2026 (six-year) planning period and transitioned to this section; further background on why those five projects’ planned appropriations have changed can be found in *Summary of New County Projects and Other Changes*. Noted in this section is the source for the project’s origination and a high-level cost estimate, adjusted for inflation and the uncertainty of estimating project costs so far into the future.

For consistency, projects planned for the Future Fiscal Years from the Loudoun County Public Schools’ CIP are also included in this section; however, these projects are prioritized by the School Board and would not be part of the Board of Supervisors’ guidance process during budget development.

Project	Functional Area	District	Source	Cost Range
Adolescent Independent Living Residence	Health and Welfare	Undetermined	Department Priority	\$7,000,000 - \$7,300,000
Goose Creek Stream Valley Linear Park	Parks, Recreation, and Culture	Ashburn, Catocin	Board Priority	\$8,400,000 - \$8,800,000
Purcellville Library*	Parks, Recreation, and Culture	Blue Ridge	Department Priority	\$43,700,000 - \$45,800,000
STEM Library	Parks, Recreation, and Culture	Catocin	Capital Needs Assessment	\$63,400,000 - \$66,600,000
Teen Center	Parks, Recreation, and Culture	Undetermined	Capital Needs Assessment	\$16,900,000 - \$17,700,000
Courts Evidence Storage Facility	Public Safety	Undetermined	Department Priority	\$15,200,000 - \$16,000,000
Fire and Rescue - Station #05/#17 - Hamilton Station Replacement*	Public Safety	Catocin	Department Priority	\$27,700,000 - \$28,700,000
Fire and Rescue - Station #29 - Old Ox Road (Route 606) Station*	Public Safety	Broad Run	Capital Needs Assessment	\$26,000,000 - \$27,000,000
Fire and Rescue Training Tower*	Public Safety	Catocin	Department Priority	\$2,300,000 - \$2,400,000
Juvenile Detention Center – Phase II	Public Safety	Catocin	Department Priority	No Estimate Available
Belmont Ridge Road – Arcola Mills Drive to Shreveport Drive*	Roads	Blue Ridge	Board Priority	\$57,700,000 - \$61,600,000



## Projects Identified for Future Development

Project	Functional Area	District	Source	Cost Range
Braddock Road, Segment 2B – Loudoun County Parkway to Bull Run Post Office Road	Roads	Dulles	Board Priority	\$23,400,000 - \$24,630,000
Braddock Road, Segment 3 – Bull Run Post Office Rd to Fairfax County Line	Roads	Dulles	Countywide Transportation Plan	\$45,800,000 - \$49,300,000
Davis Drive Bridge	Roads	Broad Run	Board Priority	\$46,700,000 - \$51,500,000
Dulles Greenway Interchange at Loudoun County Parkway Improvements	Roads	Dulles, Broad Run	Board Priority	\$20,100,000 - \$21,100,000
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 3	Roads	Catoctin, Leesburg	Board Priority	\$109,000,000 - \$116,590,000
Route 7 Improvements, Phase 4 – Route 9 to Route 704	Roads	Catoctin	Board Priority	\$68,300,000 - \$73,600,000
Route 7 Improvements, Phase 5 – Route 704 to Route 287	Roads	Blue Ridge, Catoctin	Board Priority	\$73,000,000 - \$78,800,000
Route 7 Improvements, Phase 6 – Route 287 to Route 690	Roads	Blue Ridge	Board Priority	\$96,400,000 - \$104,100,000
Route 50 / Loudoun County Parkway Interchange	Roads	Blue Ridge, Dulles	Countywide Transportation Plan	\$500,000,000 - \$544,100,000
Route 50 Widening from Loudoun County Parkway to Tall Cedars Parkway	Roads	Dulles	Board Priority	\$97,700,000 - \$106,100,000
Ashburn Road Improvements	Sidewalks, Signals, and Traffic Calming	Ashburn, Broad Run	Board Priority	\$20,300,000 - \$20,700,000
Traffic Signal Storage Facility	Sidewalks, Signals, and Traffic Calming	Undetermined	Department Priority	\$5,000,000 - \$5,300,000
Elementary School (ES-24) Central Loudoun	LCPS	Catoctin	LCPS CIP	\$70,930,000
Elementary School (ES-36) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$70,930,000
Elementary School (ES-37) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$71,720,000
Elementary School (ES-38) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$71,720,000
Middle School (MS-15) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$118,640,000
High School (HS-15) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$191,170,000
Eastern Transportation Facility	LCPS	Undetermined	LCPS CIP	\$31,250,000
Field House and Indoor Track Facility	LCPS	Blue Ridge	LCPS CIP	\$33,370,000



# Capital Improvement Program County Projects

## Contents

County Summary	9-1
Administration	9-2
General Government	9-10
Health and Welfare	9-30
Information Technology	9-34
Parks, Recreation, and Culture	9-56
Public Safety	9-76
Towns	9-88



## County Projects

Capital Improvement Program										
County Projects										
	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Costs (\$ in 1000s)</b>										
Administration	363,966	20,735	52,780	47,217	34,029	49,159	37,764	241,684	223,925	829,574
General Government	130,195	36,458	42,223	50,778	140,931	33,399	28,550	332,339	97,467	560,001
Health and Welfare	480	618	1,831	450	-	-	4,926	7,825	-	8,305
Information Technology	21,228	11,826	30,926	13,732	14,824	6,394	6,236	83,938	14,682	119,848
Parks, Recreation, and Culture	189,949	36,737	22,842	5,587	31,185	53,089	67,476	216,916	77,708	484,573
Public Safety	167,699	20,646	10,591	53,381	26,943	38,158	102,049	251,768	25,499	444,967
Towns	22,863	9,111	3,777	5,172	5,615	4,987	3,191	31,853	18,314	73,030
<b>Total – Costs</b>	<b>896,380</b>	<b>136,132</b>	<b>164,970</b>	<b>176,317</b>	<b>253,527</b>	<b>185,186</b>	<b>250,192</b>	<b>1,166,324</b>	<b>457,595</b>	<b>2,520,299</b>
<b>Funding Sources (\$ in 1000s)</b>										
Local Tax Funding	477,041	64,176	110,771	96,673	99,789	92,345	71,713	535,466	349,938	1,362,446
Local Tax Funding Roads	-	1,225	1,022	-	-	-	-	2,247	3,000	5,247
General Obligation Bonds	117,739	8,165	23,593	26,575	16,150	52,022	164,580	291,085	46,691	455,514
Lease Revenue Financing	153,873	43,085	10,000	34,742	117,612	30,293	701	236,433	27,841	418,147
Cash Proffers	100,868	12,020	2,404	2,308	9,458	225	-	26,415	-	127,284
Other Federal Grants	-	-	4,650	-	-	-	-	4,650	-	4,650
NVTA 30% Local	22,594	4,519	3,727	4,672	5,615	4,987	3,191	26,711	13,314	62,620
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Fees (Landfill and Transit)	18,997	2,942	8,803	11,347	4,903	5,314	10,007	43,316	16,811	79,124
Land Sale Proceeds	5,050	-	-	-	-	-	-	-	-	5,050
<b>Total – Funding Sources</b>	<b>896,380</b>	<b>136,132</b>	<b>164,970</b>	<b>176,317</b>	<b>253,527</b>	<b>185,186</b>	<b>250,192</b>	<b>1,166,324</b>	<b>457,595</b>	<b>2,520,299</b>



# Capital Improvement Program Administration

## Contents

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



## Administration

Capital Improvement Program										
Administration Projects										
Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Capital Project Management	30,625	4,695	4,818	4,963	5,112	5,265	5,423	30,276	23,372	84,273
Capital Support Positions	4,652	2,535	2,468	2,542	2,618	2,697	2,778	15,638	11,969	32,259
CIP Contingency	72,256	12,494	29,314	26,855	15,558	16,647	17,812	118,679	84,621	275,557
Land Acquisition - County Projects	119,915	1,012	6,905	1,103	1,158	1,216	1,277	12,671	20,000	152,586
Land Acquisition - School Projects	136,517	-	5,275	9,740	5,870	19,510	6,535	46,930	66,990	250,437
Scoping and Preliminary Engineering	-	-	4,000	2,014	3,713	3,824	3,939	17,490	16,973	34,463
<b>Total – Cost</b>	<b>363,966</b>	<b>20,735</b>	<b>52,780</b>	<b>47,217</b>	<b>34,029</b>	<b>49,159</b>	<b>37,764</b>	<b>241,684</b>	<b>223,925</b>	<b>829,574</b>
Local Tax Funding	359,554	19,499	46,483	37,477	28,159	29,649	37,764	199,030	199,415	758,000
Lease Revenue Financing	3,905	-	5,275	9,740	5,870	19,510	-	40,395	24,510	68,810
Cash Proffers	-	11	-	-	-	-	-	11	-	11
<b>Total – Funding Sources</b>	<b>363,966</b>	<b>20,735</b>	<b>52,780</b>	<b>47,217</b>	<b>34,029</b>	<b>49,159</b>	<b>37,764</b>	<b>241,684</b>	<b>223,925</b>	<b>829,574</b>



## Administration

### Capital Project Management

#### Details:

**Project Number:** C02011

**Election District:** Countywide

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** Ongoing

**Referendum:** n/a

#### Phase Costs in Millions



#### Background:

The Capital Project Management account provides funding for County resources in the Department of Transportation & Capital Infrastructure, Department of Finance and Budget, and the Department of Information Technology to support the County's capital projects. Types of support include budget development, procurement, accounting, and program oversight. The staffing costs for these support positions are included in this account.

Direct project-related staffing costs, such as land acquisition, design engineering, and construction management are included in project budgets.

Due to the high volume of design and construction projects, this account includes annual allocations of local tax funding to hire consulting services from private firms to assist with project planning, such as scoping, cost estimation, and scheduling.

#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	30,625	4,695	4,818	4,963	5,112	5,265	5,423	30,276	23,372	84,273
<b>Total – Costs</b>	<b>30,625</b>	<b>4,695</b>	<b>4,818</b>	<b>4,963</b>	<b>5,112</b>	<b>5,265</b>	<b>5,423</b>	<b>30,276</b>	<b>23,372</b>	<b>84,273</b>
Local Tax Funding	30,386	4,695	4,818	4,963	5,112	5,265	5,423	30,276	23,372	84,034
NVTA 30% Local	239	-	-	-	-	-	-	-	-	239
<b>Total – Funding Sources</b>	<b>30,625</b>	<b>4,695</b>	<b>4,818</b>	<b>4,963</b>	<b>5,112</b>	<b>5,265</b>	<b>5,423</b>	<b>30,276</b>	<b>23,372</b>	<b>84,273</b>



## Administration

## Capital Support Positions

### Details:

**Project Number:** C02247

**Election District:** Countywide

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** Ongoing

**Referendum:** n/a

### Background:

The FY 2021 – FY 2026 Adopted CIP continues to incorporate County staffing and consulting costs related to the development, implementation, and monitoring of the CIP. Support positions, including staff who provide more indirect or general CIP support such as budgeting or procurement, are budgeted through this central project.

For County staff who work directly on projects, such as design engineers, land acquisition managers, project managers, and construction/civil engineers, charges are funded through individual project budgets, thereby more accurately reflecting the true cost of a project.

### Phase Costs in Millions



### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Personnel	4,652	2,535	2,468	2,542	2,618	2,697	2,778	15,638	11,969	32,259
<b>Total – Costs</b>	<b>4,652</b>	<b>2,535</b>	<b>2,468</b>	<b>2,542</b>	<b>2,618</b>	<b>2,697</b>	<b>2,778</b>	<b>15,638</b>	<b>11,969</b>	<b>32,259</b>
Local Tax Funding	4,652	2,535	2,468	2,542	2,618	2,697	2,778	15,638	11,969	32,259
<b>Total – Funding Sources</b>	<b>4,652</b>	<b>2,535</b>	<b>2,468</b>	<b>2,542</b>	<b>2,618</b>	<b>2,697</b>	<b>2,778</b>	<b>15,638</b>	<b>11,969</b>	<b>32,259</b>



## Administration

## CIP Contingency

### Details

**Project Number:** C00030

**Election District:** Countywide

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** Ongoing

**Referendum:** n/a

### Phase Costs in Millions



### Background

The Capital Improvement Program (CIP) Contingency account includes annual allocations of local tax funding to maintain a sustainable capital project contingency commensurate with a capital financing plan that is over \$2 billion dollars.

### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Contingency	72,256	12,494	29,314	26,855	15,558	16,647	17,812	118,679	84,621	275,557
<b>Total – Costs</b>	<b>72,256</b>	<b>12,494</b>	<b>29,314</b>	<b>26,855</b>	<b>15,558</b>	<b>16,647</b>	<b>17,812</b>	<b>118,679</b>	<b>84,621</b>	<b>275,557</b>
Local Tax Funding	71,989	11,269	28,292	26,855	15,558	16,647	17,812	116,432	84,621	273,042
Local Tax Funding Roads	-	1,225	1,022	-	-	-	-	2,247	-	2,247
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
<b>Total – Funding Sources</b>	<b>72,256</b>	<b>12,494</b>	<b>29,314</b>	<b>26,855</b>	<b>15,558</b>	<b>16,647</b>	<b>17,812</b>	<b>118,679</b>	<b>84,621</b>	<b>275,557</b>



## Administration

## Land Acquisition Fund

## Details:

Project Number: C02248, C00036

Election District: Countywide

Location: Countywide

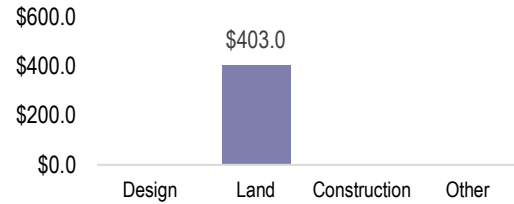
Estimated Completion Year: n/a

Referendum: n/a

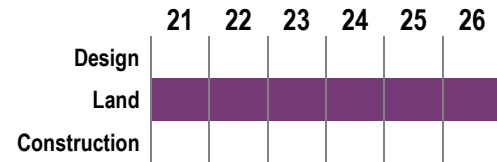
## Background:

This project provides funding for land acquisition. In order to develop the facilities in the Capital Plan, the County uses existing property that is owned by the County and the Loudoun County School Board, proffered property that will be dedicated to the County, and property that needs to be acquired by the County.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Land	256,432	1,000	12,180	10,843	7,028	20,726	7,812	59,589	86,990	403,011
Personnel	-	11	-	-	-	-	-	11	-	11
<b>Total – Cost</b>	<b>256,432</b>	<b>1,011</b>	<b>12,180</b>	<b>10,843</b>	<b>7,028</b>	<b>20,726</b>	<b>7,812</b>	<b>59,600</b>	<b>86,990</b>	<b>403,022</b>
Local Tax Funding	252,527	1,000	6,905	1,103	1,158	1,216	7,812	19,194	62,480	334,201
Lease Revenue Financing	3,905	-	5,275	9,740	5,870	19,510	-	40,395	24,510	68,810
Cash Proffers	-	11	-	-	-	-	-	11	-	11
<b>Total – Funding Sources</b>	<b>256,432</b>	<b>1,011</b>	<b>12,180</b>	<b>10,843</b>	<b>7,028</b>	<b>20,726</b>	<b>7,812</b>	<b>59,600</b>	<b>86,990</b>	<b>403,022</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	132	766	1,616	2,500	3,886	8,899
<b>Total – Impact</b>	<b>-</b>	<b>132</b>	<b>766</b>	<b>1,616</b>	<b>2,500</b>	<b>3,886</b>	<b>8,899</b>



## Administration

### Scoping and Preliminary Engineering

#### Details:

**Project Number:** C02388

**Election District:** Countywide

**Completion Year:** Ongoing

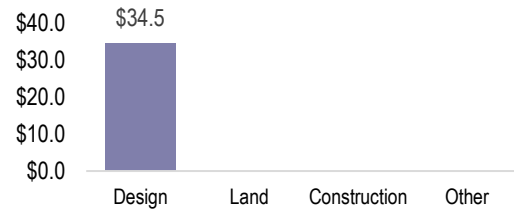
**Referendum:** n/a

#### Background:

This project provides funding to initiate advanced project scoping and preliminary engineering of transportation projects. The advanced engineering effort is used to initiate engineering and environmental analysis of transportation projects that are funded for design in future years.

This advanced engineering will be used to better position projects for federal, state, and regional transportation funding opportunities that require "shovel ready or near ready" status. This project serves as a funding source account. Once specific project locations are identified, the funds will be transferred to the specific project account.

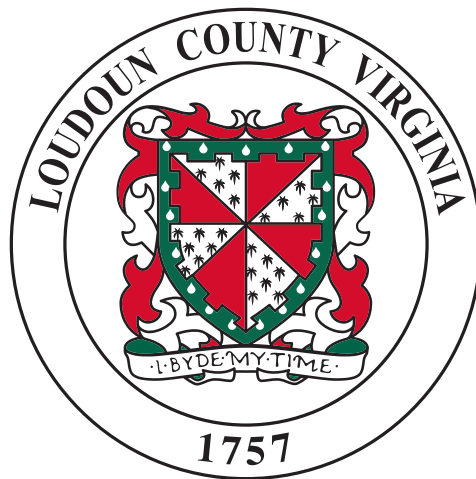
#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	4,000	2,014	3,713	3,824	3,939	17,490	16,973	34,463
<b>Total – Costs</b>	-	-	<b>4,000</b>	<b>2,014</b>	<b>3,713</b>	<b>3,824</b>	<b>3,939</b>	<b>17,490</b>	<b>16,973</b>	<b>34,463</b>
Local Tax Funding	-	-	4,000	2,014	3,713	3,824	3,939	17,490	16,973	34,463
<b>Total – Funding Sources</b>	-	-	<b>4,000</b>	<b>2,014</b>	<b>3,713</b>	<b>3,824</b>	<b>3,939</b>	<b>17,490</b>	<b>16,973</b>	<b>34,463</b>





# Capital Improvement Program

## General Government

### Contents

General Government Summary	9-11
Broad Run Farms Waterline Extension	9-12
Consolidated Shops and Warehouse Facility	9-13
County Renovation Program	9-14
County Renovation Program – Government Center	9-15
County Renovation Program – Shenandoah Building	9-16
County Renovation Program – Waterford Space	9-17
Dam Safety Contingency	9-18
Eastern Services Center	9-19
General Government Office Space – Sycolin Road Phase I	9-20
Landfill - CDD Cell A2 Liner	9-21
Landfill – Cell Capping	9-22
Landfill – Infrastructure Improvements	9-23
Landfill Reclamation – Cell R2 Liner	9-24
Landfill Sequence 1A Cap	9-25
Selma Estates Flood Mitigation	9-26
Storm Water Management	9-27
Water/Wastewater Program	9-28



## General Government

Capital Improvement Program										
General Government										
Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Broad Run Farms Waterline Extension	-	9,885	-	-	-	-	-	9,885	-	9,885
Consolidated Shops and Warehouse Facility	35,200	3,500	-	-	-	-	-	3,500	-	38,700
County Renovation Program - Government Center	-	500	535	572	612	655	701	3,575	3,331	6,906
County Renovation Program - Renovation Fund	1,000	1,111	6,645	6,725	6,811	6,903	7,001	35,196	29,129	65,325
County Renovation Program - Shenandoah Building Renovations	-	-	4,000	4,000	4,000	-	-	12,000	-	12,000
County Renovation Program - Waterford Space Renovation	-	-	2,000	-	-	-	-	2,000	-	2,000
Dam Safety Contingency	-	-	2,000	-	-	-	-	2,000	-	2,000
Eastern Services Center	-	-	-	-	17,250	-	-	17,250	-	17,250
General Government Office Space - Sycolin Road Phase I	-	-	-	17,565	97,380	10,128	-	125,073	-	125,073
Landfill - CDD Cell A2 Liner	8,350	-	-	6,220	-	-	-	6,220	-	14,570
Landfill - Cell Capping	-	-	-	-	-	-	5,010	5,010	-	5,010
Landfill - Debt Service	10,647	2,942	3,600	4,427	4,903	4,764	4,387	25,023	16,261	51,931
Landfill - Infrastructure Improvements	-	-	5,203	700	-	550	610	7,063	550	7,613
Landfill - Sequence 1A Cap	1,500	1,790	-	-	-	-	-	1,790	-	3,290
Landfill Reclamation - Cell R2 Liner	21,480	7,920	-	-	-	-	-	7,920	-	29,400
Selma Estates Flood Mitigation	-	-	8,060	-	-	-	-	8,060	-	8,060
Storm Water Management	44,019	6,460	7,780	8,119	7,475	7,849	8,241	45,924	37,296	127,239
Water/Wastewater Program	8,000	2,350	2,400	2,450	2,500	2,550	2,600	14,850	10,900	33,750
<b>Total – Cost</b>	<b>130,195</b>	<b>36,458</b>	<b>42,223</b>	<b>50,778</b>	<b>140,931</b>	<b>33,399</b>	<b>28,550</b>	<b>332,339</b>	<b>97,467</b>	<b>560,001</b>
Local Tax Funding	63,219	19,766	26,235	37,859	20,786	17,302	17,842	139,790	77,325	280,334
Lease Revenue Financing	47,980	13,710	2,535	1,572	111,742	10,783	701	141,043	3,331	192,354
Cash Proffers	-	40	-	-	3,500	-	-	3,540	-	3,540
Fees (Landfill and Transit)	18,997	2,942	8,803	11,347	4,903	5,314	10,007	43,316	16,811	79,124
<b>Total – Funding Sources</b>	<b>130,195</b>	<b>36,458</b>	<b>42,223</b>	<b>50,778</b>	<b>140,931</b>	<b>33,399</b>	<b>28,550</b>	<b>332,339</b>	<b>97,467</b>	<b>560,001</b>



## General Government

## Broad Run Farms Waterline Extension

## Details:

Project Number: C02323

Election District: Algonkian District

Square Feet: n/a

Location: Broad Run Farms subdivision

Completion Year: FY 2021

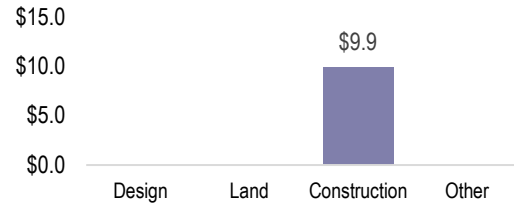
Referendum: n/a

## Background:

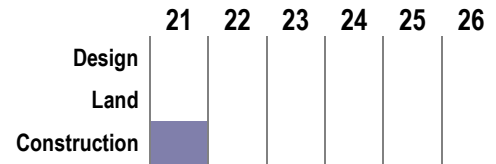
The Hidden Lane Landfill is an Environmental Protection Agency (EPA) Superfund Site in the Broad Run Farms community in Sterling. The Board of Supervisors has authorized an extension of public waterlines throughout the Broad Run Farms subdivision in response to groundwater contamination from the Hidden Lane Landfill.

The EPA has proposed using federal funds to extend water service to serve 142 (out of 453) Broad Run Farms parcels that are closest to the area impacted by the Superfund Site. This project will extend water line mains to the remaining 311 parcels in Broad Run Farms.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	9,885	-	-	-	-	-	9,885	-	9,885
<b>Total Cost</b>	-	<b>9,885</b>	-	-	-	-	-	<b>9,885</b>	-	<b>9,885</b>
Local Tax Funding	-	9,885	-	-	-	-	-	9,885	-	9,885
<b>Total Financing</b>	-	<b>9,885</b>	-	-	-	-	-	<b>9,885</b>	-	<b>9,885</b>



## General Government

## Consolidated Shops and Warehouse Facility

## Details:

Project Number: C02071

Election District: Catoclin

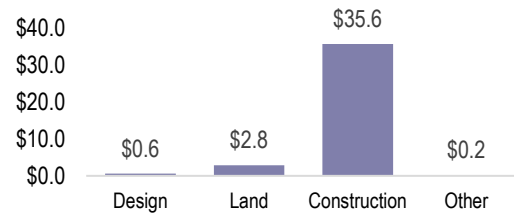
Square Feet: 176,250

Location: 750 &amp; 751 Miller Drive

Estimated Completion Year: FY 2022

Referendum: n/a

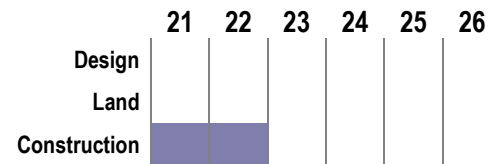
## Phase Costs in Millions



## Background:

This project provides funding for the development of a Consolidated Shops and Warehouse Facility that will provide storage and warehouse space for all County Government departments in one location. This will eliminate the use of leased warehouse, shop, and storage space spread throughout the County. Based on the County's current Space Plan, the facility located at 751 Miller Drive will provide functional and secure warehousing space for Fire and Rescue Self-Contained Breathing (SCBA) Apparatus, Apparatus up-fitting, Candidate Physical Ability Testing (CPAT), and it will provide enough space for the future Wellness Center.

## Project Phase Timeline by FY



The 750 Miller Drive facility will continue to serve Voter Registration and other County departments in addition to providing additional space that can be used by County departments that undergo renovations.

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	57	-	-	-	-	-	-	-	-	57
Land	2,820	-	-	-	-	-	-	-	-	2,820
Construction	32,143	3,500	-	-	-	-	-	3,500	-	35,643
Furniture, Fixtures & Equip	180	-	-	-	-	-	-	-	-	180
<b>Total – Costs</b>	<b>35,200</b>	<b>3,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,500</b>	<b>-</b>	<b>38,700</b>
Local Tax Funding	10,200	-	-	-	-	-	-	-	-	10,200
Lease Revenue Financing	25,000	3,500	-	-	-	-	-	3,500	-	28,500
<b>Total – Funding Sources</b>	<b>35,200</b>	<b>3,500</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,500</b>	<b>-</b>	<b>38,700</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
O&M	-	1,077	1,109	1,142	1,176	1,212	5,715
Debt Service	-	88	346	337	328	319	1,418
<b>Total – Impact</b>	<b>-</b>	<b>1,164</b>	<b>1,454</b>	<b>1,479</b>	<b>1,504</b>	<b>1,531</b>	<b>7,133</b>



## General Government

## County Renovation Program

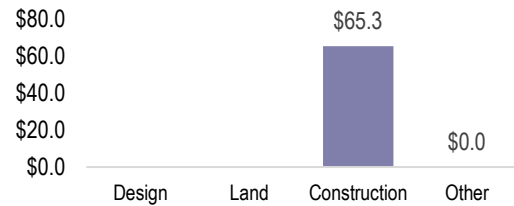
## Details:

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

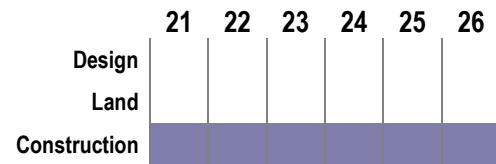
## Background:

In FY 2020 the County's ongoing renovation funding was moved from the Capital Asset Preservation Program (CAPP) Fund to an expanded Renovation Program in the CIP. This Program has both project-based renovations, which tend to be larger in scale and require longer-term planning, and smaller renovation projects resulting from changes in program/department requirements.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	1,000	1,078	6,645	6,725	6,811	6,903	7,001	35,163	29,129	65,292
Personnel	-	33	-	-	-	-	-	33	-	33
<b>Total – Costs</b>	<b>1,000</b>	<b>1,111</b>	<b>6,645</b>	<b>6,725</b>	<b>6,811</b>	<b>6,903</b>	<b>7,001</b>	<b>35,196</b>	<b>29,129</b>	<b>65,325</b>
Local Tax Funding	1,000	1,071	6,645	6,725	6,811	6,903	7,001	35,156	29,129	65,285
Cash Proffers	-	40	-	-	-	-	-	40	-	40
<b>Total – Funding Sources</b>	<b>1,000</b>	<b>1,111</b>	<b>6,645</b>	<b>6,725</b>	<b>6,811</b>	<b>6,903</b>	<b>7,001</b>	<b>35,196</b>	<b>29,129</b>	<b>65,325</b>



## General Government

## County Renovation Program – Government Center

## Details:

Project Number: C02342

Election District: Leesburg

Square Feet: 158,000

Location: 1 Harrison Street SE, Leesburg, VA

Completion Year: Ongoing

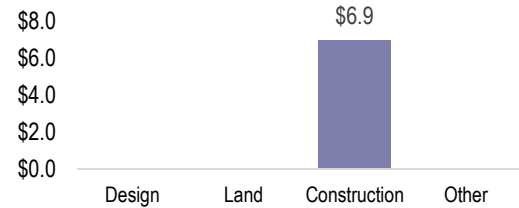
Referendum: n/a

## Background:

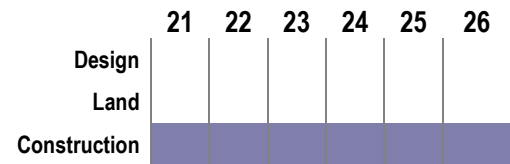
This project will fund ongoing renovations to the Loudoun County Government Center. The County Government work force has grown substantially, and, in addition to general renovation needs due to age, the facility will need to undergo continued renovations as departments continue to add more employees to maintain current service levels.

Beginning with the FY 2022 Proposed Budget, all *County Renovation Program* sub-projects will now be displayed with their own CIP project pages. Previously, these projects were displayed together on one page.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction		500	535	572	612	655	701	3,575	3,331	6,906
<b>Total – Costs</b>	-	<b>500</b>	<b>535</b>	<b>572</b>	<b>612</b>	<b>655</b>	<b>701</b>	<b>3,575</b>	<b>3,331</b>	<b>6,906</b>
Lease Revenue Financing		500	535	572	612	655	701	3,575	3,331	6,906
<b>Total – Funding Sources</b>	-	<b>500</b>	<b>535</b>	<b>572</b>	<b>612</b>	<b>655</b>	<b>701</b>	<b>3,575</b>	<b>3,331</b>	<b>6,906</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	13	65	123	181	245	628
<b>Total – Impact</b>	-	<b>13</b>	<b>65</b>	<b>123</b>	<b>181</b>	<b>245</b>	<b>628</b>



## General Government

## County Renovation Program – Shenandoah Building

## Details:

Project Number: C02396

Election District: Leesburg

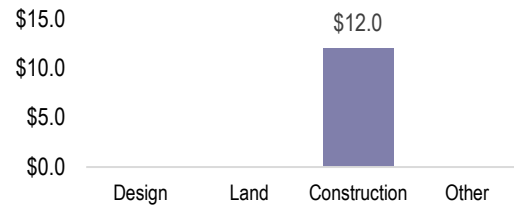
Square Feet: 76,000

Location: 102 Heritage Way NE, Leesburg, VA

Completion Year: FY 2024

Referendum: n/a

## Phase Costs in Millions

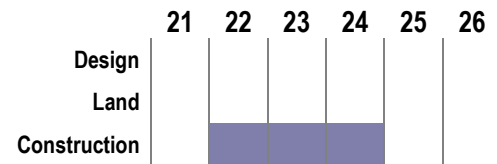


## Background:

This project funds the full renovation of the Shenandoah Office Building in Leesburg. The project will include three-year phased renovations to each floor of the building, with final completion expected in FY 2024. Total funding for this project is \$12 million.

Beginning with the FY 2022 Proposed Budget, all County Renovation Program sub-projects will now be displayed with their own CIP project pages. Previously, these projects were displayed together on one page.

## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	-	4,000	4,000	4,000	-	-	12,000	-	12,000
<b>Total – Costs</b>	-	-	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	-	-	<b>12,000</b>	-	<b>12,000</b>
Local Tax Funding	-	-	4,000	4,000	4,000	-	-	12,000	-	12,000
<b>Total – Funding Sources</b>	-	-	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	-	-	<b>12,000</b>	-	<b>12,000</b>



## General Government

## County Renovation Program – Waterford Space

## Details:

Project Number: C02395

Election District: Catocin

Square Feet: 15,143

Location: 39820 Charles Town Pike, Waterford, VA

Completion Year: FY 2022

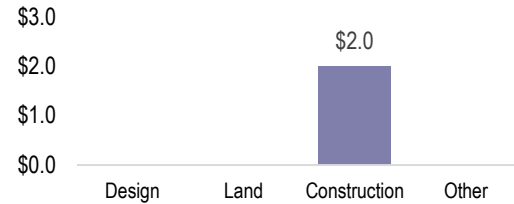
Referendum: n/a

## Background:

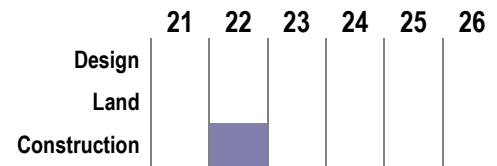
This project funds the renovation of up to 15,143 square-feet at the former Animal Shelter in Waterford as office space for Extension Services and Economic Development's Agricultural Business program. The expected completion date is FY 2022. Total funding for this project is \$2 million.

Beginning with the FY 2022 Proposed Budget, all County Renovation Program sub-projects will now be displayed with their own CIP project pages. Previously, these projects were displayed together on one page.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	-	2,000	-	-	-	-	2,000	-	2,000
<b>Total – Costs</b>	-	-	<b>2,000</b>	-	-	-	-	<b>2,000</b>	-	<b>2,000</b>
Lease Revenue Financing	-	-	2,000	-	-	-	-	2,000	-	2,000
<b>Total – Funding Sources</b>	-	-	<b>2,000</b>	-	-	-	-	<b>2,000</b>	-	<b>2,000</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	50	198	193	188	183	810
<b>Total – Impact</b>	-	<b>50</b>	<b>198</b>	<b>193</b>	<b>188</b>	<b>183</b>	<b>810</b>



## General Government

## Dam Safety Contingency

## Details:

Project Number: C02407

Election District: Countywide

Estimated Completion Year: n/a

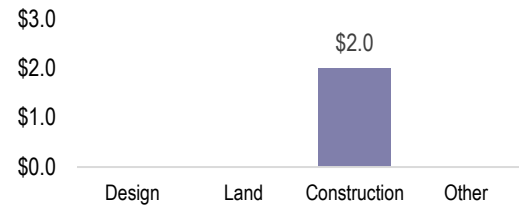
Referendum: n/a

## Background:

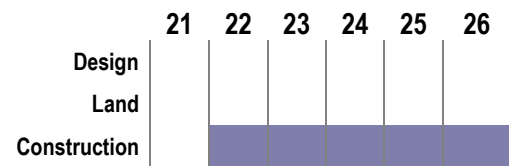
Over 130 dams listed in the Virginia Dam Safety Inventory are in Loudoun County. Of the 130 Loudoun County dams, 24 are classified as being a high or significant hazard, and over 70% are classified as an "unknown" hazard. Most of the dams are owned by private entities, such as HOAs or corporations, but there are several dams that have unknown ownership, while others have full or partial County ownership. Dams require consistent long-term maintenance to ensure they are operating safely.

As dams with unknown or County ownership continue to age, there is a need for engineering design and construction rehabilitation funding for those dams which may require maintenance or pose a public safety risk. Additionally, the County also has ownership of multiple stormwater management ponds that are maintained using funds from the Storm Water Management capital project. This contingency would fund emergency repairs, as needed, to ensure that these dams are maintained to protect public safety and property. This project was added during the FY 2022 budget development process to support a request from the Board of Supervisors and the Department of General Services.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	-	2,000	-	-	-	-	2,000	-	2,000
<b>Total – Costs</b>	-	-	<b>2,000</b>	-	-	-	-	<b>2,000</b>	-	<b>2,000</b>
Local Tax Funding	-	-	2,000	-	-	-	-	2,000	-	2,000
<b>Total – Funding Sources</b>	-	-	<b>2,000</b>	-	-	-	-	<b>2,000</b>	-	<b>2,000</b>



## General Government

### Eastern Services Center

#### Details:

**Project Number:** n/a

**Election District:** n/a

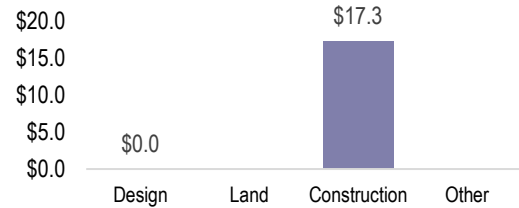
**Square Feet:** 60,000

**Location:** n/a

**Estimated Completion Year:** FY 2025

**Referendum:** n/a

#### Phase Costs in Millions

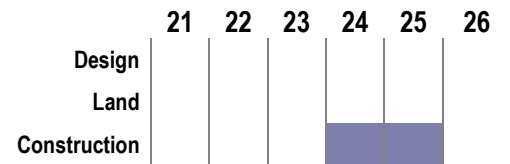


#### Background:

This project provides funding to acquire and renovate office space 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 and Human Services; and Mental Health, Substance Abuse, and Developmental Services.

#### Project Phase Timeline by FY



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.

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	-	-	-	17,250	-	-	17,250	-	17,250
<b>Total – Costs</b>	-	-	-	-	<b>17,250</b>	-	-	<b>17,250</b>	-	<b>17,250</b>
Lease Revenue Financing	-	-	-	-	13,750	-	-	13,750	-	13,750
Cash Proffers	-	-	-	-	3,500	-	-	3,500	-	3,500
<b>Total – Funding Sources</b>	-	-	-	-	<b>17,250</b>	-	-	<b>17,250</b>	-	<b>17,250</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Staffing	-	-	-	121	125	128	374
O&M	-	-	-	443	400	412	1,256
Debt Service	-	-	-	172	852	1,343	2,367
<b>Total – Impact</b>	-	-	-	<b>736</b>	<b>1,377</b>	<b>1,884</b>	<b>3,997</b>



## General Government

## General Government Office Space – Sycolin Road Phase I

## Details:

Project Number: n/a

Election District: Catoclin

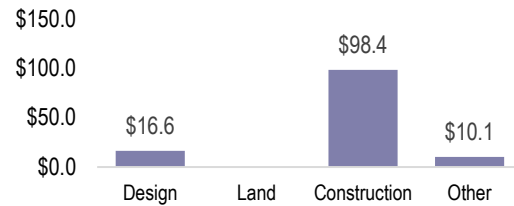
Square Feet: 150,000

Location: Government Support Center site on Sycolin Road

Estimated Completion Year: FY 2030

Referendum: n/a

## Phase Costs in Millions



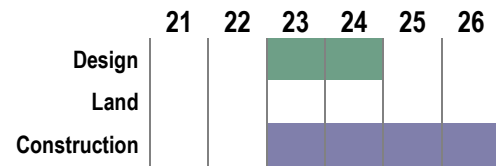
## Background:

Phase I of the project proposes to provide funding to design and construct a new County government office space at the Government Support Center site along Sycolin Road in the Leesburg Planning Subarea in FY 2023 and FY 2024.

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.

## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	16,565	-	-	-	16,565	-	16,565
Construction	-	-	-	1,000	97,380	-	-	98,380	-	98,380
Furniture, Fixtures & Equip	-	-	-	-	-	10,128	-	10,128	-	10,128
<b>Total – Costs</b>	-	-	-	<b>17,565</b>	<b>97,380</b>	<b>10,128</b>	-	<b>125,073</b>	-	<b>125,073</b>
Local Tax Funding	-	-	-	16,565	-	-	-	16,565	-	16,565
Lease Revenue Financing	-	-	-	1,000	97,380	10,128	-	108,508	-	108,508
<b>Total – Funding Sources</b>	-	-	-	<b>17,565</b>	<b>97,380</b>	<b>10,128</b>	-	<b>125,073</b>	-	<b>125,073</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
O&M	-	-	-	-	-	1,108	1,108
Debt Service	-	-	-	-	135	717	851
<b>Total – Impact</b>	-	-	-	-	<b>135</b>	<b>1,824</b>	<b>1,959</b>



## General Government

## Landfill – Construction Demolition Debris Cell A2 Liner

## Details:

Project Number: C02231

Election District: Catoclin

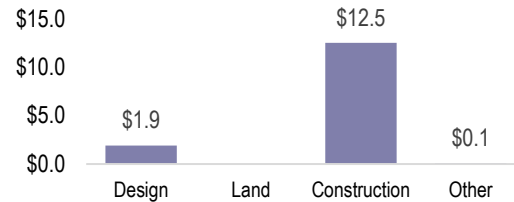
Acreage: approximately 8

Location: Loudoun County Landfill

Estimated Completion Year: Ongoing

Referendum: n/a

## Phase Costs in Millions

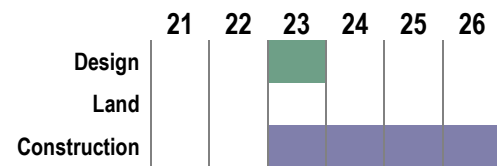


## Background:

This project funds the engineering, design, and permitting of the Construction Demolition Debris (CDD) Unit at the Loudoun County Solid Waste Management Facility. This project also includes preparation of bidding documents and construction of the first 8-acre CDD-only Cell Area 2 (Cell A2) of an approximate total 48-acre CDD Unit area. The CDD Unit is intended to divert CDD waste from the municipal solid waste disposal unit, thus extending the life of the landfill and providing continued long-term support for County growth.

The Department of General Services manages the Loudoun County Solid Waste Management Facility (Landfill). Operating costs for landfill disposal operations are offset by fees collected for service at the facility in keeping with the Loudoun County Board of Supervisors' policy of revenue neutrality for landfill operations. No additional operational resources are required for the CDD Unit permitting and Cell Area 2 construction project.

## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	850	-	-	-	850	-	850
Planning	1,080	-	-	-	-	-	-	-	-	1,080
Owner Costs	13	-	-	-	-	-	-	-	-	13
Construction	7,170	-	-	5,370	-	-	-	5,370	-	12,540
Furniture, Fixtures & Equip	87	-	-	-	-	-	-	-	-	87
<b>Total – Costs</b>	<b>8,350</b>	<b>-</b>	<b>-</b>	<b>6,220</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,220</b>	<b>-</b>	<b>14,570</b>
Fees (Landfill and Transit)	8,350	-	-	6,220	-	-	-	6,220	-	14,570
<b>Total – Funding Sources</b>	<b>8,350</b>	<b>-</b>	<b>-</b>	<b>6,220</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6,220</b>	<b>-</b>	<b>14,570</b>



## General Government

### Landfill – Cell Capping

#### Details:

**Project Number:** C02391

**Election District:** Catoctin

**Location:** Loudoun County Landfill

**Completion Year:** Ongoing

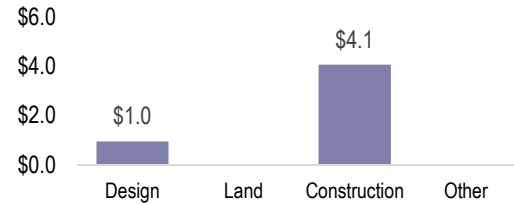
**Referendum:** n/a

#### Background:

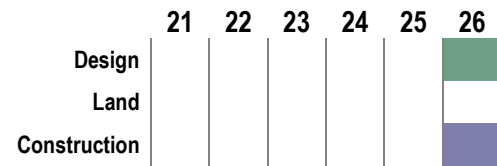
This ongoing project consists of the design and construction of erosion and sediment controls, fine grading, and installation of a permanent synthetic cap over landfill cells which have been filled to capacity, per approved permit conditions. Closure operations and maintenance costs include maintenance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

The Department of General Services manages the Loudoun County Solid Waste Management Facility (Landfill). The capping project is funded through landfill fees as recommended by the annual Landfill Disposal Operations Financial Analysis. No additional operational resources are required for the capping project.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	-	950	950	-	950
Construction	-	-	-	-	-	-	4,060	4,060	-	4,060
<b>Total – Costs</b>	-	-	-	-	-	-	<b>5,010</b>	<b>5,010</b>	-	<b>5,010</b>
Fees (Landfill and Transit)	-	-	-	-	-	-	5,010	5,010	-	5,010
<b>Total – Funding Sources</b>	-	-	-	-	-	-	<b>5,010</b>	<b>5,010</b>	-	<b>5,010</b>



## General Government

### Landfill – Infrastructure Improvements

#### Details:

**Project Number:** C02390

**Election District:** Catoclin

**Location:** Loudoun County Landfill

**Completion Year:** Ongoing

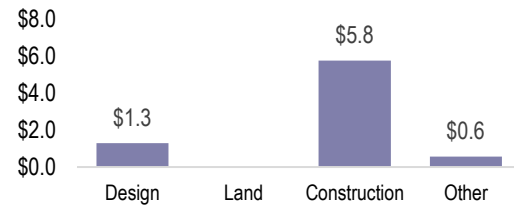
**Referendum:** n/a

#### Background:

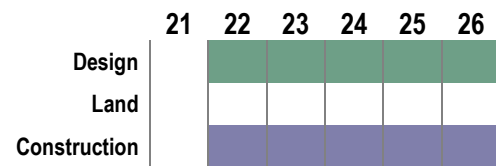
This project consists of ongoing improvements to the infrastructure of the County Landfill. The existing infrastructure consists of legacy structures and features that do not safely or efficiently handle the number of customers or volume of waste and recycling materials delivered to the site daily. Additionally,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

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

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	770	165	-	135	80	1,150	135	1,285
Construction	-	-	3,890	535	-	415	500	5,340	415	5,755
Furniture, Fixtures & Equip	-	-	543	-	-	-	30	573	-	573
<b>Total – Costs</b>	-	-	<b>5,203</b>	<b>700</b>	-	<b>550</b>	<b>610</b>	<b>7,063</b>	<b>550</b>	<b>7,613</b>
Fees (Landfill and Transit)	-	-	5,203	700	-	550	610	7,063	550	7,613
<b>Total – Funding Sources</b>	-	-	<b>5,203</b>	<b>700</b>	-	<b>550</b>	<b>610</b>	<b>7,063</b>	<b>550</b>	<b>7,613</b>



## General Government

## Landfill Reclamation – Cell R2 Liner

## Details:

Project Number: C00214

Election District: Catoctin

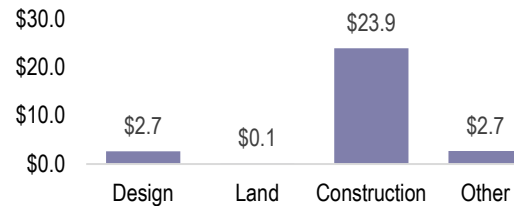
Acreage: approximately 9

Location: Loudoun County Landfill

Estimated Completion Year: Ongoing

Referendum: n/a

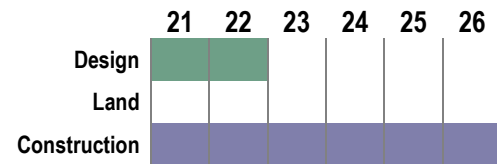
## Phase Costs in Millions



## Background:

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

## Project Phase Timeline by FY



The anticipated benefits of executing this project are to 1. remove the source of groundwater contamination at the landfill; 2. remediate current groundwater contamination; and 3. gain cost effective, new landfill capacity without expanding the disposal footprint or constructing new infrastructure. This project is anticipated to be phased over a multi-year period utilizing contracted services. The Department of General Services manages the Loudoun County Solid Waste Management Facility (Landfill). Operating costs for landfill disposal operations are offset by fees collected for service at the facility in keeping with the Loudoun County Board of Supervisors' policy of revenue neutrality for landfill operations. No additional operational resources are required for the reclamation project.

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	1,800	850	-	-	-	-	-	850	-	2,650
Utility Relocation	120	-	-	-	-	-	-	-	-	120
Construction	16,868	7,070	-	-	-	-	-	7,070	-	23,938
Furniture, Fixtures & Equip	2,532	-	-	-	-	-	-	-	-	2,532
Personnel	160	-	-	-	-	-	-	-	-	160
<b>Total – Costs</b>	<b>21,480</b>	<b>7,920</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,920</b>	<b>-</b>	<b>29,400</b>
Lease Revenue Financing	21,480	7,920	-	-	-	-	-	7,920	-	29,400
<b>Total – Funding Sources</b>	<b>21,480</b>	<b>7,920</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7,920</b>	<b>-</b>	<b>29,400</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	791	771	752	732	712	3,758
<b>Total – Impact</b>	<b>-</b>	<b>791</b>	<b>771</b>	<b>752</b>	<b>732</b>	<b>712</b>	<b>3,758</b>



## General Government

## Landfill Sequence IA Cap

## Details:

Project Number: C02249

Election District: Catoctin

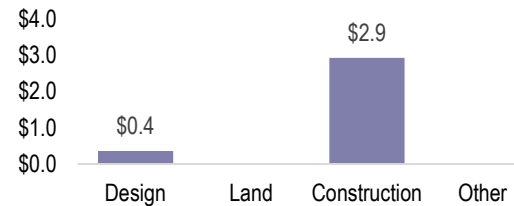
Acreage: approximately 20

Location: Loudoun County Landfill

Estimated Completion Year: FY 2022

Referendum: n/a

## Phase Costs in Millions

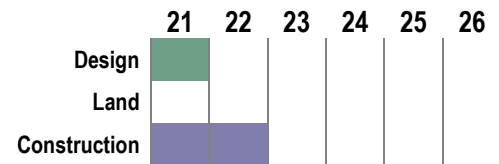


## Background:

This project consists of the 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). Closure operations and maintenance costs include maintenance of closed, lined and capped disposal space, erosion control structures and environmental monitoring in accordance with approved permit conditions, closure plan requirements, and state regulations. No additional operational resources are required for the closure project.

## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services		360	-	-	-	-	-	360	-	360
Construction	1,500	1,430	-	-	-	-	-	1,430	-	2,930
<b>Total – Costs</b>	<b>1,500</b>	<b>1,790</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,790</b>	<b>-</b>	<b>3,290</b>
Lease Revenue Financing	1,500	1,790	-	-	-	-	-	1,790	-	3,290
<b>Total – Funding Sources</b>	<b>1,500</b>	<b>1,790</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,790</b>	<b>-</b>	<b>3,290</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	330	321	313	305	1,269
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>330</b>	<b>321</b>	<b>313</b>	<b>305</b>	<b>1,269</b>



## General Government

### Selma Estates Flood Mitigation

#### Details:

**Project Number:** C02393

**Election District:** Catoclin

**Square Feet:** n/a

**Location:** Selma Estates community

**Completion Year:** FY 2023

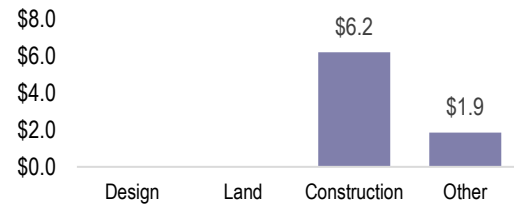
**Referendum:** n/a

#### Background:

This project funds the County's local match for a Federal Emergency Management Agency (FEMA) Flood Mitigation Assistance grant. If awarded, the grant would fund a buy-out program for eligible homes in the Selma Estates community. The County has applied for the FEMA grant to mitigate the repetitive flood damage to homes that were built within the FEMA-defined Special Flood Hazard Area. To receive the FEMA grant, the County must commit to providing local matching funds, which are allocated through this capital project. Additionally, this project also includes contingency funding, which is not an allowable expenditure to be funded by the FEMA grant.

The County will be notified if its FEMA grant application is successful by January 2022.

Phase Costs in Millions



Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	-	6,200	-	-	-	-	6,200	-	6,200
Contingency	-	-	1,860	-	-	-	-	1,860	-	1,860
<b>Total – Costs</b>	-	-	<b>8,060</b>	-	-	-	-	<b>8,060</b>	-	<b>8,060</b>
Local Tax Funding	-	-	3,410	-	-	-	-	3,410	-	3,410
Other Federal Grants	-	-	4,650	-	-	-	-	4,650	-	4,650
<b>Total – Funding Sources</b>	-	-	<b>8,060</b>	-	-	-	-	<b>8,060</b>	-	<b>8,060</b>



## General Government

### Storm Water Management

#### Details:

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

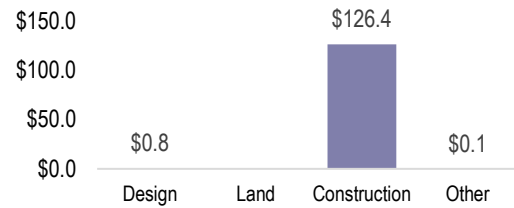
#### Background:

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

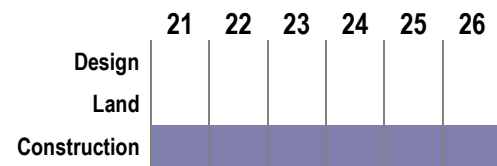
These capital funds support the restoration and management of storm water infrastructure that the County has identified in the storm water management strategic plan. This project provides funding to meet storm water management programmatic needs, partially restore the older sections of the system, address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

Beginning in FY 2019 and extending over a ten-year period, additional funding is required to support the County's State and Federal Total Maximum Daily Load (TMDL) and Municipal Separate Storm Sewer System (MS4) Chesapeake Bay requirements. The TMDL was issued by the EPA and is a mandate for all states in the Chesapeake Bay watershed. In 2012, the County completed a study that estimated the County's costs for meeting the Chesapeake Bay TMDL reduction requirements will be \$20 million (2012 dollars) in storm water retrofit projects by 2028. Project funding was increased during the FY 2022 budget development process for FY 2022 and FY 2023 to accommodate anticipated property acquisition costs.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	774	-	-	-	-	-	-	-	-	774
Construction	43,145	6,460	7,780	8,119	7,475	7,849	8,241	45,924	37,296	126,365
Payments to State	100	-	-	-	-	-	-	-	-	100
<b>Total – Costs</b>	<b>44,019</b>	<b>6,460</b>	<b>7,780</b>	<b>8,119</b>	<b>7,475</b>	<b>7,849</b>	<b>8,241</b>	<b>45,924</b>	<b>37,296</b>	<b>127,239</b>
Local Tax Funding	44,019	6,460	7,780	8,119	7,475	7,849	8,241	45,924	37,296	127,239
<b>Total – Funding Sources</b>	<b>44,019</b>	<b>6,460</b>	<b>7,780</b>	<b>8,119</b>	<b>7,475</b>	<b>7,849</b>	<b>8,241</b>	<b>45,924</b>	<b>37,296</b>	<b>127,239</b>



## General Government

### Water/Wastewater Program

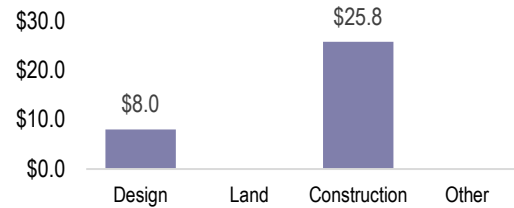
#### Details:

**Project Number:** C02091  
**Election District:** Countywide  
**Location:** Countywide  
**Completion Year:** Ongoing  
**Referendum:** n/a

#### Background:

In 2015, the Board of Supervisors approved the Water and Wastewater Projects Funding Policy, which established the Water/Wastewater Program (Program). The Program supports communities experiencing issues with inadequate water and/or wastewater systems by funding feasibility studies, designs, construction costs, and utility connections for at-risk communities throughout the County, based on a community's ability to pay. No operating expenses will be incurred during the six-year CIP planning period.

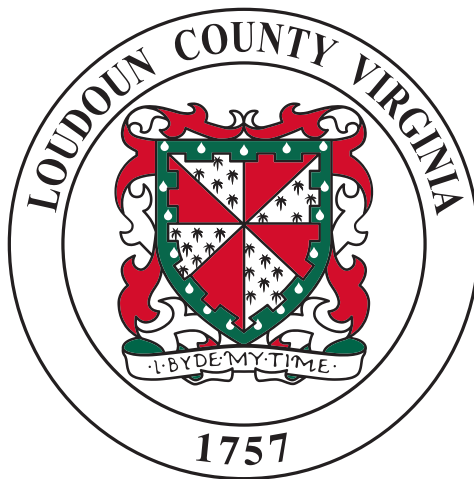
#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	8,000	-	-	-	-	-	-	-	-	8,000
Construction	-	2,350	2,400	2,450	2,500	2,550	2,600	14,850	10,900	25,750
<b>Total Cost</b>	<b>8,000</b>	<b>2,350</b>	<b>2,400</b>	<b>2,450</b>	<b>2,500</b>	<b>2,550</b>	<b>2,600</b>	<b>14,850</b>	<b>10,900</b>	<b>33,750</b>
Local Tax Funding	8,000	2,350	2,400	2,450	2,500	2,550	2,600	14,850	10,900	33,750
<b>Total Financing</b>	<b>8,000</b>	<b>2,350</b>	<b>2,400</b>	<b>2,450</b>	<b>2,500</b>	<b>2,550</b>	<b>2,600</b>	<b>14,850</b>	<b>10,900</b>	<b>33,750</b>





# Capital Improvement Program

## Health and Welfare

### Contents

Health and Welfare Summary	9-31
DS Group Residence – Eastern Loudoun	9-32
Mental Health Group Home Replacements	9-33



## Health and Welfare

Capital Improvement Program										
Health and Welfare										
	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
DS Group Residence - Eastern Loudoun	480	618	1,831	450	-	-	-	2,899	-	3,379
Mental Health Group Home Replacements	-	-	-	-	-	-	4,926	4,926	-	4,926
<b>Total – Cost</b>	<b>480</b>	<b>618</b>	<b>1,831</b>	<b>450</b>	<b>-</b>	<b>-</b>	<b>4,926</b>	<b>7,825</b>	<b>-</b>	<b>8,305</b>
Local Tax Funding	480	1	49	-	-	-	493	543	-	1,023
General Obligation Bonds	-	-	-	-	-	-	4,433	4,433	-	4,433
Lease Revenue Financing	-	560	1,665	-	-	-	-	2,225	-	2,225
Cash Proffers	-	57	117	450	-	-	-	624	-	624
<b>Total – Funding Sources</b>	<b>480</b>	<b>618</b>	<b>1,831</b>	<b>450</b>	<b>-</b>	<b>-</b>	<b>4,926</b>	<b>7,825</b>	<b>-</b>	<b>8,305</b>



## Health and Welfare

### DS Group Residence – Eastern Loudoun

#### Details

**Project Number:** C02201

**Election District:** n/a

**Square Feet:** 3,400

**Location:** Eastern Loudoun

**Estimated Completion Year:** FY 2023

**Referendum:** n/a

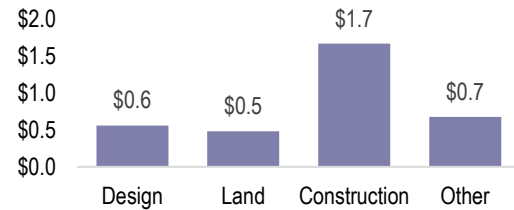
#### Background:

This project provides funding for the design and construction of a single level house in eastern Loudoun to serve four to five clients and provides staff office space in the dwelling.

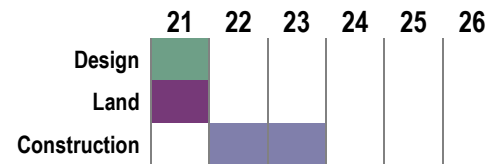
The Department of Mental Health, Substance Abuse, and Developmental Services' Residential Services Division provides long-term, residential support including training, supervision, and individualized assistance with daily living and community access. The residential group home system is a mix of County-owned 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.

Land acquisition funding in the amount of \$480,000 for a site in eastern Loudoun was moved in FY 2019 from the Land Acquisition Fund to this project.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	560	-	-	-	-	-	560	-	560
Land	480	-	-	-	-	-	-	-	-	480
Construction	-	-	1,665	-	-	-	-	1,665	-	1,665
Furniture, Fixtures & Equip	-	-	-	450	-	-	-	450	-	450
Personnel	-	58	166	-	-	-	-	224	-	224
<b>Total Cost</b>	<b>480</b>	<b>618</b>	<b>1,831</b>	<b>450</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,899</b>	<b>-</b>	<b>3,379</b>
Local Tax Funding	480	1	49	-	-	-	-	50	-	530
Lease Revenue Financing	-	560	1,665	-	-	-	-	2,225	-	2,225
Cash Proffers	-	57	117	450	-	-	-	624	-	624
<b>Total Financing</b>	<b>480</b>	<b>618</b>	<b>1,831</b>	<b>450</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,899</b>	<b>-</b>	<b>3,379</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
FTE	0.00	0.00	3.00	0.00	0.00	0.00	3.00
Staffing	-	-	270	278	286	295	1,128
O&M	-	-	27	27	28	29	111
Capital	-	-	75	-	-	-	75
Debt Service	-	42	239	231	223	215	951
<b>Total Impact</b>	<b>-</b>	<b>42</b>	<b>611</b>	<b>536</b>	<b>537</b>	<b>539</b>	<b>2,265</b>



## Health and Welfare

### Mental Health-Group Home Replacements

#### Details

**Project Number:** n/a

**Election District:** n/a

**Square Feet:** 5,800-6,000 (combined)

**Location:** Western Loudoun

**Estimated Completion Year:** FY 2027

**Referendum:** November 2024

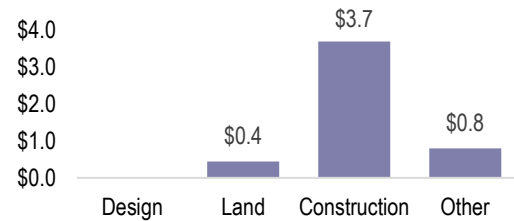
#### Background:

This project provides funding for the design and construction of two residential homes in the Purcellville area as replacements for two existing group homes that are reaching the end of their useful, functional and structural lives.

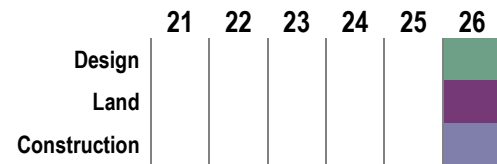
The Department of Mental Health, Substance Abuse, and Developmental Services' (MHSADS) provides long-term, residential support including training, supervision, and individualized assistance with daily living and community access. The residential group home system is a mix of County-owned and -operated 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, seven days a week.

Funding will allow for the construction of four or five-bedroom residences that are ADA-compliant with two-stop elevators and ADA-appropriate doors and windows. Both homes will also provide on-site office space for MHSADS program staff.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Land	-	-	-	-	-	-	440	440	-	440
Construction	-	-	-	-	-	-	3,690	3,690	-	3,690
Furniture, Fixtures & Equip	-	-	-	-	-	-	348	348	-	348
Contingency	-	-	-	-	-	-	448	448	-	448
<b>Total Cost</b>	-	-	-	-	-	-	<b>4,926</b>	<b>4,926</b>	-	<b>4,926</b>
Local Tax Funding	-	-	-	-	-	-	493	493		493
General Obligation Bonds	-	-	-	-	-	-	4,433	4,433	-	4,433
<b>Total Financing</b>	-	-	-	-	-	-	<b>4,926</b>	<b>4,926</b>	-	<b>4,926</b>



# Capital Improvement Program Information Technology

## Contents

Information Technology Summary	9-35
Backup Emergency Communications Center	9-36
Data Center and Fiber Plant Relocation	9-37
Enterprise Data Warehouse	9-38
Fiber Backbone Replacement/I-Net	9-39
GeoHub Servers	9-40
Information Technology Contingency	9-41
Land Management Information System	9-42
Oracle Upgrades – Classification and Compensation	9-43
Oracle Upgrades – Financial Reporting Solutions	9-44
Oracle Upgrades – Hosting Solution	9-45
Oracle Upgrades – Hyperion	9-46
Oracle Upgrades – iRecruitment	9-47
PCI Replacement System	9-48
Public Safety – 911 Phone Switch Replacement	9-49
Public Safety – Handheld Radio Replacements	9-50
Public Safety – Radio Tower Expansion Program	9-51
Public Safety – Redundant Master/Prime Site	9-52
Public Safety – School Radio Coverage Program	9-53
Remote Site Connectivity	9-54
School Bus Radio Replacements – Project Management	9-55



## Information Technology

Capital Improvement Program										
Information Technology										
	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Backup Emergency Communications Center	-	-	-	1,348	3,092	3,395	-	7,835	-	7,835
Data Center and Fiber Plant Relocation	1,765	-	-	721	-	-	-	721	-	2,486
Enterprise Data Warehouse	-	-	1,850	1,906	1,963	-	-	5,719	-	5,719
Fiber Backbone Replacement/I-Net	-	930	-	-	-	-	-	930	-	930
GeoHub Servers	-	-	160	160	160	160	160	800	-	800
Information Technology Contingency	834	1,263	1,591	1,639	1,688	1,739	1,791	9,711	7,718	18,263
Land Management Information System	10,162	3,169	-	-	-	-	-	3,169	-	13,331
Oracle Upgrades - Classification and Compensation	2,292	-	-	-	-	-	-	-	-	2,292
Oracle Upgrades - Financial Reporting Solutions	-	2,318	-	-	-	-	-	2,318	-	2,318
Oracle Upgrades - Hosting Solution	-	536	5,202	138	-	-	-	5,876	-	5,876
Oracle Upgrades - Hyperion	-	-	-	660	-	-	-	660	-	660
Oracle Upgrades - iRecruitment	-	2,354	-	-	-	-	-	2,354	-	2,354
PCI Replacement System	-	-	375	5,710	775	-	-	6,860	-	6,860
Public Safety - 911 Phone Switch Replacement	-	-	-	350	3,044	-	-	3,394	-	3,394
Public Safety - Handheld Radio Replacements	-	-	11,251	-	-	-	-	11,251	-	11,251
Public Safety - Radio Tower Expansion Program	2,000	405	2,830	-	3,002	-	3,185	9,422	6,964	18,386
Public Safety - Redundant Master/Prime Site	3,075	-	1,008	-	-	-	-	1,008	-	4,083
Public Safety - School Radio Coverage Program	1,100	660	1,100	1,100	1,100	1,100	1,100	6,160	-	7,260
Remote Site Connectivity	-	191	4,309	-	-	-	-	4,500	-	4,500
School Bus Radio Replacements - Project Management	-	-	1,250	-	-	-	-	1,250	-	1,250
<b>Total – Cost</b>	<b>21,228</b>	<b>11,826</b>	<b>30,926</b>	<b>13,732</b>	<b>14,824</b>	<b>6,394</b>	<b>6,236</b>	<b>83,938</b>	<b>14,682</b>	<b>119,848</b>
Local Tax Funding	12,866	11,826	30,926	13,732	14,824	6,394	6,236	83,938	14,682	111,486
Lease Revenue Financing	8,362	-	-	-	-	-	-	-	-	8,362
<b>Total – Funding Sources</b>	<b>21,228</b>	<b>11,826</b>	<b>30,926</b>	<b>13,732</b>	<b>14,824</b>	<b>6,394</b>	<b>6,236</b>	<b>83,938</b>	<b>14,682</b>	<b>119,848</b>



## Information Technology

### Backup Emergency Communications Center

#### Details:

**Project Number:** n/a

**Election District:** Countywide

**Square Feet:** n/a

**Location:** n/a

**Estimated Completion Year:** FY 2025

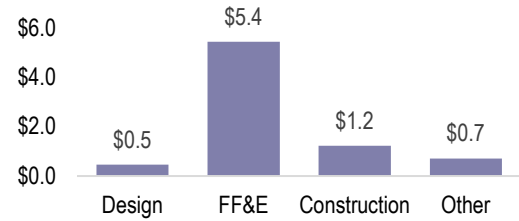
**Referendum:** n/a

#### Background:

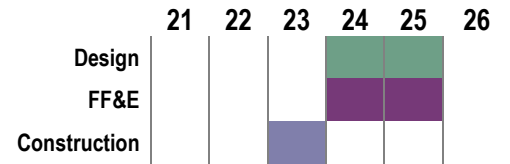
This project provides funding for relocation of the Backup Emergency Communications Center (ECC) to a modern, technically redundant, and secure facility. This migration could be a step whereby the technology and operations are moved to a data center.

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

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	225	232	-	457	-	457
Construction	-	-	-	1,225	-	-	-	1,225	-	1,225
Furniture, Fixtures & Equip	-	-	-	-	2,586	2,854	-	5,440	-	5,440
Contingency	-	-	-	123	281	309	-	713	-	713
<b>Total Cost</b>	-	-	-	<b>1,348</b>	<b>3,092</b>	<b>3,395</b>	-	<b>7,835</b>	-	<b>7,835</b>
Local Tax Funding	-	-	-	1,348	3,092	3,395	-	7,835	-	7,835
<b>Total Financing</b>	-	-	-	<b>1,348</b>	<b>3,092</b>	<b>3,395</b>	-	<b>7,835</b>	-	<b>7,835</b>

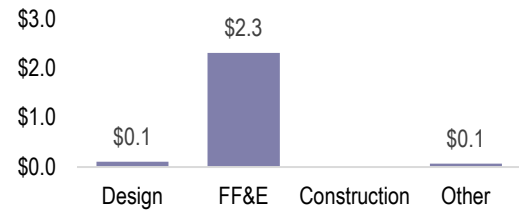
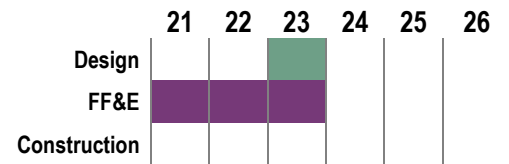


## Information Technology

## Data Center and Fiber Plant Relocation

**Details:****Project Number:** C02246**Election District:** Countywide**Square Feet:** n/a**Location:** Countywide**Estimated Completion Year:** FY 2023**Referendum:** n/a**Background:**

This project provides funding to continue the migration of the County's data center facilities to a private, fit-for-purpose data center within Loudoun County. Once complete, DIT will collapse the existing, aging data center facilities which present a significant risk to continuity of operations.

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

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	109	-	-	-	109	-	109
Furniture, Fixtures & Equip	1,765	-	-	546	-	-	-	546	-	2,311
Contingency	-	-	-	66	-	-	-	66	-	66
<b>Total Cost</b>	<b>1,765</b>	<b>-</b>	<b>-</b>	<b>721</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>721</b>	<b>-</b>	<b>2,486</b>
Local Tax Funding	1,765	-	-	721	-	-	-	721	-	2,486
<b>Total Financing</b>	<b>1,765</b>	<b>-</b>	<b>-</b>	<b>721</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>721</b>	<b>-</b>	<b>2,486</b>



## Information Technology

### Enterprise Data Warehouse

#### Details:

**Project Number:** C02364

**Election District:** Countywide

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** FY 2025

**Referendum:** n/a

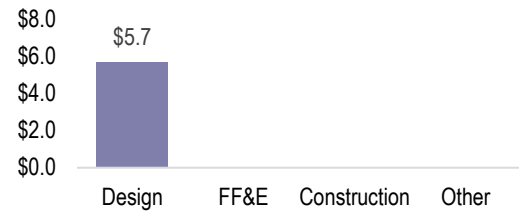
#### Background:

This project provides funding for establishing and implementing modern data management practices, the resultant infrastructure, and the tools that are necessary to utilize the data.

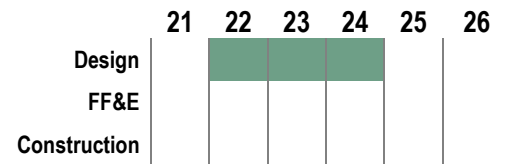
Key activities include: establishing data governance that clearly establishes authoritative sources of data and data stewards, strengthening data security privacy and confidentiality models, cataloging and consolidating data repositories across the County, and applying advanced analytics to an integrated data environment to extract insights to support County leadership for policy and decision support.

The effort will culminate in the establishment of the first Loudoun County Data Warehouse in an appropriately structured, protected, high quality environment for all County departments to access and analyze according to established security and privacy policies.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	1,850	1,906	1,963	-	-	5,719	-	5,719
<b>Total Cost</b>	-	-	<b>1,850</b>	<b>1,906</b>	<b>1,963</b>	-	-	<b>5,719</b>	-	<b>5,719</b>
Local Tax Funding	-	-	1,850	1,906	1,963	-	-	5,719	-	5,719
<b>Total Financing</b>	-	-	<b>1,850</b>	<b>1,906</b>	<b>1,963</b>	-	-	<b>5,719</b>	-	<b>5,719</b>



## Information Technology

## Fiber Backbone Replacement/I-Net

## Details:

Project Number: C02328

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2021

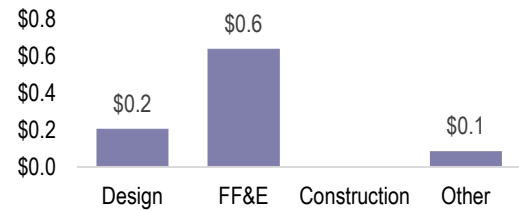
Referendum: n/a

## Background:

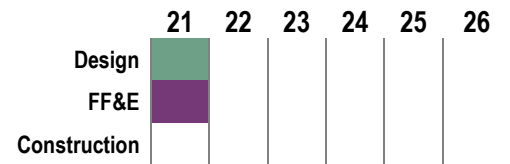
This project provides funding for replacing the current Comcast I-Net fiber network in the Leesburg area. The project scope of work includes the replacement of existing fiber that is over twenty years old with leased fiber.

The Loudoun County fiber backbone provides connectivity to approximately 20 sites in the Leesburg area, including the Government Center, Shenandoah Office Building, Emergency Communications Center (ECC), Backup ECC, Emergency Operations Center (EOC), and the Courts Complex.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	206	-	-	-	-	-	206	-	206
Furniture, Fixtures & Equip	-	639	-	-	-	-	-	639	-	639
Contingency	-	85	-	-	-	-	-	85	-	85
<b>Total Cost</b>	-	<b>930</b>	-	-	-	-	-	<b>930</b>	-	<b>930</b>
Local Tax Funding	-	930	-	-	-	-	-	930	-	930
<b>Total Financing</b>	-	<b>930</b>	-	-	-	-	-	<b>930</b>	-	<b>930</b>



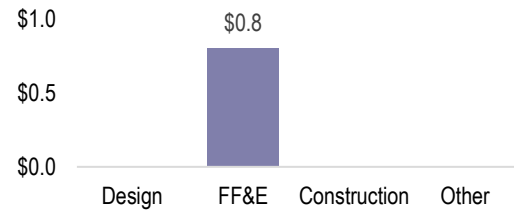
## Information Technology

## GeoHub Servers

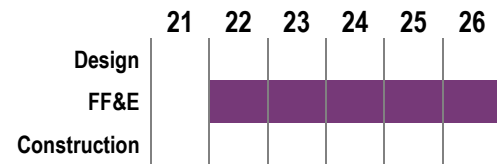
**Details:** C02381**Project Number:****Election District:** Countywide**Square Feet:** n/a**Location:** Countywide**Completion Year:** FY 2026**Referendum:** n/a**Background:**

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

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip		-	160	160	160	160	160	800	-	800
<b>Total Cost</b>		-	160	160	160	160	160	800	-	800
Local Tax Funding		-	160	160	160	160	160	800	-	800
<b>Total Financing</b>		-	160	160	160	160	160	800	-	800

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
FTE	-	1.00	-	-	1.00	-	1.00
Staffing	-	90	-	-	-	-	90
O&M	-	7	-	-	-	-	7
<b>Total Impact</b>	-	97	-	-	-	-	97



## Information Technology

### Information Technology Contingency

#### Details:

**Project Number:** C02242

**Election District:** Countywide

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** Ongoing

**Referendum:** n/a

#### Background:

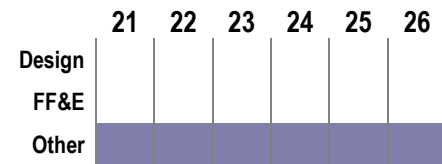
The Information Technology Contingency project includes annual allocations of local tax funding to maintain a sustainable Information Technology (IT) contingency commensurate with the Capital Financing Plan. Funding is moved from the IT Contingency account into IT projects in the Capital Projects Fund as needed throughout the fiscal year.

The budget for this project was originally included in the FY 2021 Capital Improvement Program (CIP) project entitled *Major Computer Systems*. As part of the FY 2022 CIP development process, the *Major Computer Systems* project was removed from the Budget Document, and the planned funding that made up the budget was reallocated to the individual projects to effectively administer and provide transparency for the use of funding.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Contingency	834	1,263	1,591	1,639	1,688	1,739	1,791	9,711	7,718	18,263
<b>Total Cost</b>	<b>834</b>	<b>1,263</b>	<b>1,591</b>	<b>1,639</b>	<b>1,688</b>	<b>1,739</b>	<b>1,791</b>	<b>9,711</b>	<b>7,718</b>	<b>18,263</b>
Local Tax Funding	834	1,263	1,591	1,639	1,688	1,739	1,791	9,711	7,718	18,263
<b>Total Financing</b>	<b>834</b>	<b>1,263</b>	<b>1,591</b>	<b>1,639</b>	<b>1,688</b>	<b>1,739</b>	<b>1,791</b>	<b>9,711</b>	<b>7,718</b>	<b>18,263</b>



## Information Technology

### Land Management Information System

#### Details:

**Project Number:** C02173

**Election District:** Countywide

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** FY 2022

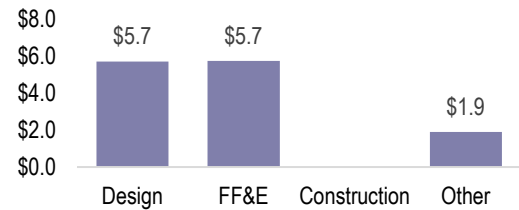
**Referendum:** n/a

#### Background:

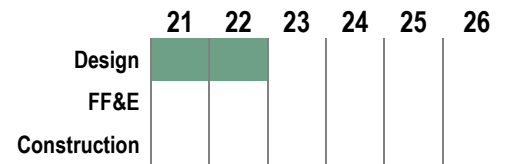
This project provides funding for the Land Management Information System (LMIS) replacement.

The budget for this project was originally included in the FY 2021 Capital Improvement Program (CIP) project entitled *Major Computer Systems*. As part of the FY 2022 CIP development process, the *Major Computer Systems* project was removed from the Budget Document, and the planned funding that made up the budget was reallocated to the individual projects to effectively administer and provide transparency for the use of funding.

**Phase Costs in Millions**



**Project Phase Timeline by FY**



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	2,525	3,169	-	-	-	-	-	3,169	-	5,694
Furniture, Fixtures & Equip	5,737	-	-	-	-	-	-	-	-	5,737
Personnel	500	-	-	-	-	-	-	-	-	500
Contingency	1,400	-	-	-	-	-	-	-	-	1,400
<b>Total Cost</b>	<b>10,162</b>	<b>3,169</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,169</b>	<b>-</b>	<b>13,331</b>
Local Tax Funding	1,800	3,169	-	-	-	-	-	3,169	-	4,969
Lease Revenue Financing	8,362	-	-	-	-	-	-	-	-	8,362
<b>Total Financing</b>	<b>10,162</b>	<b>3,169</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,169</b>	<b>-</b>	<b>13,331</b>



## Information Technology

### Oracle Upgrades - Classification and Compensation

#### Details:

**Project Number:** C02240

**Election District:** Countywide

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** FY 2022

**Referendum:** n/a

#### Background:

This program plans for Oracle Human Resources and Payroll module modifications related to the County's Classification and Compensation project. Phase I updated the new salary grades for the County, Phase II will update Loudoun County Fire and Rescue's workweek conversion from 42 to 40/48, and Phase III will update the Oracle position title changes.

The budget for this project was originally included in the FY 2021 Capital Improvement Program (CIP) project entitled *Major Computer Systems*. As part of the FY 2022 CIP development process, the *Major Computer Systems* project was removed from the Budget Document, and individual Oracle Upgrade projects were created. The planned funding that made up the budget for the *Major Computer Systems* project was reallocated to the individual projects to effectively administer and provide transparency for the use of funding designated for Oracle Upgrade projects.

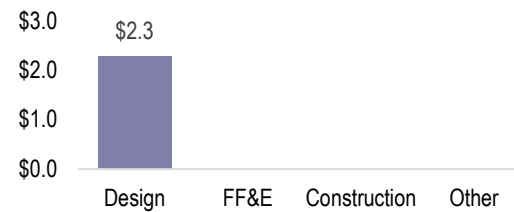
In addition, there was one Oracle project (C02240) which was used for budgeting all Oracle Upgrade projects. Funds were moved from the *Major Computer Systems* project during the fiscal year into this project. During the FY 2022 budget development, Prior Years funding, and FY 2021 funding was moved from this project into the newly created Oracle Upgrade projects to align the budgets.

#### List of new Oracle projects:

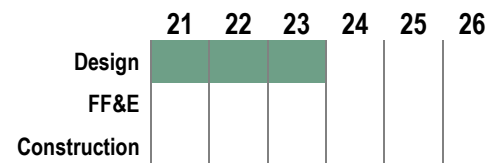
Oracle Upgrades – Financial Reporting Solutions project  
 Oracle Upgrades – Hosting Solution project  
 Oracle Upgrades – Hyperion project  
 Oracle Upgrades – iRecruitment project

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.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



(Capital (\$ in 1000s))	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	2,292				-	-	-	-	-	2,292
<b>Total – Cost</b>	<b>2,292</b>	-	-	-	-	-	-	-	-	<b>2,292</b>
Local Tax Funding	2,292	-		-	-	-	-	-	-	2,292
<b>Total – Funding Sources</b>	<b>2,292</b>	-	-	-	-	-	-	-	-	<b>2,292</b>



## Information Technology

### Oracle Upgrades - Financial Reporting Solutions

#### Details:

**Project Number:** C02370

**Election District:** Countywide

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** FY 2022

**Referendum:** n/a

#### Background:

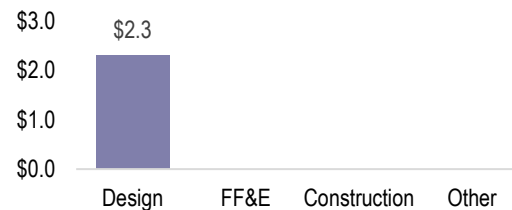
This program provides funding for the development of Oracle financial reporting solutions.

The budget for this project was originally included in the FY 2021 Capital Improvement Program (CIP) project entitled *Major Computer Systems*. As part of the FY 2022 CIP development process, the *Major Computer Systems* project was removed from the Budget Document, and individual Oracle Upgrade projects were created. The planned funding that made up the budget for the *Major Computer Systems* project was reallocated to the individual projects to effectively administer and provide transparency for the use of funding designated for Oracle Upgrade projects.

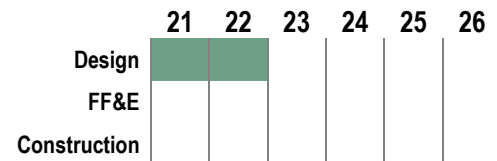
In addition, there was one Oracle project (C02240) which was used for budgeting all Oracle Upgrade projects. Funds were moved from the *Major Computer Systems* project during the fiscal year into this project. The scope of work and budget for Financial Reporting Solutions were originally included in the project. During the FY 2022 budget development, funding was moved from this project into the newly created Oracle Upgrade projects to align the budgets.

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.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



(Capital (\$ in 1000s))	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	2,318	-	-	-	-	-	2,318	-	2,318
<b>Total – Cost</b>	-	<b>2,318</b>	-	-	-	-	-	<b>2,318</b>	-	<b>2,318</b>
Local Tax Funding	-	2,318	-	-	-	-	-	2,318	-	2,318
<b>Total – Funding Sources</b>	-	<b>2,318</b>	-	-	-	-	-	<b>2,318</b>	-	<b>2,318</b>



## Information Technology

### Oracle Upgrades - Hosting Solution

#### Details:

**Project Number:** C02369

**Election District:** Countywide

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** FY 2023

**Referendum:** n/a

#### Background:

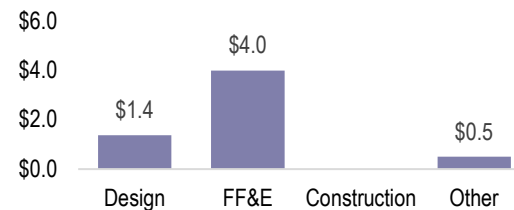
This project provides funding for the migration of the current Oracle Hosting Solution to a Platform as a Service (PaaS) solution. A PaaS solution is a software distribution model in which a third-party vendor will host the Oracle application and provides access via the internet.

The budget for this project was originally included in the FY 2021 Capital Improvement Program (CIP) project entitled *Major Computer Systems*. As part of the FY 2022 CIP development process, the *Major Computer Systems* project was removed from the Budget Document, and individual Oracle Upgrade projects were created. The planned funding that made up the budget for the *Major Computer Systems* project was reallocated to the individual projects to effectively administer and provide transparency for the use of funding designated for Oracle Upgrade projects.

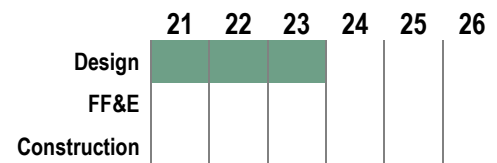
In addition, there was one Oracle project (C02240) which was used for budgeting all Oracle Upgrade projects. Funds were moved from the *Major Computer Systems* project during the fiscal year into this project. The scope of work and budget for the Hosting Solution were originally included in the project. During the FY 2022 budget development, funding was moved from this project into the newly created Oracle Upgrade projects to align the budgets.

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.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	536	727	125	-	-	-	1,388	-	1,388
Furniture, Fixtures & Equip	-	-	4,000	-	-	-	-	-	-	4,000
Contingency	-	-	475	13	-	-	-	488	-	488
<b>Total Cost</b>	-	<b>536</b>	<b>5,202</b>	<b>138</b>	-	-	-	<b>5,876</b>	-	<b>5,876</b>
Local Tax Funding	-	536	5,202	138	-	-	-	5,876	-	5,876
<b>Total Financing</b>	-	<b>536</b>	<b>5,202</b>	<b>138</b>	-	-	-	<b>5,876</b>	-	<b>5,876</b>



## Information Technology

## Oracle Upgrades - Hyperion

## Details:

Project Number: C02371

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2023

Referendum: n/a

## Background:

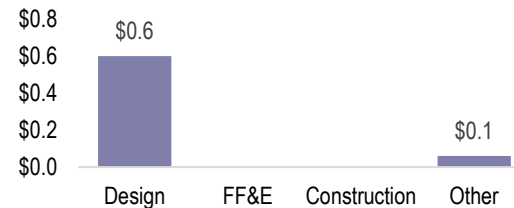
This project provides a funding plan for the Oracle Hyperion Enterprise Performance Management (EPM) module upgrade necessary to remain compliant and secure.

The budget for this project was originally included in the FY 2021 Capital Improvement Program (CIP) project entitled *Major Computer Systems*. As part of the FY 2022 CIP development process, the *Major Computer Systems* project was removed from the Budget Document, and individual Oracle Upgrade projects were created. The planned funding that made up the budget for the *Major Computer Systems* project was reallocated to the individual projects to effectively administer and provide transparency for the use of funding designated for Oracle Upgrade projects.

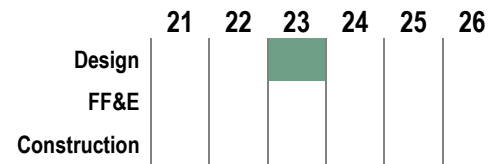
In addition, there was one Oracle project (C02240) which was used for budgeting all Oracle Upgrade projects. Funds were moved from the *Major Computer Systems* project during the fiscal year into this project. The scope of work and budget for Hyperion upgrades were originally included in the project. During the FY 2022 budget development, funding was moved from this project into the newly created Oracle Upgrade projects to align the budgets.

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.

## Phase Costs in Millions



## Project Phase Timeline by FY



(Capital (\$ in 1000s))	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services				600	-	-	-	600	-	600
Contingency	-	-	-	60	-	-	-	60	-	60
<b>Total – Cost</b>	-	-	-	<b>660</b>	-	-	-	<b>660</b>	-	<b>660</b>
Local Tax Funding				660	-	-	-	660	-	660
<b>Total – Funding Sources</b>	-	-	-	<b>660</b>	-	-	-	<b>660</b>	-	<b>660</b>



## Information Technology

### Oracle Upgrades - iRecruitment

#### Details:

**Project Number:** C02368

**Election District:** Countywide

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** FY 2022

**Referendum:** n/a

#### Background:

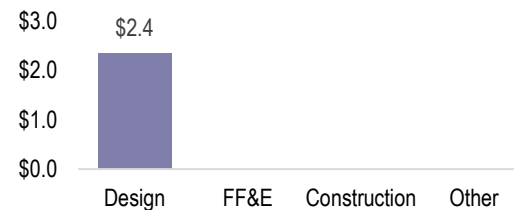
This program plans for the replacement of the County's existing recruitment solution which will encompass integrating a solution with Oracle's Human Resources module.

The budget for this project was originally included in the FY 2021 Capital Improvement Program (CIP) project entitled *Major Computer Systems*. As part of the FY 2022 CIP development process, the *Major Computer Systems* project was removed from the Budget Document, and individual Oracle Upgrade projects were created. The planned funding that made up the budget for the *Major Computer Systems* project was reallocated to the individual projects to effectively administer and provide transparency for the use of funding designated for Oracle Upgrade projects.

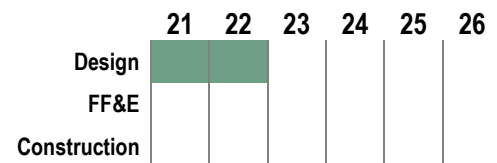
In addition, there was one Oracle project (C02240) which was used for budgeting all Oracle Upgrade projects. Funds were moved from the *Major Computer Systems* project during the fiscal year into this project. The scope of work and budget for iRecruitment were originally included in the project. During the FY 2022 budget development, funding was moved from this project into the newly created Oracle Upgrade projects to align the budgets.

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.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



(Capital (\$ in 1000s))	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	2,354	-	-	-	-	-	2,354	-	2,354
<b>Total – Cost</b>	-	<b>2,354</b>	-	-	-	-	-	<b>2,354</b>	-	<b>2,354</b>
Local Tax Funding		2,354			-	-	-	2,354	-	2,354
<b>Total – Funding Sources</b>	-	<b>2,354</b>	-	-	-	-	-	<b>2,354</b>	-	<b>2,354</b>



## Information Technology

### PCI Replacement System

#### Details:

**Project Number:** C02378

**Election District:** Countywide

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** FY 2024

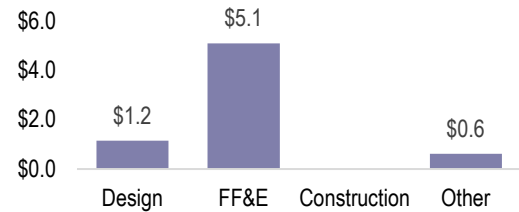
**Referendum:** n/a

#### Background:

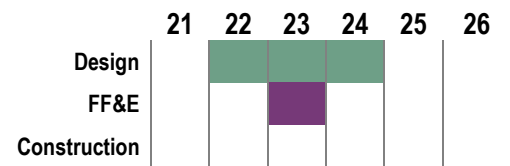
This project provides funding to replace the County's current Payment Card Industry (PCI) Tax and Revenue system. A new tax and assessment system will provide increased operational efficiencies, a reduction in manual processes and workarounds, and a reduction in the amount of support required to maintain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

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

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	375	-	775	-	-	1,150	-	1,150
Furniture, Fixtures & Equip	-	-	-	5,095	-	-	-	5,095	-	5,095
Contingency	-	-	-	615	-	-	-	615	-	615
<b>Total Cost</b>	-	-	<b>375</b>	<b>5,710</b>	<b>775</b>	-	-	<b>6,860</b>	-	<b>6,860</b>
Local Tax Funding	-	-	375	5,710	775	-	-	6,860	-	6,860
<b>Total Financing</b>	-	-	<b>375</b>	<b>5,710</b>	<b>775</b>	-	-	<b>6,860</b>	-	<b>6,860</b>



## Information Technology

## Public Safety - 911 Phone Switch Replacement

## Details:

Project Number: n/a

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2024

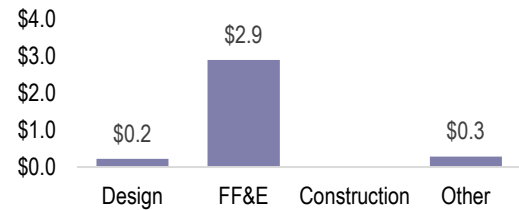
Referendum: n/a

## Background:

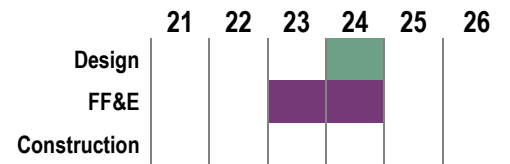
This project provides funding to replace the County's current E-911 phone switch. All emergency communications in the County transmit through the E-911 phone switch which makes it an essential piece of equipment for the health and safety of Loudoun's citizens.

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

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	219	-	-	219	-	219
Furniture, Fixtures & Equip	-	-	-	350	2,543	-	-	2,893	-	2,893
Contingency	-	-	-	-	282	-	-	282	-	282
<b>Total Cost</b>	-	-	-	<b>350</b>	<b>3,044</b>	-	-	<b>3,394</b>	-	<b>3,394</b>
Local Tax Funding	-	-	-	350	3,044	-	-	3,394	-	3,394
<b>Total Financing</b>	-	-	-	<b>350</b>	<b>3,044</b>	-	-	<b>3,394</b>	-	<b>3,394</b>



## Information Technology

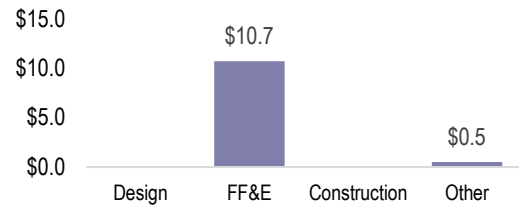
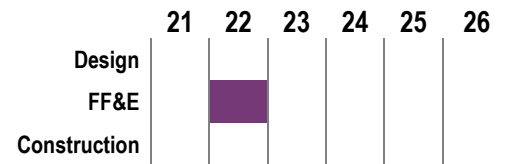
## Public Safety - Handheld Radio Replacements

**Details:****Project Number:** C02379**Election District:** Countywide**Square Feet:** n/a**Location:** Countywide**Estimated Completion Year:** FY 2022**Referendum:** n/a**Background:**

This project provides funding to replace approximately 1,600 handheld radios, which includes the replacement of 115 radios for the Town of Leesburg, and over 800 battery chargers currently in use by Fire and Rescue and the Sheriff's Office.

Handheld radios have an estimated lifespan of seven years; the replacement of the battery chargers is due to technology updates requiring replacement.

The project budget increased during the FY 2022 budget development process to include additional funding for control stations, battery chargers, and lapel mics which were not included in the original project budget. In addition, there was an increase for contingency funding.

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

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	-	-	10,715	-	-	-	-	10,715	-	10,715
Contingency	-	-	536	-	-	-	-	536	-	536
<b>Total Cost</b>	-	-	<b>11,251</b>	-	-	-	-	<b>11,251</b>	-	<b>11,251</b>
Local Tax Funding	-	-	11,251	-	-	-	-	11,251	-	11,251
<b>Total Financing</b>	-	-	<b>11,251</b>	-	-	-	-	<b>11,251</b>	-	<b>11,251</b>



## Information Technology

## Public Safety - Radio Tower Expansion Program

## Details:

Project Number: C02218

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

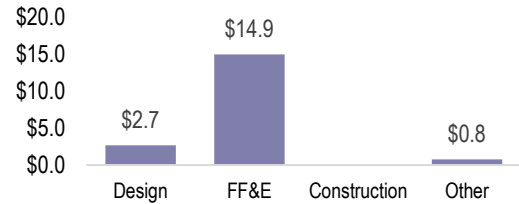
## Background:

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

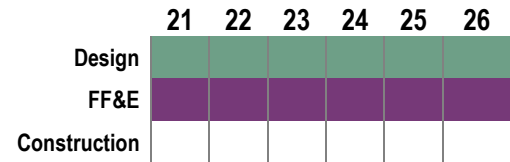
The first phase of this project identified the need for nine additional towers in various locations throughout the County. The second phase includes the installation of the new towers as identified in the coverage study which will begin in FY 2021 and continue every two years.

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. Future funding for this program will be re-evaluated based on updated requirements.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	1,400	386	159	-	169	-	179	893	392	2,685
Furniture, Fixtures & Equip	600	-	2,536	-	2,690	-	2,854	8,080	6,240	14,920
Contingency	-	19	135	-	143	-	152	449	332	781
<b>Total Cost</b>	<b>2,000</b>	<b>405</b>	<b>2,830</b>	<b>-</b>	<b>3,002</b>	<b>-</b>	<b>3,185</b>	<b>9,422</b>	<b>6,964</b>	<b>18,386</b>
Local Tax Funding	2,000	405	2,830	-	3,002	-	3,185	9,422	6,964	18,386
<b>Total Financing</b>	<b>2,000</b>	<b>405</b>	<b>2,830</b>	<b>-</b>	<b>3,002</b>	<b>-</b>	<b>3,185</b>	<b>9,422</b>	<b>6,964</b>	<b>18,386</b>



## Information Technology

## Public Safety Redundant Master/Prime Site

**Details:**

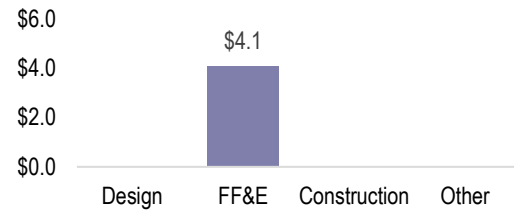
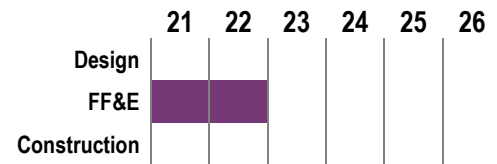
**Project Number:** C02174  
**Election District:** Countywide  
**Square Feet:** n/a  
**Location:** Countywide  
**Completion Year:** FY 2022  
**Referendum:** n/a

**Background:**

This project provides funding to build a geographically redundant master/prime site which will allow the County's radio system to operate normally in the event of a failure at a single master/prime site.

The Department of Information Technology is working with the Department of General Services to find a commercial data center space that can be leased by the County to serve as the redundant site.

The lease cost is an operating expense and is included in DIT's base budget.

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

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	3,075	-	1,008	-	-	-	-	1,008	-	4,083
<b>Total Cost</b>	<b>3,075</b>	<b>-</b>	<b>1,008</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,008</b>	<b>-</b>	<b>4,083</b>
Local Tax Funding	3,075	-	1,008	-	-	-	-	1,008	-	4,083
<b>Total Financing</b>	<b>3,075</b>	<b>-</b>	<b>1,008</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,008</b>	<b>-</b>	<b>4,083</b>



## Information Technology

## Public Safety – School Radio Coverage Program

## Details:

Project Number: C02217

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2026

Referendum: n/a

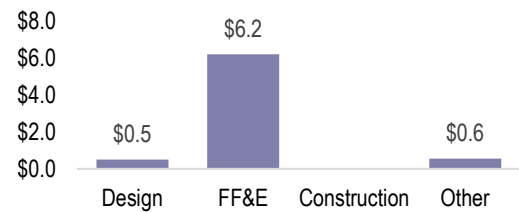
## Background:

This project provides funding to purchase and install Bi-Directional Amplifiers (BDAs) in public school buildings to provide Public Safety radio coverage for the school resource officers.

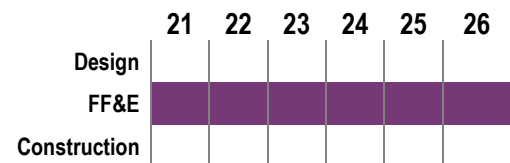
Funding is based on a coverage study that was administered by the Department of Information and Technology which identified the location of schools that needed boosters and determined the proper replacement schedule of existing BDAs.

The project budget was revised during the FY 2022 CIP budget development process to include planned funding for the remaining phases of project implementation for FY 2022, FY 2023, FY 2024, FY 2025, and FY 2026.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	500	-	-	-	-	-	-	-	-	500
Furniture, Fixtures & Equip	600	600	1,000	1,000	1,000	1,000	1,000	5,600	-	6,200
Contingency	-	60	100	100	100	100	100	560	-	560
<b>Total Cost</b>	<b>1,100</b>	<b>660</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>6,160</b>	<b>-</b>	<b>7,260</b>
Local Tax Funding	1,100	660	1,100	1,100	1,100	1,100	1,100	6,160	-	7,260
<b>Total Financing</b>	<b>1,100</b>	<b>660</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>1,100</b>	<b>6,160</b>	<b>-</b>	<b>7,260</b>



## Information Technology

### Remote Site Connectivity

#### Details:

**Project Number:** C02377

**Election District:** Blue Ridge & Catoclin

**Square Feet:** n/a

**Location:** Countywide

**Estimated Completion Year:** FY 2023

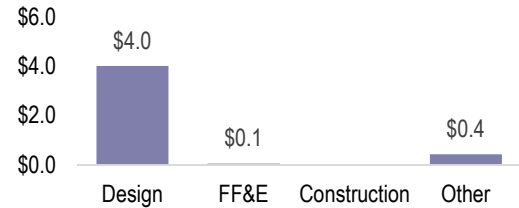
**Referendum:** n/a

#### Background:

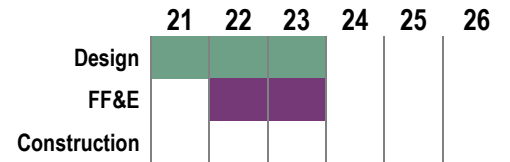
This project provides funding to support the County's Proposed Broadband Strategic Plan which will increase broadband and cellular access in western Loudoun County by constructing fiber. This effort will provide broadband infrastructure connectivity to private carriers in western Loudoun County, and will include the Bluemont Community Center, Philomont Community Center, Philomont Fire & Rescue, Loudoun Heights Fire & Rescue, and Loudoun Heights Public Safety Radio Tower.

The project budget was accelerated when developing the FY 2022 budget which resulted in a decrease for the project total because escalation costs were removed.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	191	3,818	-	-	-	-	4,009	-	4,009
Furniture, Fixtures & Equip	-	-	58	-	-	-	-	58	-	58
Contingency	-	-	433	-	-	-	-	433	-	433
<b>Total Cost</b>	-	<b>191</b>	<b>4,309</b>	-	-	-	-	<b>4,500</b>	-	<b>4,500</b>
Local Tax Funding	-	191	4,309	-	-	-	-	4,500	-	4,500
<b>Total Financing</b>	-	<b>191</b>	<b>4,309</b>	-	-	-	-	<b>4,500</b>	-	<b>4,500</b>



## Information Technology

## School Bus Radio Replacements – Project Management

## Details:

Project Number: C02380

Election District: Countywide

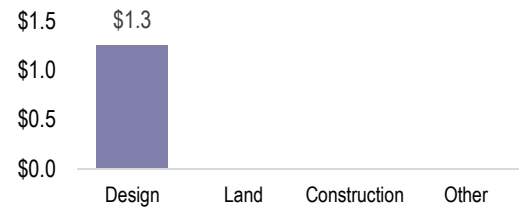
Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2022

Referendum: n/a

## Phase Costs in Millions



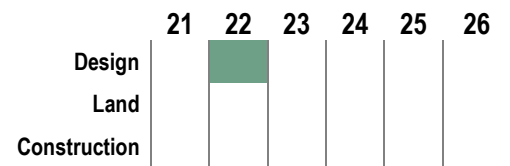
## Background:

This project provides funding for the project management costs associated with updating the Loudoun County Public Schools' (LCPS) radio system to the latest standards which will enhance the service and coverage at LCPS radio sites and for end users of the system.

Loudoun County Public Schools' (LCPS) radio infrastructure is comprised of eight separate radio sites that provide countywide radio coverage for over 1,000 users. The radio system handles an average of 60,000 radio transmissions per month for school buses alone, provides communications for support staff, and provides alert radio transmissions for schools.

This scope of work was originally budgeted in the LCPS School Bus Radio Replacements and UHF System Upgrade project. To effectively administer and manage the project management scope, a separate project was created, and the budget was moved from the LCPS project into this project to align the budgets.

## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	1,250	-	-	-	-	1,250	1,250	1,250
<b>Total Cost</b>	-	-	<b>1,250</b>	-	-	-	-	<b>1,250</b>	<b>1,250</b>	<b>1,250</b>
Local Tax Funding	-	-	1,250	-	-	-	-	1,250	1,250	1,250
<b>Total Financing</b>	-	-	<b>1,250</b>	-	-	-	-	<b>1,250</b>	<b>1,250</b>	<b>1,250</b>



## Capital Improvement Program Parks, Recreation, and Culture

### Contents

Parks, Recreation and Culture Summary	9-57
Arcola Quarters for the Enslaved	9-58
Ashburn Recreation and Community Center	9-59
Brambleton West Park Improvements	9-60
Broad Run Stream Valley Linear Park	9-61
Children's Science Center	9-62
Dulles Adult Day Center	9-63
Dulles South Community Park	9-64
Fields Farm Park	9-65
Franklin Park to Purcellville Trail	9-66
Linear Parks and Trails System	9-67
Lovettsville District Park – Phase II	9-68
Philip A. Bolen Park Phase II	9-69
Potomack Lakes Sportsplex – Field Improvements	9-70
PRCS Renovations Program	9-71
Scott Jenkins Memorial Park - Phase III	9-72
Sterling Neighborhood Park	9-73
Western Loudoun Recreation Center	9-74



## Parks, Recreation, and Culture

Capital Improvement Program										
Parks, Recreation, and Culture Projects										
Costs (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Arcola Quarters for the Enslaved	1,500	-	2,162	-	10,417	-	-	12,579	-	14,079
Ashburn Recreation and Community Center	70,930	15,142	-	-	-	-	-	15,142	-	86,072
Ashburn Senior Center	13,285	72	-	-	-	-	-	72	-	13,357
Brambleton West Park Improvements	125	184	-	1,549	64	-	-	1,797	-	1,922
Broad Run Stream Valley Linear Park	-	-	753	-	2,055	-	-	2,808	23,850	26,658
Children's Science Center	1,072	13,928	-	-	-	-	-	13,928	-	15,000
Dulles Adult Day Center	-	-	-	-	-	6,236	-	6,236	10,228	16,464
Dulles South Community Park	-	-	-	-	4,128	-	-	4,128	18,819	22,947
Fields Farm Park	1,560	147	6,892	-	-	31,146	-	38,185	-	39,745
Franklin Park to Purcellville Trail	520	-	-	-	-	-	-	-	5,390	5,910
Hal & Berni Hanson Regional Park	97,935	432	-	-	-	-	-	432	-	98,367
Linear Parks and Trails System	350	-	-	-	-	-	-	-	-	350
Lovettsville District Park - Phase II	-	4,739	-	-	-	-	-	4,739	-	4,739
Philip A. Bolen Park Phase II	1,200	1,522	9,039	-	-	-	-	10,561	-	11,761
Potomack Lakes Sportsplex - Field Improvements	1,451	14	-	2,288	-	-	-	2,302	-	3,753
PRCS Renovation Program	-	-	1,500	1,750	2,000	2,250	2,500	10,000	11,750	21,750
Scott Jenkins Memorial Park - Phase III	-	558	2,496	-	-	-	-	3,054	-	3,054
Sterling Neighborhood Park	20	-	-	-	-	10,140	-	10,140	4,825	14,985
Western Loudoun Recreation Center	-	-	-	-	12,521	3,317	64,976	80,814	2,846	83,660
<b>Total – Cost</b>	<b>189,949</b>	<b>36,737</b>	<b>22,842</b>	<b>5,587</b>	<b>31,185</b>	<b>53,089</b>	<b>67,476</b>	<b>216,916</b>	<b>77,708</b>	<b>484,573</b>
Local Tax Funding	6,972	618	4,028	3,729	25,227	16,482	2,500	52,584	31,017	90,573
General Obligation Bonds	76,115	4,680	16,677	-	-	36,382	64,976	122,715	46,691	245,521
Lease Revenue Financing	1,500	20,629	-	-	-	-	-	20,629	-	22,129
Cash Proffers	100,361	10,810	2,137	1,858	5,958	225	-	20,988	-	121,350
Land Sale Proceeds	5,000	-	-	-	-	-	-	-	-	5,000
<b>Total – Funding Sources</b>	<b>189,949</b>	<b>36,737</b>	<b>22,842</b>	<b>5,587</b>	<b>31,185</b>	<b>53,089</b>	<b>67,476</b>	<b>216,916</b>	<b>77,708</b>	<b>484,573</b>



## Parks, Recreation, and Culture

## Arcola Quarters for the Enslaved

## Details:

Project Number: C02399

Election District: Blue Ridge

Acreage: 15

Location: Arcola Mills Drive

Estimated Completion Year: FY 2025

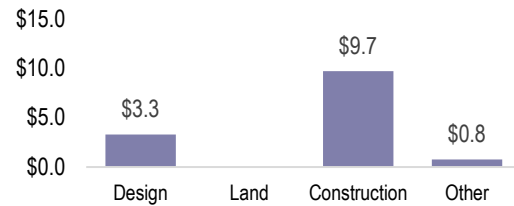
Referendum: n/a

## Background:

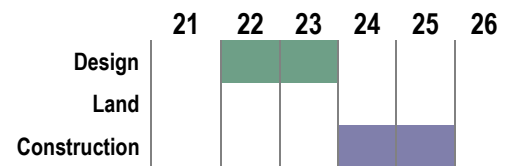
This project provides funding to design and construct a historic interpretive park on an existing parcel in the Blue Ridge District. The centerpiece of the park will be the historic Arcola Quarters for the Enslaved, a stone structure which dates to the early 19th century. Additional features include the construction of a visitor parking area, minimal trails, and a visitor's center to house educational resources.

This project was added during the FY 2022 CIP development process in response to a request from the Department of Parks, Recreation, and Community Services (PRCS) and is consistent with the Board of Supervisors' priority of preserving historic sites in Loudoun County. Should the project be included in the Adopted FY 2022, prior year lease revenue funding from a completed project is available to be allocated to this project.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	1,500	-	1,041	-	-	-	-	1,041	-	2,541
Planning	-	-	831	-	-	-	-	831	-	831
Owner Costs	-	-	-	-	73	-	-	73	-	73
Construction	-	-	-	-	9,738	-	-	9,738	-	9,738
Furniture, Fixtures & Equip	-	-	-	-	110	-	-	110	-	110
Personnel	-	-	196	-	-	-	-	196	-	196
Contingency	-	-	94	-	496	-	-	590	-	590
<b>Total – Costs</b>	<b>1,500</b>	<b>-</b>	<b>2,162</b>	<b>-</b>	<b>10,417</b>	<b>-</b>	<b>-</b>	<b>12,579</b>	<b>-</b>	<b>14,079</b>
Local Tax Funding	-	-	893	-	9,449	-	-	10,342	-	10,342
Lease Revenue Financing	1,500	-	-	-	-	-	-	-	-	1,500
Cash Proffers	-	-	1,269	-	968	-	-	2,237	-	2,237
<b>Total – Funding Sources</b>	<b>1,500</b>	<b>-</b>	<b>2,162</b>	<b>-</b>	<b>10,417</b>	<b>-</b>	<b>-</b>	<b>12,579</b>	<b>-</b>	<b>14,079</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Staffing	-	-	-	-	221	228	449
O&M	-	-	-	-	61	37	98
Capital	-	-	-	-	25	-	25
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>307</b>	<b>265</b>	<b>573</b>



## Parks, Recreation, and Culture

## Ashburn Recreation and Community Center

## Details:

Project Number: C02142

Election District: Ashburn

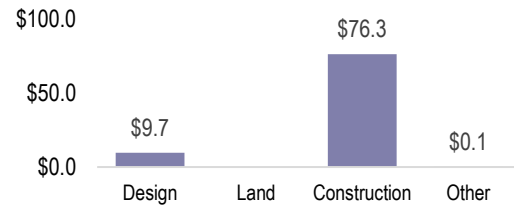
Square Feet: 115,000

Location: Broadlands Boulevard

Estimated Completion Year: FY 2024

Referendum: November 2016

## Phase Costs in Millions

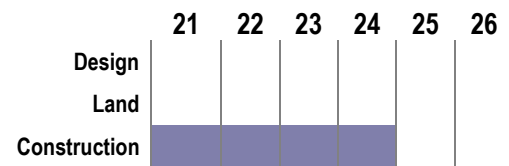


## Background:

This project provides funding to design and construct a recreation and community center on a 20.9 acre parcel along Broadlands Blvd.

The project combines recreation and community center program space to include meeting rooms, classrooms, administrative office space, a gymnasium, a kitchen, a fitness center, multi-purpose rooms, and a running track. The facility will also include an aquatics center with a 50-meter sized pool, a leisure pool, spectator seating areas and wet spa, splash play area, playground, two wet classrooms, and associated locker rooms.

## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	9,680	-	-	-	-	-	-	-	-	9,680
Construction	61,250	15,000	-	-	-	-	-	15,000	-	76,250
Personnel	-	142	-	-	-	-	-	142	-	142
<b>Total – Costs</b>	<b>70,930</b>	<b>15,142</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,142</b>	<b>-</b>	<b>86,072</b>
Local Tax Funding		3	-	-	-	-	-	3	-	3
General Obligation Bonds	44,270	-	-	-	-	-	-	-	-	44,270
Lease Revenue Financing	-	5,438	-	-	-	-	-	5,438	-	5,438
Cash Proffers	26,660	9,701	-	-	-	-	-	9,701	-	36,361
<b>Total – Funding Sources</b>	<b>70,930</b>	<b>15,142</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15,142</b>	<b>-</b>	<b>86,072</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
FTE	0.00	0.00	0.00	76.00	0.00	0.00	76.00
Staffing	-	-	-	4,316	4,445	4,579	13,340
O&M	-	-	-	1,953	1,987	2,022	5,962
Capital	-	-	-	354	300	300	954
Debt Service	-	-	2,071	2,661	2,593	2,525	9,850
Revenues	-	-	-	3,100	3,100	3,100	9,300
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>2,071</b>	<b>6,184</b>	<b>6,226</b>	<b>6,326</b>	<b>20,806</b>



## Parks, Recreation, and Culture

## Brambleton West Park Improvements

## Details:

Project Number: C02252

Election District: Blue Ridge

Square Feet: n/a

Location: Brambleton West District Park

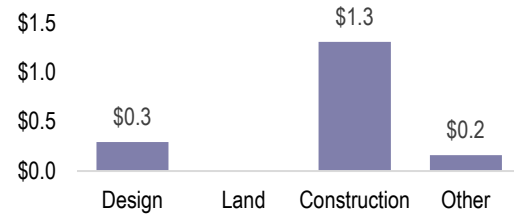
Estimated Completion Year: FY 2024

Referendum: n/a

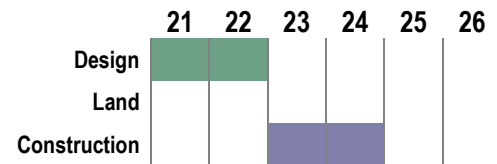
## Background:

This project provides funding for the design and construction of a press box and stadium seating for a field at the Brambleton West Park. Modifications to existing fields are necessary to accommodate the press box and seating upgrade.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	76	168	-	-	-	-	-	168	-	244
Planning	49	-	-	-	-	-	-	-	-	49
Owner Costs	-	-	-	161	-	-	-	161	-	161
Construction	-	-	-	1,307	-	-	-	1,307	-	1,307
Furniture, Fixtures & Equip	-	-	-	-	61	-	-	61	-	61
Personnel	-	6	-	-	-	-	-	6	-	6
Contingency	-	10	-	81	3	-	-	94	-	94
<b>Total – Costs</b>	<b>125</b>	<b>184</b>	<b>-</b>	<b>1,549</b>	<b>64</b>	<b>-</b>	<b>-</b>	<b>1,797</b>	<b>-</b>	<b>1,922</b>
Local Tax Funding	125	57	-	-	64	-	-	121	-	246
Cash Proffers	-	127	-	1,549	-	-	-	1,676	-	1,676
<b>Total – Funding Sources</b>	<b>125</b>	<b>184</b>	<b>-</b>	<b>1,549</b>	<b>64</b>	<b>-</b>	<b>-</b>	<b>1,797</b>	<b>-</b>	<b>1,922</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
FTE	0.00	0.00	0.00	1.25	0.00	0.00	1.25
Staffing	-	-	-	71	73	75	219
O&M	-	-	-	42	43	43	128
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>113</b>	<b>115</b>	<b>118</b>	<b>346</b>



## Parks, Recreation, and Culture

## Broad Run Stream Valley Linear Park

## Details:

Project Number: C02400

Election District: Blue Ridge, Broad Run, Dulles

Length: n/a

Location: Adjacent to the Broad Run

Estimated Completion Year: FY 2034

Referendum: November 2022

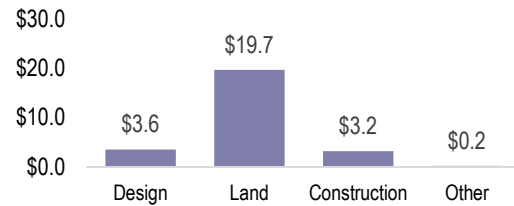
## Background:

This project includes land acquisition, design, and construction for various sections of the Broad Run Stream Valley Park and Trail between the Potomac River and Hal and Berni Hanson Regional Park.

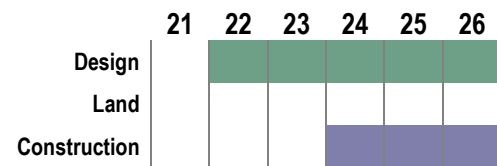
In FY 2022, funding was advanced to renovate the historic Broad Run Toll House to create a new trailhead access and parking area, opening trail access to the public. The renovated Broad Run Toll House portion of the project will reach completion before the entire project is complete.

The renovation of the Broad Run Toll House was added to this project during the FY 2022 CIP development process in response to a request from the Department of Parks, Recreation, and Community Services (PRCS) and is consistent with the Board of Supervisors' priority of preserving historic sites in Loudoun County

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	521	-	-	-	-	521	2,900	3,421
Planning	-	-	131	-	-	-	-	131	-	131
Owner Costs	-	-	-	-	40	-	-	40	-	40
Land	-	-	-	-	-	-	-	-	19,659	19,659
Construction	-	-	-	-	1,917	-	-	1,917	1,291	3,208
Personnel	-	-	68	-	-	-	-	68	-	68
Contingency	-	-	33	-	98	-	-	131	-	131
<b>Total – Costs</b>	-	-	<b>753</b>	-	<b>2,055</b>	-	-	<b>2,808</b>	<b>23,850</b>	<b>26,658</b>
Local Tax Funding	-	-	705	-	1,055	-	-	1,760	5,803	7,563
General Obligation Bonds	-	-	-	-	-	-	-	-	18,047	18,047
Cash Proffers	-	-	48	-	1,000	-	-	1,048	-	1,048
<b>Total – Funding Sources</b>	-	-	<b>753</b>	-	<b>2,055</b>	-	-	<b>2,808</b>	<b>23,850</b>	<b>26,658</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	50	49	99
<b>Total – Impact</b>	-	-	-	-	<b>50</b>	<b>49</b>	<b>99</b>



## Parks, Recreation, and Culture

## Children's Science Center

## Details:

Project Number: C02301

Election District: Broad Run

Square Feet: 70,000

Location: Kincora Development

Estimated Completion Year: FY 2024

Referendum: n/a

## Phase Costs in Millions



## Background:

This project includes contributory funding for a regional science center through a partnership between the Science Museum of Virginia, the state's flagship institution for informal STEM learning, and the Children's Science Center (CSC), a regional 501(c) 3 non-profit organization.

## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Regional Orgs.	-	13,928	-	-	-	-	-	13,928	-	13,928
Payments to Other	1,072	-	-	-	-	-	-	-	-	1,072
<b>Total – Costs</b>	<b>1,072</b>	<b>13,928</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,928</b>	<b>-</b>	<b>15,000</b>
Local Tax Funding	1,072	-	-	-	-	-	-	-	-	1,072
Lease Revenue Financing	-	13,928	-	-	-	-	-	13,928	-	13,928
<b>Total – Funding Sources</b>	<b>1,072</b>	<b>13,928</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13,928</b>	<b>-</b>	<b>15,000</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
O&M	-	-	-	250	250	250	750
Debt Service	-	261	1,029	1,003	982	951	4,227
<b>Total – Impact</b>	<b>-</b>	<b>261</b>	<b>1,029</b>	<b>1,253</b>	<b>1,232</b>	<b>1,201</b>	<b>4,977</b>



## Parks, Recreation, and Culture

### Dulles Adult Day Center

#### Details:

**Project Number:** n/a

**Election District:** Dulles

**Square Feet:** 7,000

**Location:** n/a

**Estimated Completion Year:** FY 2030

**Referendum:** November 2023

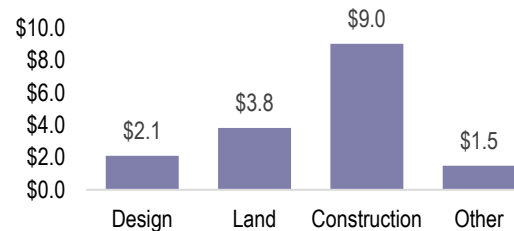
#### Background:

This project will provide funding for an adult day center within the Dulles area.

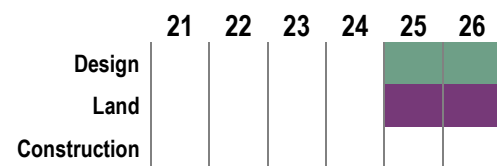
This facility provides a safe and engaging environment through professionally designed programs that meet the specific needs of each participant. Services include: physical activities and exercise, medication administration, nutritious meals, health monitoring, mentally stimulating activities, assistance with personal care needs, and some transportation.

Facility amenities include: a kitchen, dining room, quiet room, restrooms, small and large activity rooms, a clinic, staff offices, storage, screened porch, and an enclosed courtyard.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	1,794	-	1,794	-	1,794
Planning	-	-	-	-	-	316	-	316	-	316
Owner Costs	-	-	-	-	-	-	-	-	514	514
Land	-	-	-	-	-	3,829	-	3,829	-	3,829
Construction	-	-	-	-	-	-	-	-	9,043	9,043
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	184	184
Contingency	-	-	-	-	-	297	-	297	487	784
<b>Total – Costs</b>	-	-	-	-	-	<b>6,236</b>	-	<b>6,236</b>	<b>10,228</b>	<b>16,464</b>
Local Tax Funding	-	-	-	-	-	1,000	-	1,000	10,228	11,228
General Obligation Bonds	-	-	-	-	-	5,236	-	5,236	-	5,236
<b>Total – Funding Sources</b>	-	-	-	-	-	<b>6,236</b>	-	<b>6,236</b>	<b>10,228</b>	<b>16,464</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	261	261
<b>Total – Impact</b>	-	-	-	-	-	<b>261</b>	<b>261</b>



## Parks, Recreation, and Culture

### Dulles South Community Park

#### Details:

**Project Number:** n/a

**Election District:** Dulles

**Acreage:** 34.3

**Location:** Co-located with Lightridge High School

**Estimated Completion Year:** FY 2030

**Referendum:** November 2022

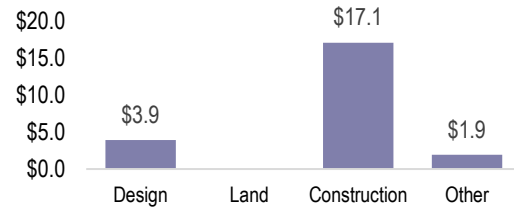
#### Background:

This project provides funding for a community park in the Dulles South area.

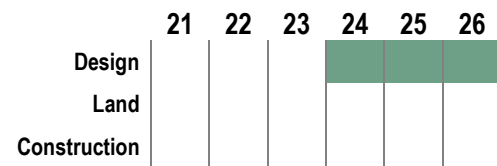
The Park will include passive and/or active (programmed or un-programmed) recreation. Passive areas may include playgrounds, picnic areas, trails, wooded areas, and streams. Active areas may include a baseball/softball starplex (four fields) or three large rectangle fields, however the athletic fields will be built in a manner that maintains the western woods present on the property.

In addition, the park will include field lighting, fencing, site utilities, parking, and site access from the public road. It will also include landscaping, public restrooms, concessions, groundwater wells, irrigation, playground, storage, picnic pavilions, bleachers, and signage.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	3,321	-	-	3,321	-	3,321
Planning	-	-	-	-	610	-	-	610	-	610
Owner Costs	-	-	-	-	-	-	-	-	421	421
Construction	-	-	-	-	-	-	-	-	17,072	17,072
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	430	430
Contingency	-	-	-	-	197	-	-	197	896	1,093
<b>Total – Costs</b>	-	-	-	-	<b>4,128</b>	-	-	<b>4,128</b>	<b>18,819</b>	<b>22,947</b>
Local Tax Funding	-	-	-	-	138	-	-	138	-	138
General Obligation Bonds	-	-	-	-	-	-	-	-	18,819	18,819
Cash Proffers	-	-	-	-	3,990	-	-	3,990	-	3,990
<b>Total – Funding Sources</b>	-	-	-	-	<b>4,128</b>	-	-	<b>4,128</b>	<b>18,819</b>	<b>22,947</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	82	82
<b>Total – Impact</b>	-	-	-	-	-	<b>82</b>	<b>82</b>



## Parks, Recreation, and Culture

### Fields Farm Park

#### Details:

**Project Number:** C00098

**Election District:** Blue Ridge

**Square Feet:** n/a

**Location:** Route 7 and Hillsboro Road (Route 690)

**Estimated Completion Year:** FY 2025

**Referendum:** November 2019 & November 2023

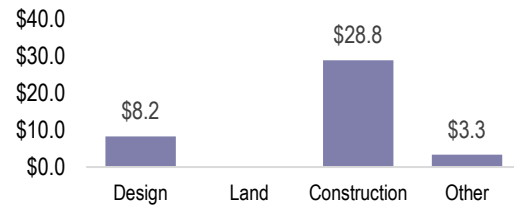
#### Background:

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.

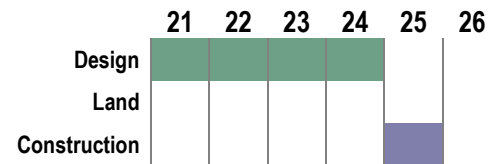
The Park includes up to ten athletic fields – four diamond fields and six rectangular fields. Supporting amenities will include athletic field lighting, fencing, public utilities, parking, access from a public road, groundwater wells irrigation, and landscaping.

Additionally, construction will provide public restrooms, concessions facilities, staff offices, meeting rooms, storage, scorekeeper and umpire areas, a maintenance facility, picnic pavilions, and bleachers.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	1,560	-	4,939	-	-	-	-	4,939	-	6,499
Planning	-	-	1,107	-	-	-	-	1,107	-	1,107
Owner Costs	-	-	-	-	-	623	-	623	-	623
Construction	-	-	-	-	-	28,821	-	28,821	-	28,821
Furniture, Fixtures & Equip	-	-	-	-	-	219	-	219	-	219
Personnel	-	147	520	-	-	-	-	667	-	667
Contingency	-	-	326	-	-	1,483	-	1,809	-	1,809
<b>Total – Costs</b>	<b>1,560</b>	<b>147</b>	<b>6,892</b>	<b>-</b>	<b>-</b>	<b>31,146</b>	<b>-</b>	<b>38,185</b>	<b>-</b>	<b>39,745</b>
Local Tax Funding	1,560	4	185	-	-	-	-	189	-	1,749
General Obligation Bonds	-	-	6,707	-	-	31,146	-	37,853	-	37,853
Cash Proffers	-	143	-	-	-	-	-	143	-	143
<b>Total – Funding Sources</b>	<b>1,560</b>	<b>147</b>	<b>6,892</b>	<b>-</b>	<b>-</b>	<b>31,146</b>	<b>-</b>	<b>38,185</b>	<b>-</b>	<b>39,745</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Staffing	-	-	-	-	402	414	815
O&M	-	-	-	-	135	136	271
Capital	-	-	-	-	173	-	173
Debt Service	-	-	169	386	656	981	2,192
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>169</b>	<b>386</b>	<b>1,366</b>	<b>1,531</b>	<b>3,451</b>



## Parks, Recreation, and Culture

## Franklin Park to Purcellville Trail

## Details:

Project Number: C02036

Election District: Blue Ridge

Length: n/a

Location: Town of Purcellville

Estimated Completion Year: FY 2030

Referendum: n/a

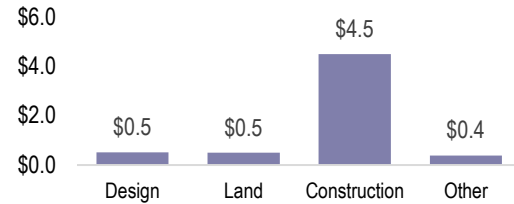
## Background:

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

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.

## Phase Costs in Millions



## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	520	-	-	-	-	-	-	-	-	520
Land	-	-	-	-	-	-	-	-	500	500
Construction	-	-	-	-	-	-	-	-	4,500	4,500
Payments to Other	-	-	-	-	-	-	-	-	390	390
<b>Total Cost</b>	<b>520</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,390</b>	<b>5,910</b>
Local Tax Funding	520	-	-	-	-	-	-	-	390	520
General Obligation Bonds	-	-	-	-	-	-	-	-	5,000	5
<b>Total Financing</b>	<b>520</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,390</b>	<b>5,910</b>



## Parks, Recreation, and Culture

### Linear Parks and Trails System

#### Details:

**Project Number:** C02336

**Election District:** Countywide

**Square Feet:** n/a

**Location:** n/a

**Estimated Completion Year:** FY 2030

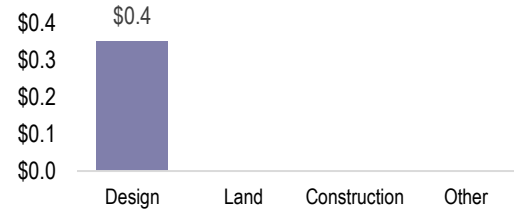
**Referendum:** n/a

#### Background:

In 2019, the Board of Supervisors directed the Loudoun County Parks, Recreation and Open Space (PROS) Board to develop a detailed implementation plan for an interconnected, countywide linear parks and trails system. In FY 2020, funding was provided to develop a strategic plan for the Linear Parks and Trails System.

Following the completion of Linear Parks and Trails strategic plan, this project will fund land acquisition, design, and construction for various sections of the Linear Parks and Trails Initiative in Loudoun County.

#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Planning	350	-	-	-	-	-	-	-	-	350
<b>Total – Costs</b>	<b>350</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>350</b>
Local Tax Funding	350	-	-	-	-	-	-	-	-	350
<b>Total – Funding Sources</b>	<b>350</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>350</b>



## Parks, Recreation, and Culture

## Lovettsville District Park – Phase II

## Details:

Project Number: C02322

Election District: Catoctin

Acreage: 91

Location: Broad Way and Milltown Road

Estimated Completion Year: FY 2023

Referendum: November 2019

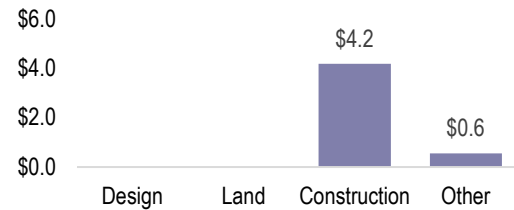
## Background:

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.

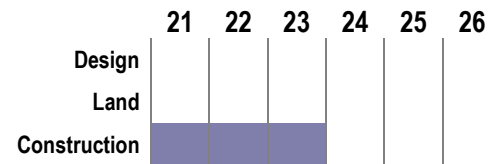
The Park will include up to seven athletic fields – four diamond fields and three rectangular fields. Supporting amenities will include athletic field lighting, fencing, public utilities, parking, and access from a public road. It will also include landscaping, public restrooms, concessions, an equestrian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

Funding was provided in FY 2021 to complete the remaining three to four athletic fields and install field lighting. Additional improvements include enhanced parking, equestrian, and maintenance facilities which were not built in Phase I of the project.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	4,180	-	-	-	-	-	4,180	-	4,180
Furniture, Fixtures & Equip	-	500	-	-	-	-	-	500	-	500
Personnel	-	59	-	-	-	-	-	59	-	59
<b>Total – Costs</b>	-	<b>4,739</b>	-	-	-	-	-	<b>4,739</b>	-	<b>4,739</b>
Local Tax Funding	-	1	-	-	-	-	-	1	-	1
General Obligation Bonds	-	4,680	-	-	-	-	-	4,680	-	4,680
Cash Proffers	-	58	-	-	-	-	-	58	-	58
<b>Total – Funding Sources</b>	-	<b>4,739</b>	-	-	-	-	-	<b>4,739</b>	-	<b>4,739</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Staffing	-	-	465	479	493	508	1,945
FTE	0.00	0.00	8.67	0.00	0.00	0.00	8.67
O&M	-	-	133	134	135	137	538
Debt Service	-	500	752	731	711	696	3,390
<b>Total – Impact</b>	-	<b>500</b>	<b>1,349</b>	<b>1,344</b>	<b>1,340</b>	<b>1,340</b>	<b>5,874</b>



## Parks, Recreation, and Culture

### Philip A. Bolen Memorial Park – Phase II

#### Details:

**Project Number:** C02152

**Election District:** Catoctin

**Square Feet:** 8,100

**Location:** Sycolin Road

**Estimated Completion Year:** FY 2024

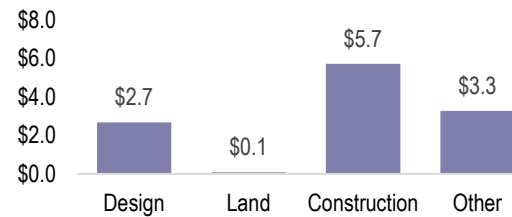
**Referendum:** November 2020

#### Background:

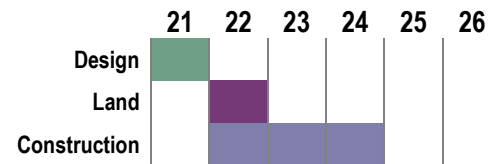
This project provides for funding to construct four permanent restroom and concession facilities. This project provides for funding to construct four permanent restroom and concession facilities to better accommodate the demands and needs of the public attending events at the park.

With the expansion of restrooms and concession stands, that are both of a higher quality and permanent in nature, the project will also include the construction of new bleachers that will increase the seating capacity of athletic venues throughout the park. The new restroom and concession structures, and the added seating capacity which they will support, could not be accommodated during Phase I of this project due to limited access to water and sewer infrastructure at the time.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	1,200	1,474	-	-	-	-	-	1,474	-	2,674
Utility Relocation	-	-	83	-	-	-	-	83	-	83
Owner Costs	-	-	1,985	-	-	-	-	1,985	-	1,985
Construction	-	-	5,724	-	-	-	-	5,724	-	5,724
Personnel	-	-	818	-	-	-	-	818	-	818
Contingency	-	48	429	-	-	-	-	477	-	477
<b>Total – Costs</b>	<b>1,200</b>	<b>1,522</b>	<b>9,039</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,561</b>	<b>-</b>	<b>11,761</b>
Local Tax Funding	1,200	-	519	-	-	-	-	519	-	1,719
General Obligation Bonds	-	-	7,700	-	-	-	-	7,700	-	7,700
Lease Revenue Financing	-	1,264	-	-	-	-	-	1,264	-	1,264
Cash Proffers	-	258	820	-	-	-	-	1,078	-	1,078
<b>Total – Funding Sources</b>	<b>1,200</b>	<b>1,522</b>	<b>9,039</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,561</b>	<b>-</b>	<b>11,761</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Staffing	-	-	-	121	125	128	374
FTE	0.00	0.00	0.00	1.20	0.00	0.00	1.20
O&M	-	-	-	201	204	207	612
Capital	-	-	-	54	-	-	54
Debt Service	-	-	499	758	738	719	2,713
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>499</b>	<b>1,134</b>	<b>1,067</b>	<b>1,054</b>	<b>3,754</b>



## Parks, Recreation, and Culture

## Potomack Lakes Sportsplex – Field Improvements

## Details:

Project Number: C02233

Election District: Algonkian

Square Feet: n/a

Location: Potomack Lakes Sportsplex

Completion Year: FY 2025

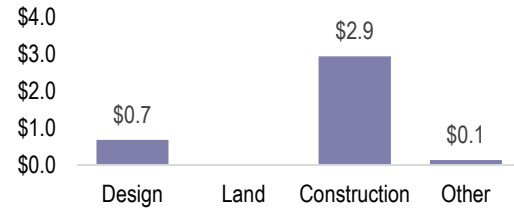
Referendum: n/a

## Background:

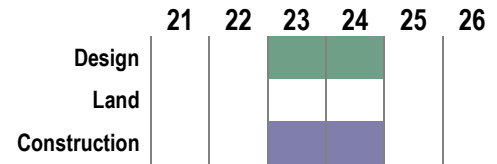
This project provides for the conversion of two Bermuda athletic fields into synthetic turf at the Potomack Lakes Sportsplex. The Department of Parks, Recreation, and Community Services is transitioning to synthetic turf for athletic fields throughout the County. This material is more weather resistant and requires less routine maintenance than traditional turf.

Additional improvements include: building a covered structure for the existing bleachers and construction of Americans with Disabilities Act (ADA) accessible parking.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	131	-	-	-	-	-	-	-	-	131
Planning	551	-	-	-	-	-	-	-	-	551
Owner Costs	-	-	-	43	-	-	-	43	-	43
Construction	769	-	-	2,126	-	-	-	2,126	-	2,895
Personnel	-	14	-	-	-	-	-	14	-	14
Contingency	-	-	-	119	-	-	-	119	-	119
<b>Total – Costs</b>	<b>1,451</b>	<b>14</b>	<b>-</b>	<b>2,288</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,302</b>	<b>-</b>	<b>3,753</b>
Local Tax Funding	-	-	-	1,979	-	-	-	1,980	-	1,980
Cash Proffers	1,451	14	-	309	-	-	-	323	-	1,774
<b>Total – Funding Sources</b>	<b>1,451</b>	<b>14</b>	<b>-</b>	<b>2,288</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,302</b>	<b>-</b>	<b>3,753</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
O&M	-	-	-	-	200	202	402
Capital	-	-	-	-	200	202	402
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>400</b>	<b>404</b>	<b>804</b>



## Parks, Recreation, and Culture

### PRCS Renovation Program

#### Details:

**Project Number:** C02398

**Election District:** Countywide

**Square Feet:** Varies

**Location:** Multiple Locations

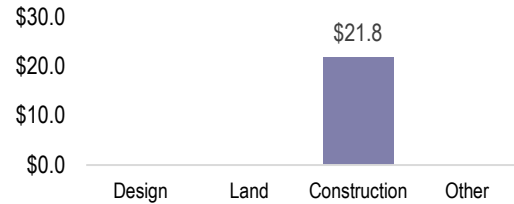
**Estimated Completion Year:** Ongoing

**Referendum:** n/a

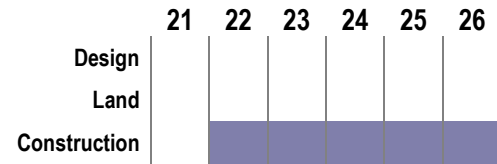
#### Background:

This project provides funding for large-scale maintenance projects for capital facilities managed by the Department of Parks, Recreation, and Community Services. Projects funded by this project are typically larger in scale and require longer-term planning. Additionally, a portion of these funds will be specifically dedicated to the ongoing upkeep and improvement of athletic fields throughout the County.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	-	1,500	1,750	2,000	2,250	2,500	10,000	11,750	21,750
<b>Total – Costs</b>	-	-	<b>1,500</b>	<b>1,750</b>	<b>2,000</b>	<b>2,250</b>	<b>2,500</b>	<b>10,000</b>	<b>11,750</b>	<b>21,750</b>
Local Tax Funding	-	-	1,500	1,750	2,000	2,250	2,500	10,000	11,750	21,750
<b>Total – Funding Sources</b>	-	-	<b>1,500</b>	<b>1,750</b>	<b>2,000</b>	<b>2,250</b>	<b>2,500</b>	<b>10,000</b>	<b>11,750</b>	<b>21,750</b>



## Parks, Recreation, and Culture

## Scott Jenkins Memorial Park – Phase III

## Details:

Project Number: C02325

Election District: Catoclin

Square Feet: n/a

Location: Old Colonial Highway; co-located with Harmony Park and Ride

Estimated Completion Year: FY 2023

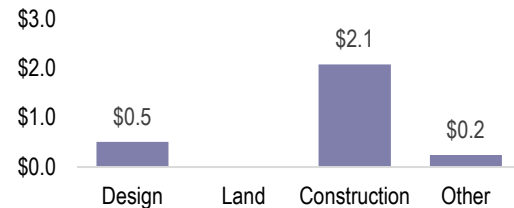
Referendum: November 2020

## Background:

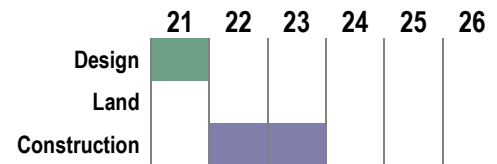
The Park includes five athletic fields – four diamond fields and one rectangular field. Supporting amenities include athletic field lighting, fencing, public utilities, parking, and access from a public road. It also includes landscaping, public restrooms, concessions, irrigation, pavilions, and bleachers. This phase of the project, Phase III, proposes funding to light all five athletic fields.

Phase I and Phase II received funding previously. 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. Phase II of the project constructed a rectangular athletic field, three diamond fields, concessions, and associated parking.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	436	-	-	-	-	-	436	-	436
Planning	-	75	-	-	-	-	-	75	-	75
Owner Costs	-	-	76	-	-	-	-	76	-	76
Construction	-	-	2,076	-	-	-	-	2,076	-	2,076
Personnel	-	19	226	-	-	-	-	245	-	245
Contingency	-	28	118	-	-	-	-	146	-	146
<b>Total – Costs</b>	-	<b>558</b>	<b>2,496</b>	-	-	-	-	<b>3,054</b>	-	<b>3,054</b>
Local Tax Funding	-	539	226	-	-	-	-	765	-	765
General Obligation Bonds	-	-	2,270	-	-	-	-	2,270	-	2,270
Cash Proffers	-	19	-	-	-	-	-	19	-	19
<b>Total – Funding Sources</b>	-	<b>558</b>	<b>2,496</b>	-	-	-	-	<b>3,054</b>	-	<b>3,054</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Staffing	-	-	46	48	49	51	194
FTE	0.00	0.00	1.50	0.00	0.00	0.00	1.50
O&M	-	-	26	27	27	27	107
Debt Service	-	-	-	-	229	223	451
<b>Total – Impact</b>	-	-	<b>73</b>	<b>74</b>	<b>304</b>	<b>300</b>	<b>752</b>



## Parks, Recreation, and Culture

### Sterling Neighborhood Park

#### Details:

**Project Number:** C02353

**Election District:** Sterling

**Acreage:** 12

**Location:** n/a

**Estimated Completion Year:** FY 2028

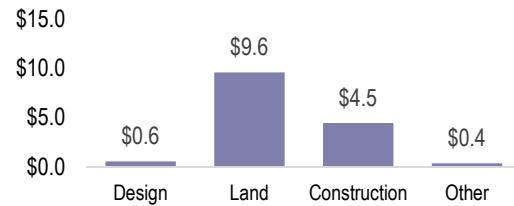
**Referendum:** November 2023

#### Background:

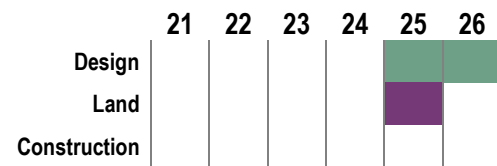
This project provides funding for land acquisition, design, and construction of a neighborhood park in the Sterling area. The Park will include passive and/or active (programmed or un-programmed) recreation. Passive areas may include playgrounds, picnic areas, trails, wooded areas, and streams. Active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

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

**Phase Costs in Millions**



**Project Phase Timeline by FY**



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	20	-	-	-	-	560	-	560	-	580
Land	-	-	-	-	-	9,580	-	9,580	-	9,580
Construction	-	-	-	-	-	-	-	-	4,460	4,460
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	365	365
<b>Total – Costs</b>	<b>20</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,140</b>	<b>-</b>	<b>10,140</b>	<b>4,825</b>	<b>14,985</b>
Local Tax Funding	20	-	-	-	-	9,915	-	9,915	-	9,935
General Obligation Bonds	-	-	-	-	-	-	-	-	4,825	4,825
Cash Proffers	-	-	-	-	-	225	-	225	-	225
<b>Total – Funding Sources</b>	<b>20</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10,140</b>	<b>-</b>	<b>10,140</b>	<b>4,825</b>	<b>14,985</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	959	959
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>959</b>	<b>959</b>



## Parks, Recreation, and Culture

### Western Loudoun Recreation Center

#### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

**Square Feet:** 83,000

**Location:** n/a

**Estimated Completion Year:** FY 2030

**Referendum:** November 2024

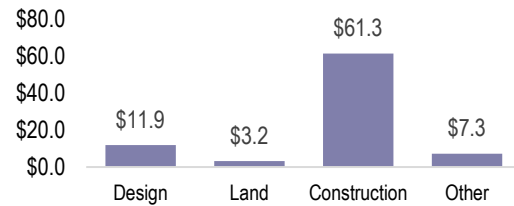
#### Background:

This project provides funding for land acquisition, design, and construction of a new recreation center in the Route 7 West planning subarea. A location for the facility has not yet been identified.

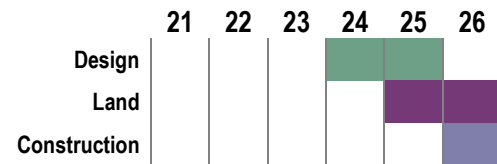
The recreation center will include meeting/classrooms, administrative office space, a gymnasium, a kitchen, a fitness center, multi-purpose rooms, and a running track. The facility will also include an aquatics center with a competition pool, leisure pool, spa, spectator seating areas, two wet classrooms, splash play area, and associated locker rooms. Site amenities may include sports courts, rock climbing wall, outdoor fitness area and a diving pool.

During development of the FY 2022 CIP, funding for this project was accelerated to allow design work to begin in FY 2024.

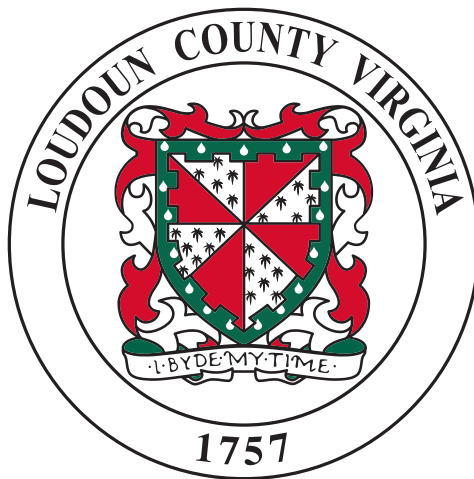
#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	10,195	-	-	10,195	-	10,195
Planning	-	-	-	-	1,730	-	-	1,730	-	1,730
Utility Relocation	-	-	-	-	-	3,159	-	3,159	-	3,159
Owner Costs	-	-	-	-	-	-	583	583	-	583
Construction	-	-	-	-	-	-	61,300	61,300	-	61,300
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	2,711	2,711
Contingency	-	-	-	-	596	158	3,093	3,847	135	3,982
<b>Total – Costs</b>	-	-	-	-	<b>12,521</b>	<b>3,317</b>	<b>64,976</b>	<b>80,814</b>	<b>2,846</b>	<b>83,660</b>
Local Tax Funding	-	-	-	-	12,521	3,317	-	15,838	2,846	18,684
General Obligation Bonds	-	-	-	-	-	-	64,976	64,976	-	64,976
<b>Total – Funding Sources</b>	-	-	-	-	<b>12,521</b>	<b>3,317</b>	<b>64,976</b>	<b>80,814</b>	<b>2,846</b>	<b>83,660</b>





# Capital Improvement Program

## Public Safety

### Contents

Public Safety Summary	9-77
Adult Detention Center Expansion-Phase III	9-78
Courts Complex Phase III	9-79
Courts Complex Phase IV	9-80
Fire and Rescue- Basic Training Facility	9-81
Fire and Rescue- Capital Apparatus	9-82
Fire and Rescue- Station #04 Round Hill Fire Station	9-83
Fire and Rescue- Station #08 Philomont Station Replacement	9-84
Fire and Rescue- Station #28 Leesburg South Station	9-85
Fire and Rescue- Station Storage Sheds	9-86
Fire and Rescue- Training Academy Expansion	9-87



## Public Safety

Capital Improvement Program										
Public Safety										
	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Adult Detention Center Expansion, Phase III	260	-	-	-	2,730	18,400	83,190	104,320	9,606	114,186
Animal Services Facility	25,786	177	-	-	-	-	-	177	-	25,963
Courts Complex Phase III	91,999	8,168	-	-	-	-	-	8,168	-	100,167
Courts Complex Phase IV - Renovation	-	4,507	-	23,430	-	-	-	27,937	-	27,937
Fire and Rescue - Basic Training Facility	750	1,214	-	10,610	-	-	-	11,824	-	12,574
Fire and Rescue - Capital Apparatus	26,550	3,183	2,753	3,376	3,477	3,581	3,688	20,058	15,893	62,501
Fire and Rescue - Station #04 - Round Hill Station Replacement	3,495	753	3,341	-	17,945	537	-	22,576	-	26,071
Fire and Rescue - Station #07 - Aldie Station Replacement	18,860	11	-	-	-	-	-	11	-	18,871
Fire and Rescue - Station #08 - Philomont Station Replacement	-	115	3,920	-	-	15,640	2,181	21,856	-	21,856
Fire and Rescue - Station #28 - Leesburg South Station	-	2,378	-	15,965	2,791	-	-	21,134	-	21,134
Fire and Rescue - Station Storage Sheds	-	140	577	-	-	-	-	717	-	717
Fire and Rescue - Training Academy Expansion	-	-	-	-	-	-	12,990	12,990	-	12,990
<b>Total – Cost</b>	<b>167,699</b>	<b>20,646</b>	<b>10,591</b>	<b>53,381</b>	<b>26,943</b>	<b>38,158</b>	<b>102,049</b>	<b>251,768</b>	<b>25,499</b>	<b>444,967</b>
Local Tax Funding	33,950	8,166	3,000	3,376	10,793	22,518	6,878	54,731	25,499	114,179
Local Tax Funding Roads	-	-	-	-	-	-	-	-	-	-
General Obligation Bonds	41,624	3,485	6,916	26,575	16,150	15,640	95,171	163,937	-	205,560
Lease Revenue Financing	92,126	8,186	525	23,430	-	-	-	32,141	-	124,267
Cash Proffers	-	810	150	-	-	-	-	960	-	960
<b>Total – Funding Sources</b>	<b>167,699</b>	<b>20,646</b>	<b>10,591</b>	<b>53,381</b>	<b>26,943</b>	<b>38,158</b>	<b>102,049</b>	<b>251,768</b>	<b>25,499</b>	<b>444,967</b>



## Public Safety

## Adult Detention Center Expansion, Phase III

## Details:

Project Number: n/a

Election District: Catoclin

Square Feet: 100,000-150,000

Location: Adult Detention Center

Estimated Completion Year: FY 2030

Referendum: November 2024

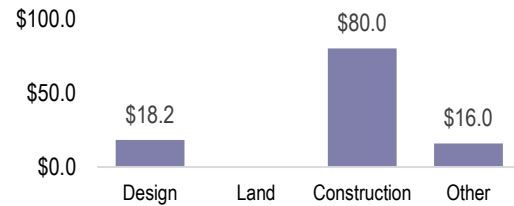
## Background:

This project provides funding to design and construct a 100,000 – 150,000 square foot addition and partial remodel to the existing Adult Detention Center located at 42035 Loudoun Center Place, Leesburg, VA.

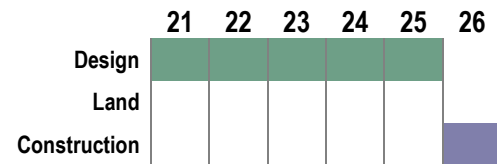
The addition and remodel may include: inmate housing units, work release facilities, inmate property storage, contact visitation areas, medical unit expansion, mental health treatment, mental health office space, workforce shop and equipment storage, officer processing, administrative office space, records storage, records section offices, re-entry unit, kitchen expansion and renovation, kitchen storage, laundry room expansion, maintenance facility, and K-9 kennels.

A mandatory planning process, initiated in FY 2021, will determine the final scope and timeline for this specific project. Funding for this study was appropriated in prior fiscal years as shown in the table below.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	260	-	-	-	-	15,210	-	15,210	-	15,470
Planning	-	-	-	-	2,730	-	-	2,730	-	2,730
Owner Costs	-	-	-	-	-	-	-	-	1,226	1,226
Construction	-	-	-	-	-	-	80,000	80,000	-	80,000
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	2,000	2,000
Contingency	-	-	-	-	-	3,190	3,190	6,380	6,380	12,760
<b>Total Cost</b>	<b>260</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,730</b>	<b>18,400</b>	<b>83,190</b>	<b>104,320</b>	<b>9,606</b>	<b>114,186</b>
Local Tax Funding	260	-	-	-	2,730	18,400	3,190	24,320	9,606	34,186
General Obligation Bonds	-	-	-	-	-	-	80,000	80,000	-	80,000
<b>Total Financing</b>	<b>260</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,730</b>	<b>18,400</b>	<b>83,190</b>	<b>104,320</b>	<b>9,606</b>	<b>114,186</b>



## Public Safety

## Courts Complex – Phase III

## Details:

Project Number: C00150, C02140, C02141

Election District: Leesburg

Square Feet: 92,000

Location: Courts Complex in the Town of Leesburg

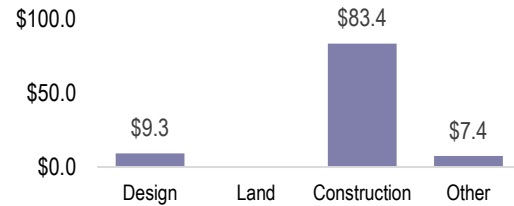
Estimated Completion Year: FY 2024

Referendum: n/a

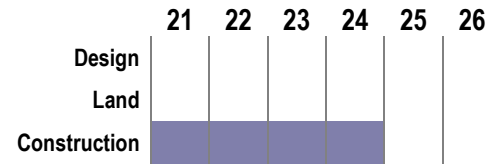
## Background:

This project provides funding to construct a new facility for the General District Court and court administrative support functions, and a 725-space parking garage.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	9,310	-	-	-	-	-	-	-	-	9,310
Construction	77,689	5,725	-	-	-	-	-	5,725	-	83,414
Furniture, Fixtures & Equip	5,000	2,000	-	-	-	-	-	2,000	-	7,000
Personnel	-	57	-	-	-	-	-	57	-	57
Contingency	-	386	-	-	-	-	-	386	-	386
<b>Total – Costs</b>	<b>91,999</b>	<b>8,168</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,168</b>	<b>-</b>	<b>100,167</b>
Local Tax Funding	4,599	1	-	-	-	-	-	1	-	4,600
Lease Revenue Financing	87,400	8,111	-	-	-	-	-	8,111	-	95,511
Cash Proffers	-	56	-	-	-	-	-	56	-	56
<b>Total – Funding Sources</b>	<b>91,999</b>	<b>8,168</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,168</b>	<b>-</b>	<b>100,167</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
FTE	16.00	15.00	1.00	0.00	0.00	0.00	32.00
Staffing	2,594	4,359	4,501	4,547	4,594	4,642	25,238
O&M	535	651	563	1,176	1,211	1,247	5,382
Capital	201	92	45	-	-	-	338
Debt Service	-	369	1,983	2,447	2,370	2,282	9,452
<b>Total – Impact</b>	<b>3,330</b>	<b>5,471</b>	<b>7,092</b>	<b>8,170</b>	<b>8,175</b>	<b>8,171</b>	<b>40,409</b>



## Public Safety

## Courts Complex – Phase IV

## Details:

Project Number: C02329

Election District: Leesburg

Square Feet: 58,700

Location: Courts Complex in the Town of Leesburg

Estimated Completion Year: FY 2025

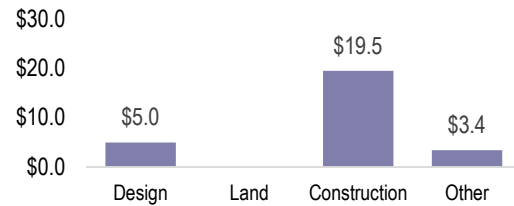
Referendum: n/a

## Background:

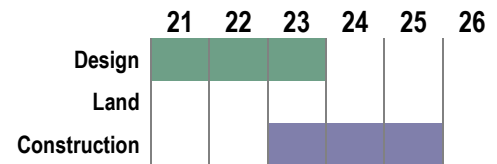
This project funds the renovation of the existing courthouse facility. The renovation will improve approximately 58,700 square feet of space including modifications to the Circuit Court courtrooms, shared hearing rooms, small courtroom, Circuit Court Judicial offices, Circuit Court support areas, Juvenile and Domestic Relations (J&DR) courtrooms, J&DR Court Clerk's Office, Court support areas, Juvenile Court services area, Court Administrator's Office, and the Circuit Court Clerk's Office.

Additionally, enhancements will be made to building support areas such as the Community Room, Public Training Room, Commonwealth Attorney's Victim Witness Suite, entry screening sites, and holding areas.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	3,572	-	781	-	-	-	4,353	-	4,353
Planning	-	634	-	-	-	-	-	634	-	634
Owner Costs	-	-	-	2,018	-	-	-	2,018	-	2,018
Construction	-	-	-	19,515	-	-	-	19,515	-	19,515
Personnel	-	91	-	-	-	-	-	91	-	91
Contingency	-	210	-	1,116	-	-	-	1,326	-	1,326
<b>Total – Costs</b>	-	<b>4,507</b>	-	<b>23,430</b>	-	-	-	<b>27,937</b>	-	<b>27,937</b>
Local Tax Funding	-	4,418	-	-	-	-	-	4,418	-	4,418
Lease Revenue Financing	-	-	-	23,430	-	-	-	23,430	-	23,430
Cash Proffers	-	89	-	-	-	-	-	89	-	89
<b>Total – Funding Sources</b>	-	<b>4,507</b>	-	<b>23,430</b>	-	-	-	<b>27,937</b>	-	<b>27,937</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
FTE	-	-	-	-	0.50	-	0.50
Staffing	-	-	-	-	52	53	105
O&M	-	-	-	-	392	404	795
Capital	-	-	-	-	23	-	23
Debt Service	-	-	246	1,154	1,830	2,245	5,475
<b>Total – Impact</b>	-	-	<b>246</b>	<b>1,154</b>	<b>2,297</b>	<b>2,702</b>	<b>6,398</b>



## Public Safety

## Fire and Rescue – Basic Training Facility

## Details:

Project Number: C02214

Election District: Catoclin

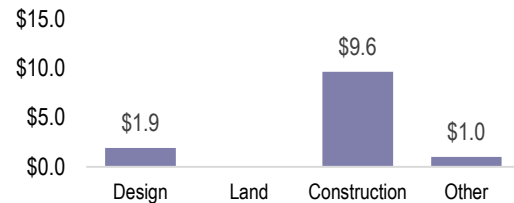
Square Feet: 17,428

Location: Government Support Center off of Sycolin Road

Estimated Completion Year: FY 2025

Referendum: November 2021

## Phase Costs in Millions



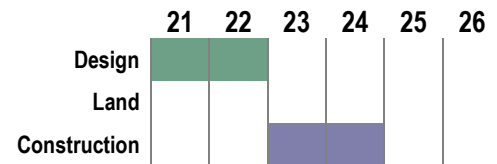
## Background:

This project provides funding to design and construct a recruit training facility on the existing Fire-Rescue Training Center property. The facility, to be located in proximity to the current structural burn building, training props, and high bay building, would provide climate-controlled 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 Basic Training Facility will be designed similar to a typical Loudoun County Fire and Rescue station, but it will include classrooms instead of sleeping quarters. The facility will have apparatus bays, restrooms, lockers, and other ancillary spaces.

Additional funding has been added in FY 2023 to reflect final project scope and related cost estimate revisions and to provide for additional site planning and preparation activities (including removal of old fueling station pads and related remediation needs).

## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	750	1,175	-	-	-	-	-	1,175	-	1,925
Construction	-	-	-	9,645	-	-	-	9,645	-	9,645
Personnel	-	39	-	-	-	-	-	39	-	39
Contingency	-	-	-	965	-	-	-	965	-	965
<b>Total Cost</b>	<b>750</b>	<b>1,214</b>	<b>-</b>	<b>10,610</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,824</b>	<b>-</b>	<b>12,574</b>
Local Tax Funding	750	1	-	-	-	-	-	1	-	751
General Obligation Bonds	-	1,175	-	10,610	-	-	-	11,785	-	11,785
Cash Proffers	-	38	-	-	-	-	-	38	-	38
<b>Total Financing</b>	<b>750</b>	<b>1,214</b>	<b>-</b>	<b>10,610</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,824</b>	<b>-</b>	<b>12,574</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
FTE	0.00	0.00	0.00	2.20	0.00	0.00	2.20
Personnel	-	-	-	121	125	128	374
O&M	-	-	-	102	104	107	312
Capital	-	-	-	80	-	-	80
Debt Service	-	-	-	530	1,047	1,021	2,598
<b>Total Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>833</b>	<b>1,276</b>	<b>1,256</b>	<b>3,365</b>



## Public Safety

### Fire and Rescue – Capital Apparatus

#### Details:

**Project Number:** C02338

**Election District:** Countywide

**Estimated Completion Year:** Ongoing

**Referendum:** n/a

#### Background:

This project provides for the procurement of new ambulances and heavy fire and rescue apparatus for the Loudoun County Combined Fire and Rescue System (LC-CFRS), as well as the County contributions toward Volunteer Fire Department purchases. The percentage of the County contributions 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 LCFR guidelines.

Apparatus procurement planned for FY 2022 include:

#### Volunteer

EMS Transport	Ashburn	\$191,818
EMS Transport	Arcola	\$191,818
EMS Transport	Loudoun Rescue	\$191,818
Engine	Lovettsville	\$498,303
<b>FY 2022 Total</b>		<b>\$1,073,757</b>

FY 2022 costs and funding have been revised to reflect planned County and volunteer acquisitions for the fiscal year. The table above captures only volunteer acquisitions and the remaining FY 2022 budget will be dedicated to system and County staff apparatus needs.

#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
<b>Design</b>						
<b>Land</b>						
<b>Construction</b>						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	26,550	3,183	2,753	3,376	3,477	3,581	3,688	20,058	15,893	62,501
<b>Total Cost</b>	<b>26,550</b>	<b>3,183</b>	<b>2,753</b>	<b>3,376</b>	<b>3,477</b>	<b>3,581</b>	<b>3,688</b>	<b>20,058</b>	<b>15,893</b>	<b>62,501</b>
Local Tax Funding	13,375	3,183	2,753	3,376	3,477	3,581	3,688	20,058	15,893	49,326
General Obligation Bonds	12,449	-	-	-	-	-	-	-	-	12,449
Lease Revenue Financing	726	-	-	-	-	-	-	-	-	726
<b>Total Financing</b>	<b>26,550</b>	<b>3,183</b>	<b>2,753</b>	<b>3,376</b>	<b>3,477</b>	<b>3,581</b>	<b>3,688</b>	<b>20,058</b>	<b>15,893</b>	<b>62,501</b>



## Public Safety

## Fire and Rescue - Station #04 - Round Hill Station Replacement

## Details:

Project Number: C02215

Election District: Blue Ridge

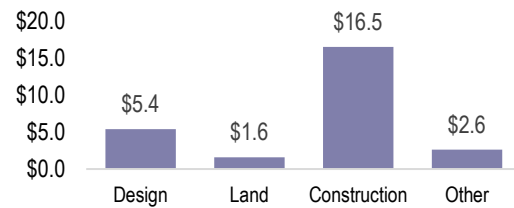
Square Feet: 19,800 (New Fire station #4), 3,500 (community room addition)

Location: Town of Round Hill

Estimated Completion Year: FY 2026

Referendum: November 2022

## Phase Costs in Millions

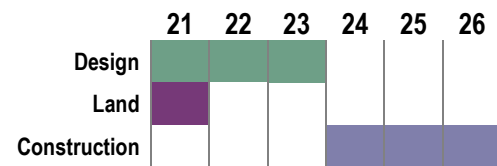


## Background:

This project provides funding to design and construct a replacement 19,800 square foot Round Hill Fire Station. The facility will include apparatus bays, bunkroom facilities, training room, break room, restrooms, showers, food preparation and dining areas, laundry and decontamination areas, and supply storage. It will also include a gear and hose drying area, a breathing apparatus air compressor room, a fitness room, offices, and a repair shop. In addition, the project provides funding for the procurement of a brush truck.

The project also provides funding to include a 3,500 square foot addition to either the planned fire station or the Western Loudoun Sheriff's Station to provide a community meeting room and ancillary support for the community room (restrooms, vestibule access, and additional required parking).

## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	1,844	-	2,933	-	-	-	-	2,933	-	4,777
Planning	56	540	-	-	-	-	-	540	-	596
Owner Costs	-	-	-	-	604	-	-	604	-	604
Land	1,595	-	-	-	-	-	-	-	-	1,595
Construction	-	-	-	-	16,486	-	-	16,486	-	16,486
Furniture, Fixtures & Equip	-	-	-	-	-	511	-	511	-	511
Personnel	-	114	253	-	-	-	-	367	-	367
Contingency	-	99	155	-	855	26	-	1,135	-	1,135
<b>Total Cost</b>	<b>3,495</b>	<b>753</b>	<b>3,341</b>	<b>-</b>	<b>17,945</b>	<b>537</b>	<b>-</b>	<b>22,576</b>	<b>-</b>	<b>26,071</b>
Local Tax Funding	1,595	390	90	-	1,795	537	-	2,812	-	4,407
General Obligation Bonds	1,900	-	3,101	-	16,150	-	-	19,251	-	21,151
Cash Proffers	-	363	150	-	-	-	-	513	-	513
<b>Total Financing</b>	<b>3,495</b>	<b>753</b>	<b>3,341</b>	<b>-</b>	<b>17,945</b>	<b>537</b>	<b>-</b>	<b>22,576</b>	<b>-</b>	<b>26,071</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
FTE	0.00	0.00	0.00	0.00	11.50	0.00	11.50
Personnel	-	-	-	-	1,145	1,180	2,325
O&M	-	-	-	-	319	325	644
Capital	-	-	-	-	95	-	95
Debt Service	-	-	200	305	836	1,354	2,696
<b>Total Impact</b>	<b>-</b>	<b>-</b>	<b>200</b>	<b>305</b>	<b>2,395</b>	<b>2,859</b>	<b>5,760</b>



## Public Safety

## Fire and Rescue - Station #08 - Philomont Station Replacement

## Details:

Project Number: n/a

Election District: Blue Ridge

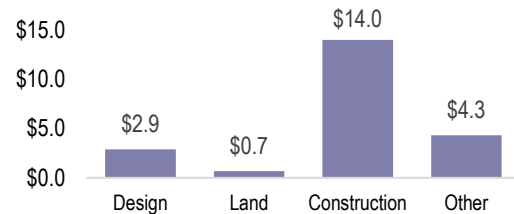
Square Feet: 18,500

Location: Snickersville Turnpike, in the Village of Philomont

Estimated Completion Year: FY 2026

Referendum: November 2020

## Phase Costs in Millions

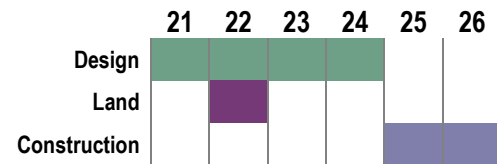


## Background:

This project provides funding to design and construct a new Fire Station to replace the current Philomont Volunteer Fire and Rescue Company #8 Station. The new Station is currently planned to be built on a site of approximately seven acres owned by the Philomont Volunteer Fire Company and will require a special exception.

The Station will include: apparatus bays, bunkroom facilities, a training/break room, restrooms, showers, food preparation and dining areas, laundry and decontamination areas, supply storage, and a gear and hose drying area. It will also include a breathing apparatus air compressor room, a fitness room, offices, and a repair shop.

## Project Phase Timeline by FY



Staffing for the fire and rescue Station will be 24 hours, seven days a week for a pumper and tanker, with the potential for additional resources as service demands dictate. Additional funding is reflected in FY 2021 for expenditures associated with a feasibility study related to the project.

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	115	2,498	-	-	-	-	2,613	-	2,613
Planning	-	-	265	-	-	-	-	265	-	265
Owner Costs	-	-	-	-	-	906	-	906	-	906
Land	-	-	679	-	-	-	-	679	-	679
Construction	-	-	-	-	-	13,989	-	13,989	-	13,989
Furniture, Fixtures & Equip	-	-	-	-	-	-	2,077	2,077	-	2,077
Personnel	-	-	296	-	-	-	-	296	-	296
Contingency	-	-	182	-	-	745	104	1,031	-	1,031
<b>Total Cost</b>	-	<b>115</b>	<b>3,920</b>	-	-	<b>15,640</b>	<b>2,181</b>	<b>21,856</b>	-	<b>21,856</b>
Local Tax Funding	-	115	105	-	-	-	-	220	-	220
General Obligation Bonds	-	-	3,815	-	-	15,640	2,181	21,636	-	21,636
<b>Total Financing</b>	-	<b>115</b>	<b>3,920</b>	-	-	<b>15,640</b>	<b>2,181</b>	<b>21,856</b>	-	<b>21,856</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
FTE	0.00	0.00	0.00	0.00	0.00	6.00	6.00
Personnel	-	-	-	-	-	605	605
O&M	-	-	-	-	-	231	231
Capital	-	-	-	-	-	50	50
Debt Service	-	-	129	378	368	1,028	1,902
<b>Total Impact</b>	-	-	<b>129</b>	<b>378</b>	<b>368</b>	<b>1,914</b>	<b>2,788</b>



## Public Safety

## Fire and Rescue - Station #28 – Leesburg South Station

## Details:

Project Number: C02321

Election District: Catoctin

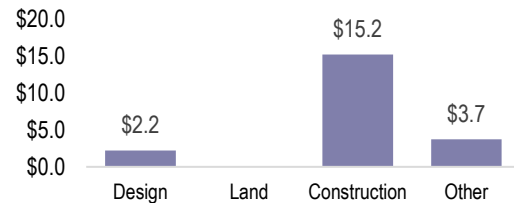
Square Feet: 29,000

Location: Adjacent to Sycolin Elementary School

Estimated Completion Year: FY 2025

Referendum: November 2021

## Phase Costs in Millions



## Background:

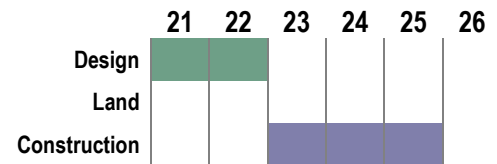
This project provides funding to design and construct a Fire and Rescue Station to improve local response times and fire protection coverage.

The facility will include: apparatus bays, bunkroom facilities, a training room, break room, restrooms, showers, food preparation and dining areas, laundry and decontamination areas, supply storage, a gear and hose drying area, a breathing apparatus air compressor room, a fitness room, offices, and a repair shop. It will also include space for the Hazardous Materials Response Team.

The Hazardous Materials Response Team is currently located at Fire Station 19 which is a less central geographic location. The re-location of this program to the new Station will more effectively ensure timely response to high risk events involving the release of hazardous materials.

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

## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	2,200	-	-	-	-	-	2,200	-	2,200
Owner Costs	-	-	-	-	817	-	-	817	-	817
Construction	-	-	-	15,205	-	-	-	15,205	-	15,205
Furniture, Fixtures & Equip	-	-	-	-	1,841	-	-	1,841	-	1,841
Personnel	-	68	-	-	-	-	-	68	-	68
Contingency	-	110	-	760	133	-	-	1,003	-	1,003
<b>Total Cost</b>	-	<b>2,378</b>	-	<b>15,965</b>	<b>2,791</b>	-	-	<b>21,134</b>	-	<b>21,134</b>
Local Tax Funding	-	2	-	-	2,791	-	-	2,793		2,793
General Obligation Bonds	-	2,310	-	15,965	-	-	-	18,275	-	18,275
Cash Proffers	-	66	-	-	-	-	-	66	-	66
<b>Total Financing</b>	-	<b>2,378</b>	-	<b>15,965</b>	<b>2,791</b>	-	-	<b>21,134</b>	-	<b>21,134</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
FTE	0.00	0.00	0.00	0.00	51.50	0.00	51.50
Personnel	-	-	-	-	5,594	5,762	11,356
O&M	-	-	-	-	1,067	1,082	2,148
Capital	-	-	-	-	73	-	73
Debt Service	-	-	121	857	1,136	1,665	3,778
<b>Total Impact</b>	-	-	<b>121</b>	<b>857</b>	<b>7,870</b>	<b>8,509</b>	<b>17,356</b>



## Public Safety

## Fire and Rescue – Station Storage Sheds

## Details:

Project Number: C02320

Election District: Various

Square Feet: 4,800

Location: Countywide

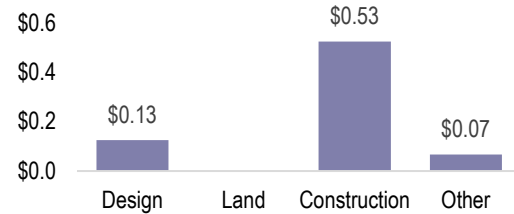
Estimated Completion Year: FY 2022

Referendum: n/a

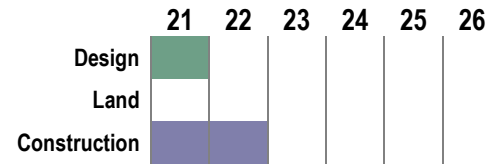
## Background:

This project provides for the design and construction of storage facilities at three Fire Stations. The storage facilities will be constructed as free-standing buildings and will be utilized for general storage and the storage of utility vehicles.

## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	125	-	-	-	-	-	125	-	125
Construction	-	-	525	-	-	-	-	525	-	525
Personnel	-	15	52	-	-	-	-	67	-	67
<b>Total Cost</b>	-	<b>140</b>	<b>577</b>	-	-	-	-	<b>717</b>	-	<b>717</b>
Local Tax Funding	-	50	52	-	-	-	-	102	-	102
Lease Revenue Financing	-	75	525	-	-	-	-	600	-	600
Cash Proffers	-	15	-	-	-	-	-	15	-	15
<b>Total Financing</b>	-	<b>140</b>	<b>577</b>	-	-	-	-	<b>717</b>	-	<b>717</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	13	51	49	48	47	208
<b>Total Impact</b>	-	<b>13</b>	<b>51</b>	<b>49</b>	<b>48</b>	<b>47</b>	<b>208</b>



## Public Safety

### Fire and Rescue – Training Academy Expansion

#### Details:

**Project Number:** n/a

**Election District:** Catoclin

**Square Feet:** 22,000

**Location:** Government Support Center off of Sycolin Road

**Estimated Completion Year:** FY 2028

**Referendum:** November 2024

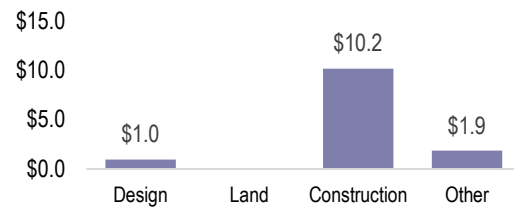
#### Background:

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

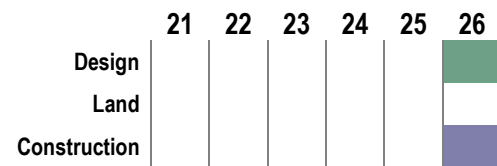
The Fire and Rescue Training Center Master Plan details the need for additional classroom space and training props by establishing the location of the buildings and props at the existing Training Academy campus. The Government Support Center Master Plan Special Exception (SPEX) was approved by the Board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

Funding for this project was purposefully delayed to FY 2026 to accommodate needs associated with the related *Basic Training Facility* project.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	-	957	957	-	957
Construction	-	-	-	-	-	-	10,171	10,171	-	10,171
Furniture, Fixtures & Equip	-	-	-	-	-	-	1,289	1,289	-	1,289
Contingency	-	-	-	-	-	-	573	573	-	573
<b>Total Cost</b>	-	-	-	-	-	-	<b>12,990</b>	<b>12,990</b>	-	<b>12,990</b>
General Obligation Bonds	-	-	-	-	-	-	-	12,990	-	12,990
<b>Total Financing</b>	-	-	-	-	-	-	-	<b>12,990</b>	-	<b>12,990</b>



# Capital Improvement Program Towns

## Contents

Town Projects Summary	9–89
Town of Hamilton – Community Park Playground	9–90
Town of Hillsboro – Old Stone School/Town Hall	9–91
Town of Leesburg – Evergreen Mill Road Widening	9–92
Town of Leesburg – NVTa Local Distribution	9–93
Town of Leesburg – Town–wide Bus Shelters	9–94
Town of Leesburg – Veteran's Park	9–95
Town of Leesburg – W&OD Trail Lighting	9–96
Town of Lovettsville – Broadway Streetscapes Phase 2A	9–97
Town of Lovettsville – Pedestrian Improvements	9–98
Town of Middleburg – Middleburg Town Hall	9–99
Town of Purcellville – Berlin Turnpike Traffic Signal	9–100
Town of Purcellville – Bush Tabernacle Floors and Fireman’s Field	9–101
Town of Purcellville – Hirst Road to W&OD Shared–Use Path	9–102
Town of Purcellville – Loudoun Valley High School Street Lighting	9–103
Town of Purcellville – NVTa Local Distribution	9–104
Town of Purcellville – Pedestrian Linkages	9–105
Town of Round Hill – Route 7 Bypass Tunnel	9–106
Town of Round Hill – Southern Gateway Pedestrian Trail	9–107



## Towns

Capital Improvement Program										
Town Projects										
	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Town of Hamilton - Community Park Playground	-	-	50	-	-	-	-	50	-	50
Town of Hillsboro - Old Stone School/Town Hall	507	292	-	-	-	-	-	292	-	799
Town of Leesburg - Evergreen Mill Rd. Widening	4,200	1,800	-	-	-	-	-	1,800	3,000	9,000
Town of Leesburg - NVTA Local Distribution	14,478	2,049	2,358	2,427	2,492	2,546	2,604	14,476	10,866	39,820
Town of Leesburg - Town-wide Bus Shelters	-	60	178	-	-	-	-	238	-	238
Town of Leesburg - Veteran's Park	-	4,000	-	-	-	-	-	4,000	2,000	6,000
Town of Leesburg - W&OD Trail Lighting	-	-	-	-	-	500	-	500	-	500
Town of Lovettsville - Broadway Streetscapes Phase 2A	330	-	150	671	800	-	-	1,621	-	1,951
Town of Lovettsville - Pedestrian Improvements	103	62	160	278	473	-	-	973	-	1,076
Town of Middleburg - Middleburg Town Hall	-	-	-	500	-	-	-	500	-	500
Town of Purcellville - Berlin Turnpike Traffic Signal	-	-	-	-	-	700	-	700	-	700
Town of Purcellville - Bush Tabernacle & Fireman's Field	-	300	-	-	-	-	-	300	-	300
Town of Purcellville - Hirst Road to W&OD Shared-Use Path	-	-	-	-	538	667	-	1,205	-	1,205
Town of Purcellville - Loudoun Valley High School Street Lighting	-	-	200	-	-	-	-	200	-	200
Town of Purcellville - NVTA Local Distribution	3,034	457	531	546	562	574	587	3,257	2,448	8,739
Town of Purcellville - Pedestrian Linkages	210	91	-	-	-	-	-	91	-	301
Town of Round Hill - Route 7 Bypass Tunnel	-	-	150	-	-	-	-	150	-	150
Town of Round Hill - Southern Gateway Pedestrian Trail	-	-	-	750	750	-	-	1,500	-	1,500
<b>Total – Cost</b>	<b>22,863</b>	<b>9,111</b>	<b>3,777</b>	<b>5,172</b>	<b>5,615</b>	<b>4,987</b>	<b>3,191</b>	<b>31,853</b>	<b>18,314</b>	<b>73,030</b>
Local Tax Funding	-	4,300	50	500	-	-	-	4,850	2,000	6,850
Local Tax Funding Roads	-	-	-	-	-	-	-	-	3,000	3,000
Cash Proffers	507	292	-	-	-	-	-	292	-	799
NVTA 30% Local	22,356	4,519	3,727	4,672	5,615	4,987	3,191	26,711	13,314	62,381
<b>Total – Funding Sources</b>	<b>22,863</b>	<b>9,111</b>	<b>3,777</b>	<b>5,172</b>	<b>5,615</b>	<b>4,987</b>	<b>3,191</b>	<b>31,853</b>	<b>18,314</b>	<b>73,030</b>



## Towns

## Town of Hamilton – Community Park Playground

## Details:

Project Number: C02200

Election District: Catocin

Square Feet: n/a

Location: 31 W Colonial Hwy, Hamilton, VA 20158

Estimated Completion Year: FY 2022

Referendum: n/a

## Phase Costs in Millions



## Background:

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

This project provides funding for the purchase and installation of new playground equipment at Hamilton Community Park. Additionally, County funds will be used to remove the existing, end-of-life playground equipment from the park. Ongoing operations and maintenance expenses of the facility are the responsibility of the Town of Hamilton.

The Hamilton Community Playground is a park facility located in the Town of Hamilton, which is operated using Town funds but that is available for use by the public. The current playground equipment present at the Community Park is beginning to crack, rust, and fall apart despite numerous attempts to repair the equipment. The Community Park playground provides County residents with safe, accessible recreation that will be eventually become unavailable if the current equipment is not replaced.

## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	50	-	-	-	-	50	-	50
<b>Total – Costs</b>	-	-	<b>50</b>	-	-	-	-	<b>50</b>	-	<b>50</b>
Local Tax Funding	-	-	50	-	-	-	-	50	-	50
<b>Total – Funding Sources</b>	-	-	<b>50</b>	-	-	-	-	<b>50</b>	-	<b>50</b>



## Towns

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

## Details:

Project Number: C02175

Election District: Blue Ridge

Square Feet: 8,000

Location: 37098 Charles Town Pike, Purcellville, VA 20132

Estimated Completion Year: FY 2021

Referendum: n/a

## Phase Costs in Millions



## Background:

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools. As a capital expense, the funding for this project is shown in the County's CIP.

This project provides funding for the upgrade of the kitchen in the Old Stone School to commercial standards, construction of a foyer welcome center, installation of a security system, and provides for other investments to ensure the long-term structural integrity of the building.

The 140-year-old Old Stone School serves as the Town Hall as well as community center/cultural center and event venue for the Town of Hillsboro. The Town has made extensive investments to preserve the building and generate revenue from daily rentals and special events. Prior County funding has helped to expand the heating and cooling system to the second floor, repair water damage, repaint exterior brick, expand the capacity of the restrooms, redesign the kitchen, and provide for other interior upgrades.

## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	507	292	-	-	-	-	-	292	-	799
<b>Total Cost</b>	<b>507</b>	<b>292</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>292</b>	<b>-</b>	<b>799</b>
Cash Proffers	507	292	-	-	-	-	-	292	-	799
<b>Total Financing</b>	<b>507</b>	<b>292</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>292</b>	<b>-</b>	<b>799</b>



## Towns

### Town of Leesburg – Evergreen Mill Road Widening

#### Details:

**Project Number:** C02197

**Election District:** Leesburg

**Length:** 1.3 miles

**Estimated Completion Year:** FY 2029

**Referendum:** n/a

#### Background:

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools. As a capital expense, the funding for this project is shown in the County's CIP.

This project will add two lanes to the two existing lanes on Evergreen Mill Road from South King Street (Route 15) to Battlefield Parkway. A sidewalk will be constructed on one side of the road with a shared use path on the other. This project will provide additional road capacity for three LCPS schools directly along, or adjacent to, the proposed path of this project. Additionally, this road-widening project is in alignment with the County's long-term goals for the Evergreen Mills Road corridor.

#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	4,200	1,800	-	-	-	-	-	1,800	3,000	9,000
<b>Total Cost</b>	<b>4,200</b>	<b>1,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,800</b>	<b>3,000</b>	<b>9,000</b>
Local Tax Funding Roads	-	-	-	-	-	-	-	-	3,000	3,000
NVTA 30% Local	4,200	1,800	-	-	-	-	-	1,800	-	6,000
<b>Total Financing</b>	<b>4,200</b>	<b>1,800</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,800</b>	<b>3,000</b>	<b>9,000</b>



## Towns

## Town of Leesburg - NVTa Local Distribution

## Details:

Project Number: C02016

Election District: Leesburg, Catoctin

Length: n/a

Estimated Completion Year: Ongoing

Referendum: n/a

## Phase Costs in Millions



## Background:

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

The amounts depicted represent the estimated portion of the County's 30 percent 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.

## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	14,478	2,049	2,358	2,427	2,492	2,546	2,604	14,476	10,866	39,820
<b>Total – Costs</b>	<b>14,478</b>	<b>2,049</b>	<b>2,358</b>	<b>2,427</b>	<b>2,492</b>	<b>2,546</b>	<b>2,604</b>	<b>14,476</b>	<b>10,866</b>	<b>39,820</b>
NVTa 30% Local	14,478	2,049	2,358	2,427	2,492	2,546	2,604	14,476	10,866	39,820
<b>Capital (\$ in 1000s)</b>	<b>14,478</b>	<b>2,049</b>	<b>2,358</b>	<b>2,427</b>	<b>2,492</b>	<b>2,546</b>	<b>2,604</b>	<b>14,476</b>	<b>10,866</b>	<b>39,820</b>



## Towns

## Town of Leesburg – Town-wide Bus Shelters

## Details:

Project Number: C02330

Election District: Leesburg

Square Feet: n/a

Location: Town of Leesburg

Estimated Completion Year: FY 2022

Referendum: n/a

## Phase Costs in Millions



## Background:

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools. As a capital expense, the funding for this project is shown in the County's CIP.

This project provides funding for the design and construction of new bus shelters at existing bus stops throughout the Town of Leesburg. Locations of the new shelters will be coordinated with Loudoun Transit. The County contributed funds to this project for the first time in FY 2021, and the contributions are recommended to continue as part of the FY 2022 Proposed Budget.

## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	-	60	178	-	-	-	-	238	-	238
<b>Total Cost</b>	-	<b>60</b>	<b>178</b>	-	-	-	-	<b>238</b>	-	<b>238</b>
NVTA 30% Local	-	60	178	-	-	-	-	238	-	238
<b>Total Financing</b>	-	<b>60</b>	<b>178</b>	-	-	-	-	<b>238</b>	-	<b>238</b>



## Towns

## Town of Leesburg – Veterans Park

## Details:

Project Number: C02337

Election District: Leesburg

Acreage: 86

Location: Town of Leesburg

Estimated Completion Year: FY 2029

Referendum: n/a

## Phase Costs in Millions



## Background:

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools. As a capital expense, the funding for this project is shown in the County's CIP.

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

## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	-	4,000	-	-	-	-	-	4,000	2,000	6,000
<b>Total Cost</b>	-	<b>4,000</b>	-	-	-	-	-	<b>4,000</b>	<b>2,000</b>	<b>6,000</b>
Local Tax Funding	-	4,000	-	-	-	-	-	4,000	2,000	6,000
<b>Total Financing</b>	-	<b>4,000</b>	-	-	-	-	-	<b>4,000</b>	<b>2,000</b>	<b>6,000</b>



## Towns

### Town of Leesburg – W&OD Trail Lighting

#### Details:

**Project Number:** n/a

**Election District:** Leesburg

**Square Feet:** n/a

**Location:** W&OD Trail, Town of Leesburg

**Estimated Completion Year:** FY 2025

**Referendum:** n/a

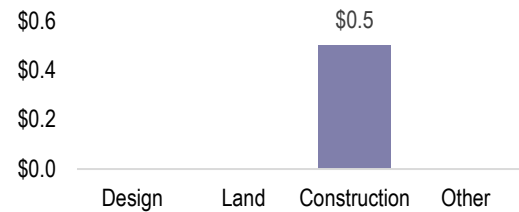
#### Background:

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools. As a capital expense, the funding for this project is shown in the County's CIP.

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

This project was added to the CIP during the FY 2022 budget development process.

#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	-	-	-	500	-	500	-	500
<b>Total Cost</b>	-	-	-	-	-	<b>500</b>	-	<b>500</b>	-	<b>500</b>
NVTA 30% Local	-	-	-	-	-	500	-	500	-	500
<b>Total Financing</b>	-	-	-	-	-	<b>500</b>	-	<b>500</b>	-	<b>500</b>



## Towns

## Town of Lovettsville – Broadway Streetscapes Phase 2A

## Details:

Project Number: C02164

Election District: Catoctin

Length: 570 feet

Estimated Completion Year: FY 2025

Referendum: n/a

## Phase Costs in Millions



## Background:

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools. As a capital expense, the funding for this project is shown in the County's CIP.

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. The project will accommodate pedestrian traffic by way of constructing new sidewalks and include installing lighting to enhance nighttime visibility. The project will improve existing drainage patterns by providing an enclosed drainage system with appropriate outfalls, and installation of concrete curb and gutter.

## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

During the development of the FY 2022 CIP, an additional \$800,000 of funding was added to this project in FY 2024, based on updated design and scope cost estimates provided by the Town. The Town has received \$420,000 from the VDOT Transportation Alternatives program for this project in FY 2022 and FY 2023. If additional VDOT funding is approved for FY 2024, the Town will notify the County that the planned FY 2024 contribution to this project will not be needed.

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	330	-	150	671	800	-	-	1,621	-	1,951
<b>Total Cost</b>	<b>330</b>	<b>-</b>	<b>150</b>	<b>671</b>	<b>800</b>	<b>-</b>	<b>-</b>	<b>1,621</b>	<b>-</b>	<b>1,951</b>
NVTA 30% Local	330	-	150	671	800	-	-	1,621	-	1,951
<b>Total Financing</b>	<b>330</b>	<b>-</b>	<b>150</b>	<b>671</b>	<b>800</b>	<b>-</b>	<b>-</b>	<b>1,621</b>	<b>-</b>	<b>1,951</b>



## Towns

## Town of Lovettsville – Pedestrian Improvements

## Details:

Project Number: C02266

Election District: Catoctin

Length: 500 feet

Estimated Completion Year: n/a

Referendum: n/a

## Phase Costs in Millions



## Background:

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

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

## Project Phase Timeline by FY

	21	22	23	24	25	26
Planning						
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	103	62	160	278	473	-	-	973	-	1,076
<b>Total Cost</b>	<b>103</b>	<b>62</b>	<b>160</b>	<b>278</b>	<b>473</b>	<b>-</b>	<b>-</b>	<b>973</b>	<b>-</b>	<b>1,076</b>
NVTA 30% Local	103	62	160	278	473	-	-	973	-	1,076
<b>Total Financing</b>	<b>103</b>	<b>62</b>	<b>160</b>	<b>278</b>	<b>473</b>	<b>-</b>	<b>-</b>	<b>973</b>	<b>-</b>	<b>1,076</b>



## Towns

### Town of Middleburg – Middleburg Town Hall

#### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

**Square Feet:** 12,000

**Location:** 10 W Marshall St, Middleburg, VA 20117

**Estimated Completion Year:** FY 2023

**Referendum:** n/a

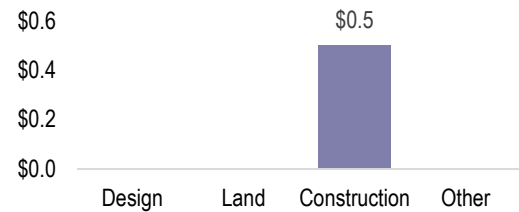
#### Background:

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

This project provides partial funding for the construction of the new Middleburg Town Hall. The facility will host all Town operations, administrative staff, and the Middleburg Police Department. Ongoing operations and maintenance expenses of the facility are the responsibility of the Town of Middleburg. The project is projected to cost approximately \$6.5 million in total.

The facility is expected to provide additional public meeting space that will be available for County officials and staff in the Middleburg community. Additionally, the facility will be able to serve future County needs as a voting precinct, public safety center, and access point for government at all levels for residents of the southwest planning subarea.

#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	-	500	-	-	-	500	-	500
<b>Total Cost</b>	-	-	-	<b>500</b>	-	-	-	<b>500</b>	-	<b>500</b>
Local Tax Funding	-	-	-	500	-	-	-	500	-	500
<b>Total Financing</b>	-	-	-	<b>500</b>	-	-	-	<b>500</b>	-	<b>500</b>



## Towns

## Town of Purcellville – Berlin Turnpike Traffic Signal

## Details:

Project Number: n/a

Election District: Blue Ridge

Length: n/a

Estimated Completion Year: n/a

Referendum: n/a

## Phase Costs in Millions



## Background:

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools. As a capital expense, the funding for this project is shown in the County's CIP.

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

## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	-	-	-	700	-	700	-	700
<b>Total Cost</b>	-	-	-	-	-	<b>700</b>	-	<b>700</b>	-	<b>700</b>
NVTA 30% Local	-	-	-	-	-	700	-	700	-	700
<b>Total Financing</b>	-	-	-	-	-	<b>700</b>	-	<b>700</b>	-	<b>700</b>



## Towns

## Town of Purcellville – Bush Tabernacle and Fireman's Field

## Details:

Project Number: C02331

Election District: Blue Ridge

Square Feet: 8,500 (total building)

Location: Town of Purcellville

Completion Fiscal Year: 2021

Referendum: n/a

## Phase Costs in Millions



## Background:

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools. As a capital expense, the funding for this project is shown in the County's CIP.

This project provides for the replacement of the hardwood floor of the skating rink, minor structural repairs of the subbase, and renovation of the public restroom facilities at Bush Tabernacle and Fireman's Field.

## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	-	300	-	-	-	-	-	300	-	300
<b>Total Cost</b>	-	<b>300</b>	-	-	-	-	-	<b>300</b>	-	<b>300</b>
Local Tax Funding	-	300	-	-	-	-	-	300	-	300
<b>Total Financing</b>	-	<b>300</b>	-	-	-	-	-	<b>300</b>	-	<b>300</b>



## Towns

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

#### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

**Length:** n/a

**Estimated Completion Year:** n/a

**Referendum:** n/a

#### Phase Costs in Millions



#### Background:

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

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

As part of the development of the FY 2022 CIP, an additional \$538,000 in funding was added to project in FY 2024 and an additional \$17,000 in funding was added in FY 2025. The additional funding is being provided in response to updated cost estimates provided by Town staff.

#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	-	-	538	667	-	1,205	-	1,205
<b>Total Cost</b>	-	-	-	-	<b>538</b>	<b>667</b>	-	<b>1,205</b>	-	<b>1,205</b>
NVTA 30% Local	-	-	-	-	538	667	-	1,205	-	1,205
<b>Total Financing</b>	-	-	-	-	<b>538</b>	<b>667</b>	-	<b>1,205</b>	-	<b>1,205</b>



## Towns

## Town of Purcellville - Loudoun Valley High School Street Lighting

## Details:

Project Number: C02397

Election District: Blue Ridge

Square Feet: n/a

Location: Town of Purcellville

Estimated Completion Year: FY 2022

Referendum: n/a

## Phase Costs in Millions



## Background:

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools. As a capital expense, the funding for this project is shown in the County's CIP.

The project provides funding for the Town of Purcellville to pay Dominion Energy to engineer and install lighting along the east side of N. Maple Avenue, adjacent to Loudoun Valley High School. The purpose of the project is to enhance public safety for a pedestrian corridor that is adjacent to a County-owned facility.

## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	200	-	-	-	-	200	-	200
<b>Total Cost</b>	-	-	<b>200</b>	-	-	-	-	<b>200</b>	-	<b>200</b>
NVTA 30% Local	-	-	200	-	-	-	-	200	-	200
<b>Total Financing</b>	-	-	<b>200</b>	-	-	-	-	<b>200</b>	-	<b>200</b>



## Towns

### Town of Purcellville – NVTa Local Distribution

#### Details:

**Project Number:** C02017

**Election District:** Blue Ridge, Catoctin

**Estimated Completion Year:** Ongoing

**Referendum:** n/a

#### Background:

This project reports funding transfers made to the Town of Purcellville from the County's share of NVTa 30 percent local funds. The Town of Purcellville is entitled to a portion of the NVTa 30 percent local funds received by the County based upon the percentage of revenues generated within the Town to fund NVTa regional transportation initiatives.

The amounts depicted represent the estimated portion of the County's 30 percent local NVTa revenues due to the Town of Purcellville for use on Town related transportation projects. All estimates are subject to change based on actual revenue collected each year.

#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	3,034	457	531	546	562	574	587	3,257	2,448	8,739
<b>Total – Costs</b>	<b>3,034</b>	<b>457</b>	<b>531</b>	<b>546</b>	<b>562</b>	<b>574</b>	<b>587</b>	<b>3,257</b>	<b>2,448</b>	<b>8,739</b>
NVTa 30% Local	3,034	457	531	546	562	574	587	3,257	2,448	8,739
<b>Total – Funding Sources</b>	<b>3,034</b>	<b>457</b>	<b>531</b>	<b>546</b>	<b>562</b>	<b>574</b>	<b>587</b>	<b>3,257</b>	<b>2,448</b>	<b>8,739</b>



## Towns

### Town of Purcellville – Pedestrian Linkages

#### Details:

**Project Number:** C02199

**Election District:** Blue Ridge, Catoctin

**Length:** 180 feet

**Estimated Completion Year:** n/a

**Referendum:** n/a

#### Background:

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

This project provides funding for the construction of pedestrian linkages in the Town of Purcellville. This project will entail the construction of a five-foot-wide walkway along south 32nd Street from West Main Street to the beginning of the Ball Property line.

#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	210	91	-	-	-	-	-	91	-	301
<b>Total Cost</b>	<b>210</b>	<b>91</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>91</b>	<b>-</b>	<b>301</b>
NVTA 30% Local	210	91	-	-	-	-	-	91	-	301
<b>Total Financing</b>	<b>210</b>	<b>91</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>91</b>	<b>-</b>	<b>301</b>



## Towns

## Town of Round Hill – Route 7 Bypass Tunnel

## Details:

Project Number: C02389

Election District: Blue Ridge

Square Feet: n/a

Location: Town of Round Hill

Estimated Completion Year: FY 2022

Referendum: n/a

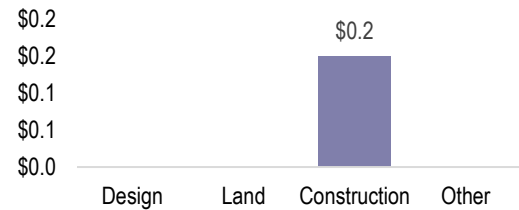
## Background:

Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools. As a capital expense, the funding for this project is shown in the County's CIP.

This project provides funding for safety and aesthetic improvements to the 30-year-old pedestrian tunnel under the Route 7 Bypass in the Town of Round Hill. To get from the Town of Round Hill to Franklin Park, the new "Round Hill to Franklin Park Trail" takes advantage of existing pathways, including this tunnel. The aesthetic and security enhancements to the pedestrian tunnel will help to improve the overall usefulness and safety of the County's trail project.

The security enhancements involve interim trail cameras, permanent security cameras, interim motion lights and permanent lighting. Additionally, the project includes graffiti removal and re-painting tunnel walls with special paint that can be power washed the future.

## Phase Costs in Millions



## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	150	-	-	-	-	150	-	150
<b>Total Cost</b>	-	-	<b>150</b>	-	-	-	-	<b>150</b>	-	<b>150</b>
NVTA 30% Local	-	-	150	-	-	-	-	150	-	150
<b>Total Financing</b>	-	-	<b>150</b>	-	-	-	-	<b>150</b>	-	<b>150</b>



## Towns

### Town of Round Hill – Southern Gateway Pedestrian Trail

#### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

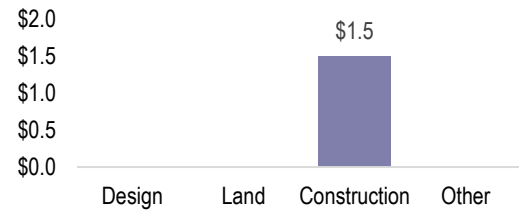
**Square Feet:** n/a

**Location:** Town of Round Hill

**Estimated Completion Year:** n/a

**Referendum:** n/a

#### Phase Costs in Millions



#### Background:

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

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

This project will serve over 1,000 residents, that are currently landlocked by Route 7, with a safe route to access the Town of Round Hill and the Franklin Park trail that is currently under construction. The Town of Round Hill has leveraged both state and federal funding to cover the remainder of the project costs, which the Town has estimated to be \$2.3 million.

#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	-	750	750	-	-	1,500	-	1,500
<b>Total Cost</b>	-	-	-	<b>750</b>	<b>750</b>	-	-	<b>1,500</b>	-	<b>1,500</b>
NVTA 30% Local	-	-	-	750	750	-	-	1,500	-	1,500
<b>Total Financing</b>	-	-	-	<b>750</b>	<b>750</b>	-	-	<b>1,500</b>	-	<b>1,500</b>



# Capital Improvement Program Transportation Projects

## Contents

Transportation Projects Summary	10-1
Election District Maps	10-2
Roads	10-12
VDOT Administered Roads	10-107
Sidewalks, Signals, and Traffic Calming	10-114
Transit	10-130



## Transportation Projects

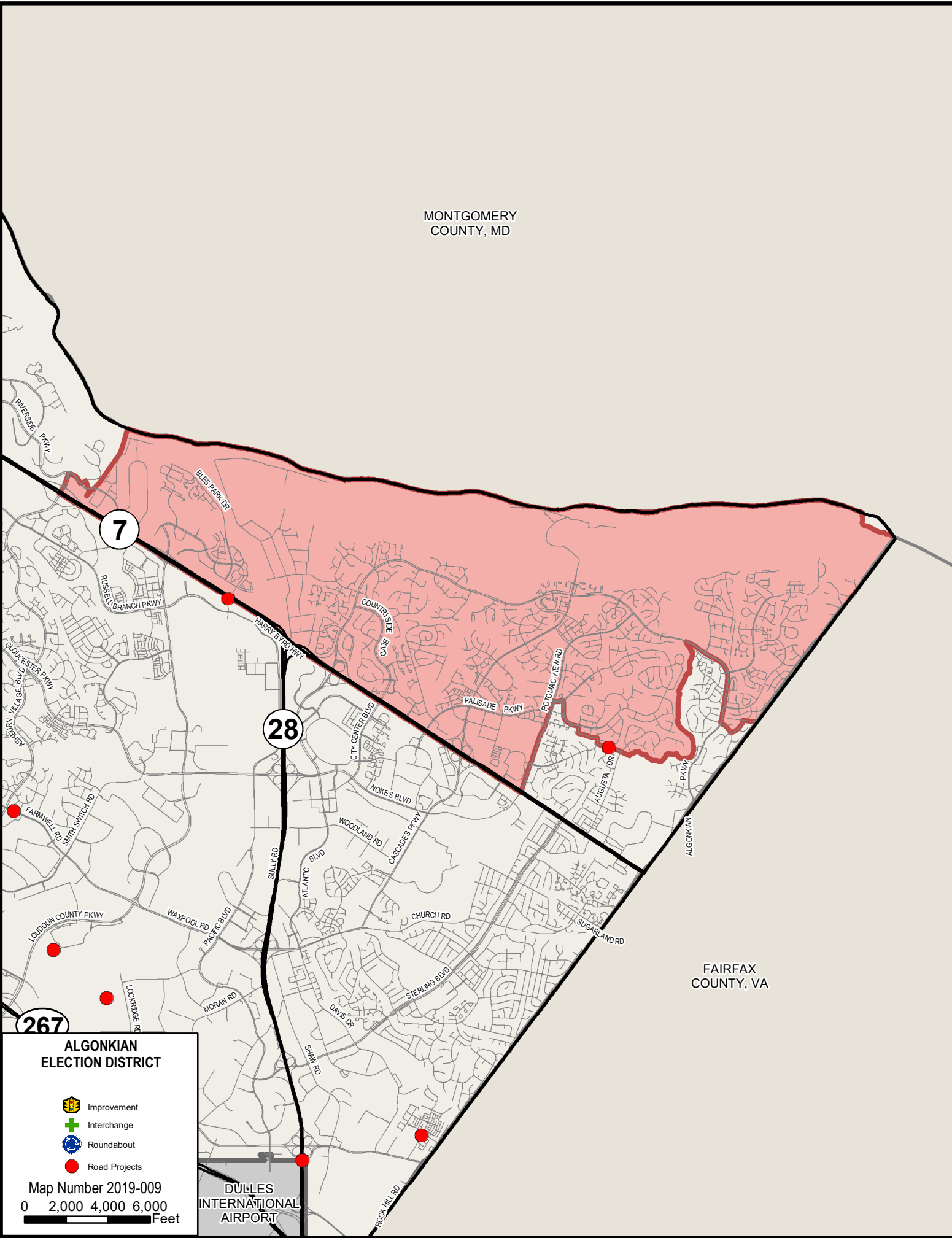
Capital Improvement Program										
Transportation Projects										
	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Costs (\$ in 1000s)</b>										
Roads	502,210	127,190	59,598	150,078	154,984	230,964	223,580	946,394	210,635	1,659,238
Sidewalks, Signals, and Traffic Calming	7,267	9,690	23,618	22,223	49,840	37,167	35,549	178,087	116,532	301,885
Transit	39,943	11,072	9,766	7,741	6,076	6,379	6,878	47,911	29,049	116,903
<b>Total – Costs</b>	<b>549,419</b>	<b>147,952</b>	<b>92,982</b>	<b>180,043</b>	<b>210,900</b>	<b>274,510</b>	<b>266,006</b>	<b>1,172,392</b>	<b>356,216</b>	<b>2,078,027</b>
<b>Funding Sources (\$ in 1000s)</b>										
Local Tax Funding	20,095	4,891	2,703	12,850	9,170	8,667	16,789	55,069	7,872	83,036
Local Tax Funding Roads	62,264	20,882	22,694	24,014	24,131	24,735	25,353	141,809	27,345	231,418
General Obligation Bonds	64,720	23,853	32,894	104,677	114,510	209,169	127,755	612,857	266,132	943,709
Lease Revenue Financing	855	-	-	-	-	-	-	-	-	855
Cash Proffers	25,868	9,133	1,458	459	2,414	1,745	1,089	16,299	-	42,166
State Capital Assistance	18,077	-	-	-	-	-	-	-	-	18,077
Revenue Sharing	25,123	5,000	5,000	5,000	5,000	5,000	5,000	30,000	-	55,123
RSTP	-	-	-	-	-	-	7,000	7,000	-	7,000
Smart Scale	4,477	3,250	14,462	25,308	4,390	-	10,000	57,410	10,000	71,887
CMAQ	7,262	-	-	-	-	-	5,000	5,000	-	12,262
Other Federal Grants	25,000	5,023	-	-	-	-	-	5,023	-	30,023
NVTA 70% Regional	234,550	67,106	-	-	36,730	18,000	47,500	169,336	15,817	419,703
NVTA 30% Local	44,812	8,814	13,771	7,735	14,555	7,195	20,520	72,589	29,049	146,451
Local Gas Tax	16,317	-	-	-	-	-	-	-	-	16,317
<b>Total – Funding Sources</b>	<b>549,419</b>	<b>147,952</b>	<b>92,982</b>	<b>180,043</b>	<b>210,900</b>	<b>274,510</b>	<b>266,006</b>	<b>1,172,392</b>	<b>356,216</b>	<b>2,078,027</b>



# Capital Improvement Program Election District Maps

## Contents

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



MONTGOMERY  
COUNTY, MD

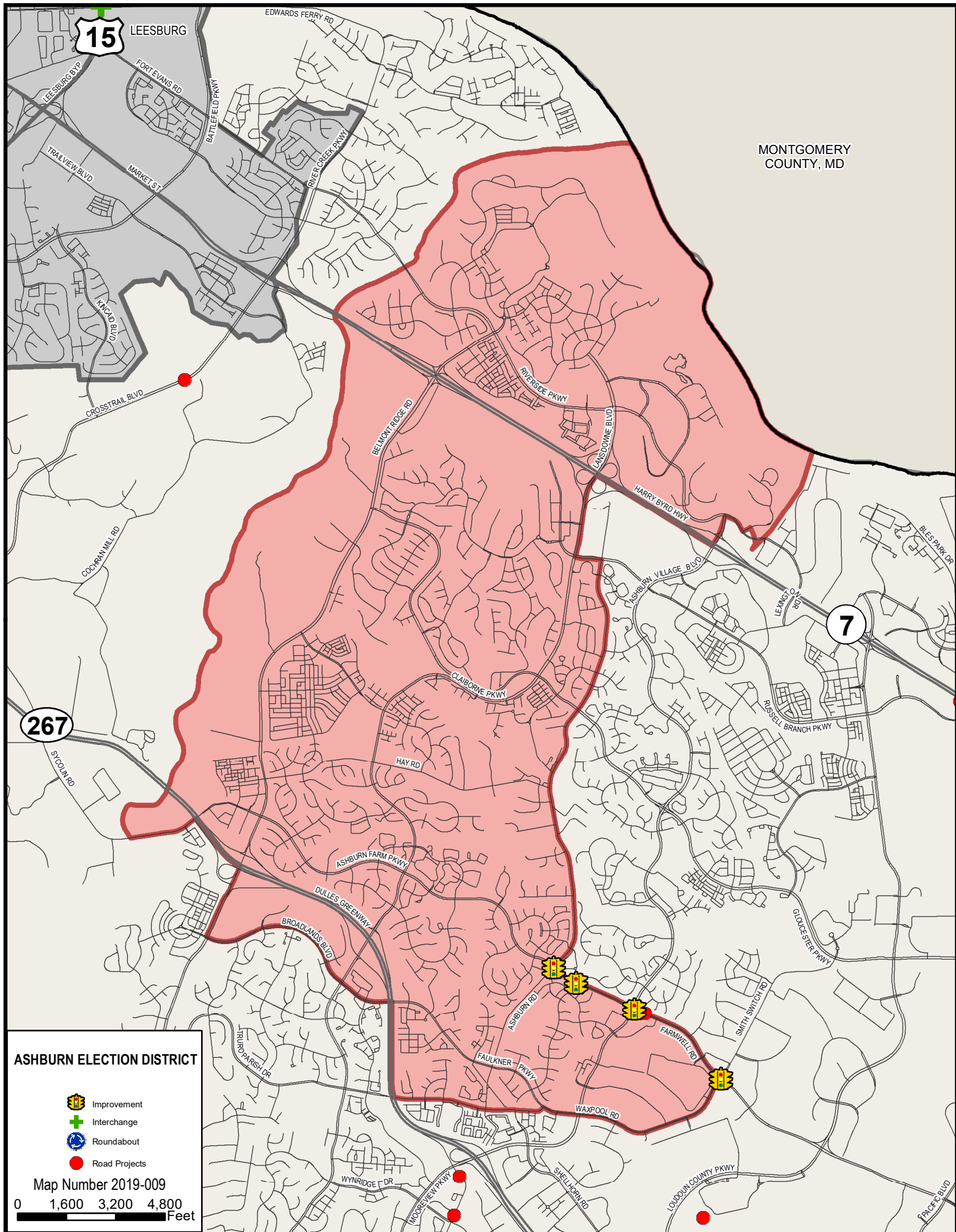
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COUNTY, VA

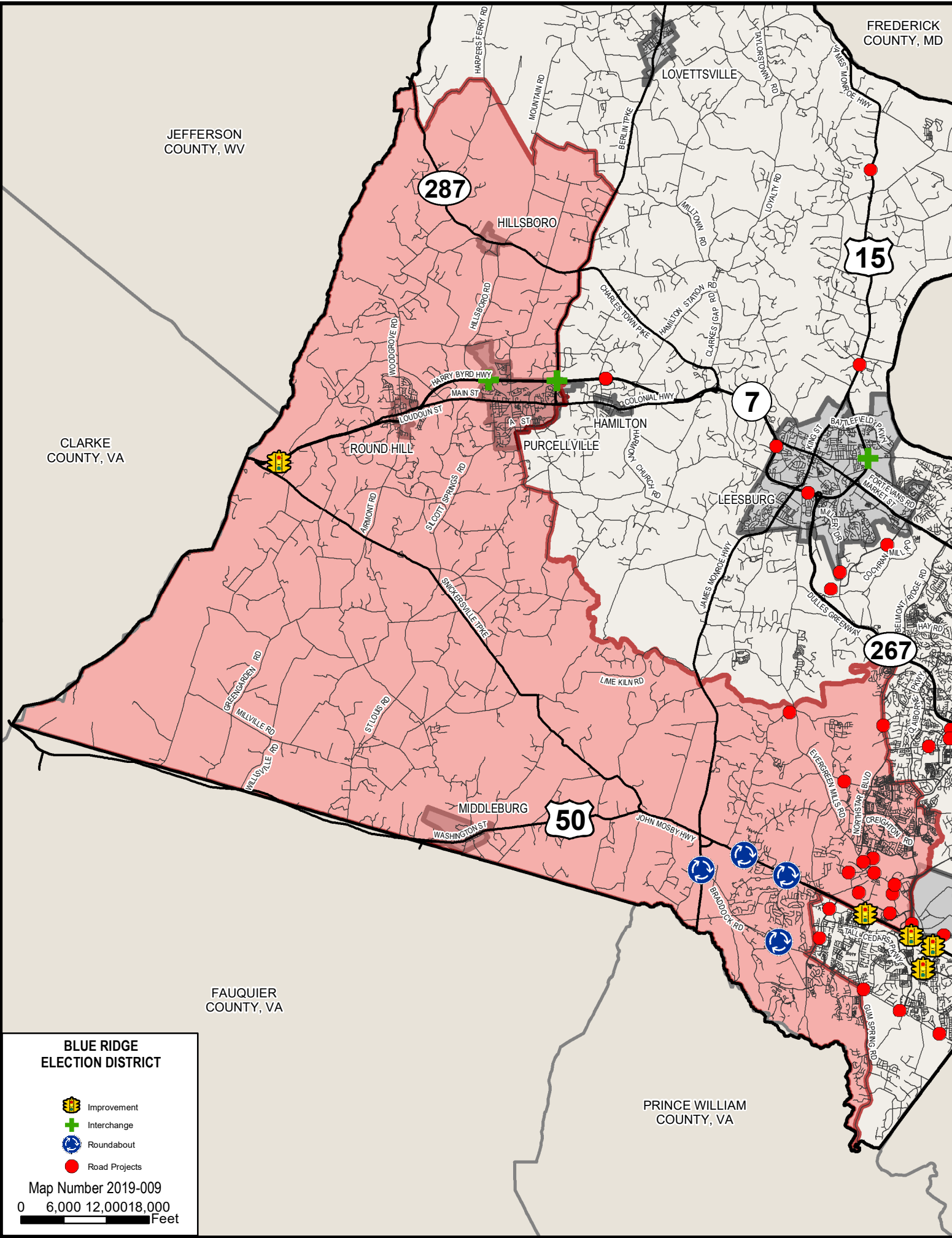
DULLES  
INTERNATIONAL  
AIRPORT

**ALGONKIAN  
ELECTION DISTRICT**

-  Improvement
-  Interchange
-  Roundabout
-  Road Projects

Map Number 2019-009  
0 2,000 4,000 6,000  
Feet

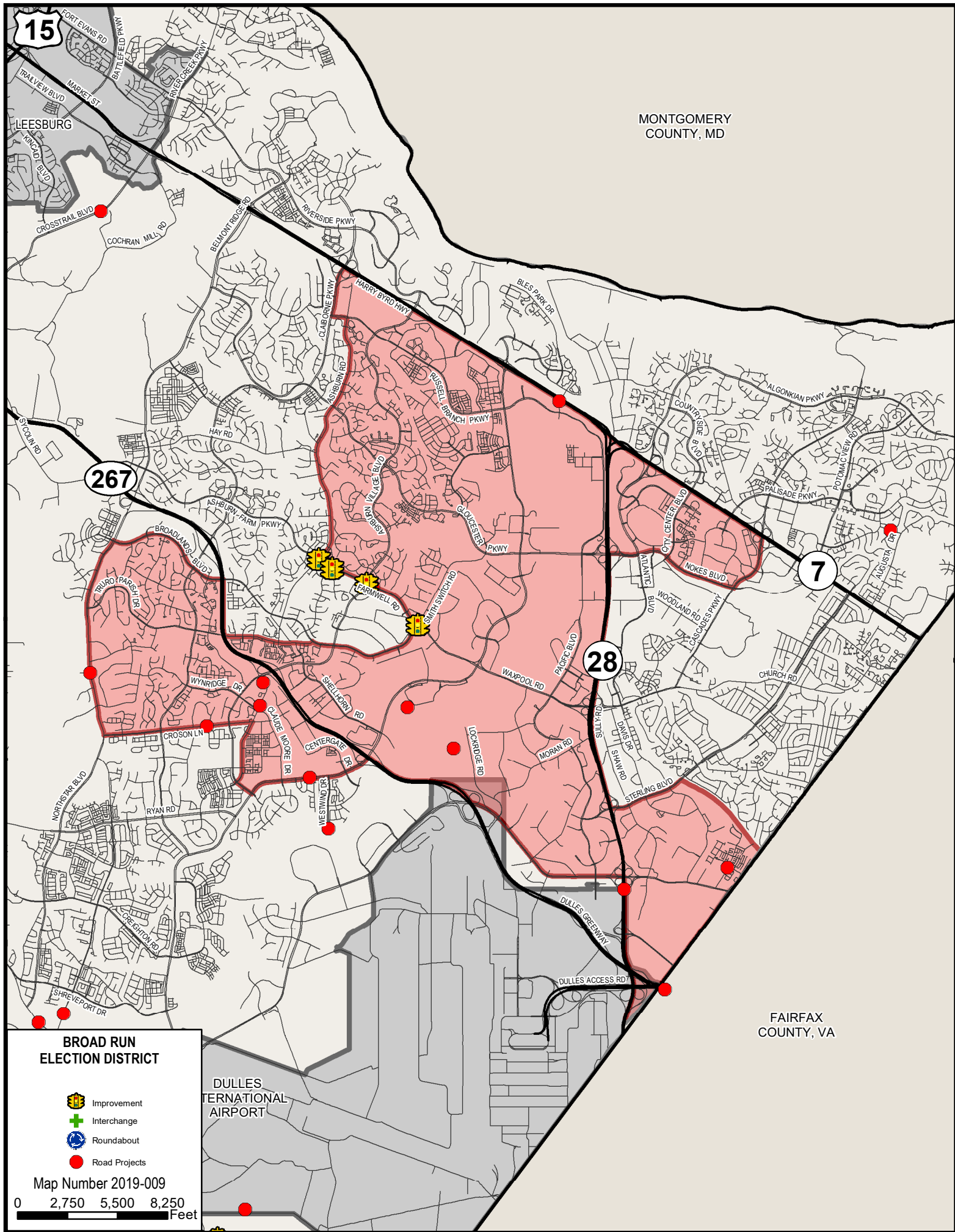


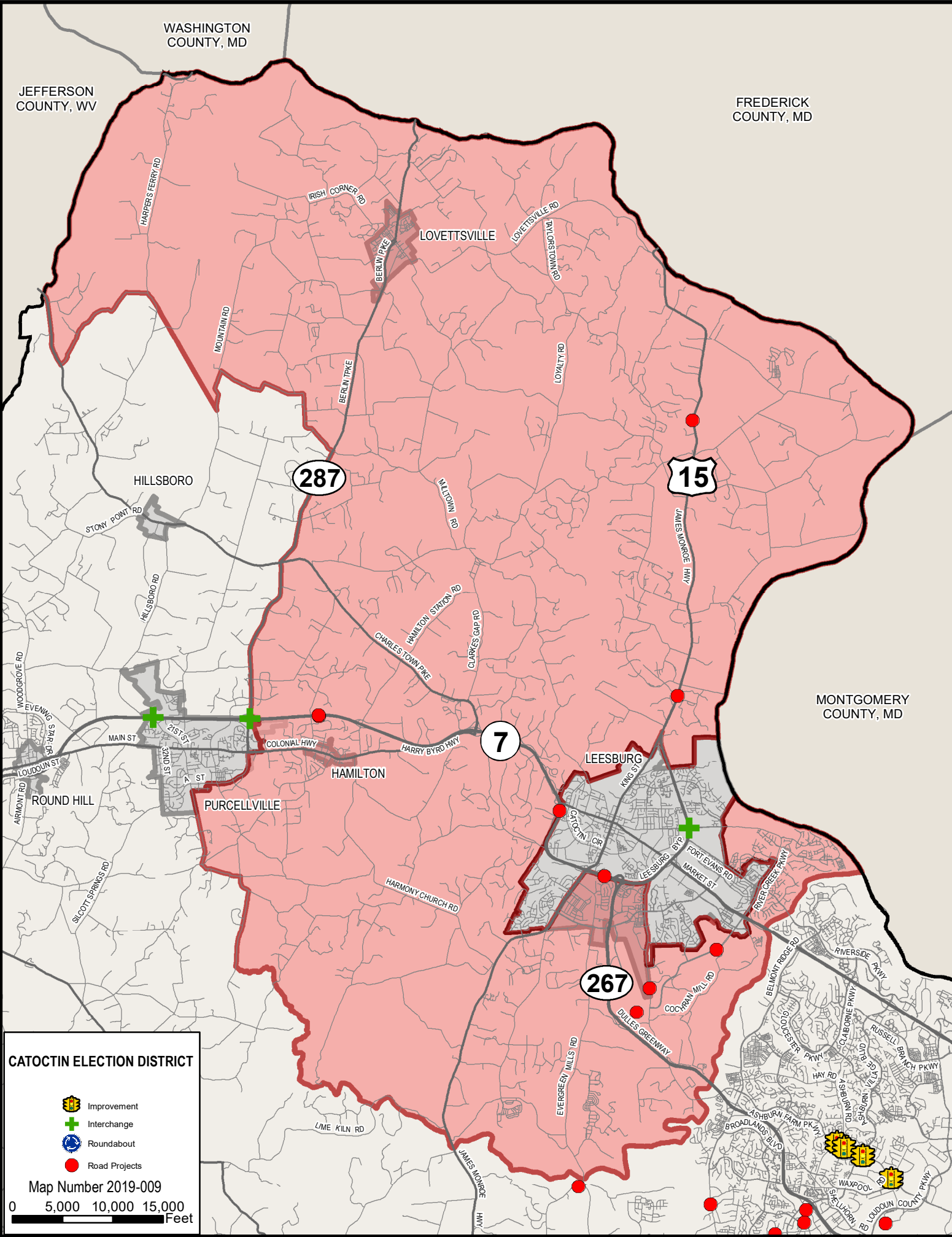


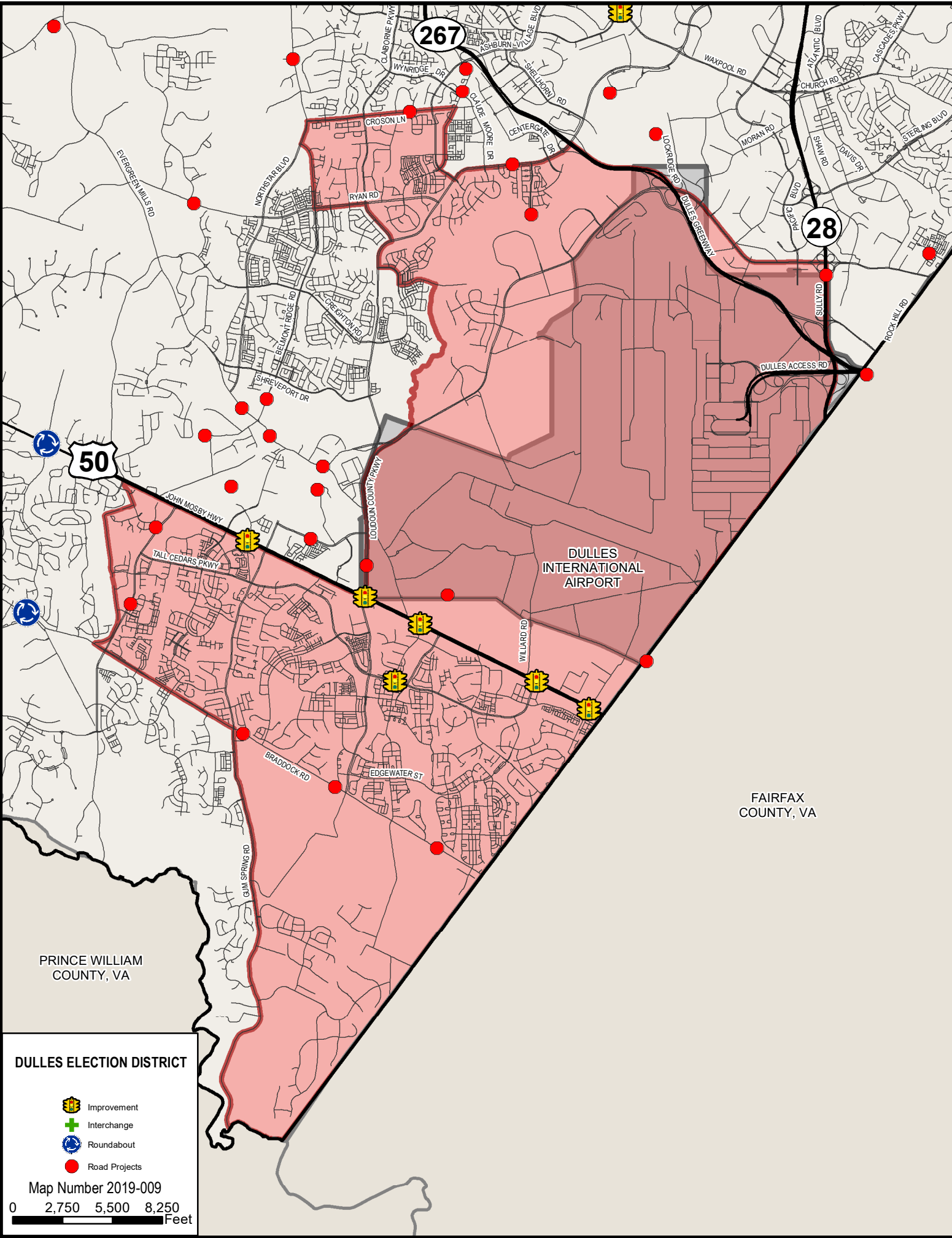
**BLUE RIDGE  
ELECTION DISTRICT**

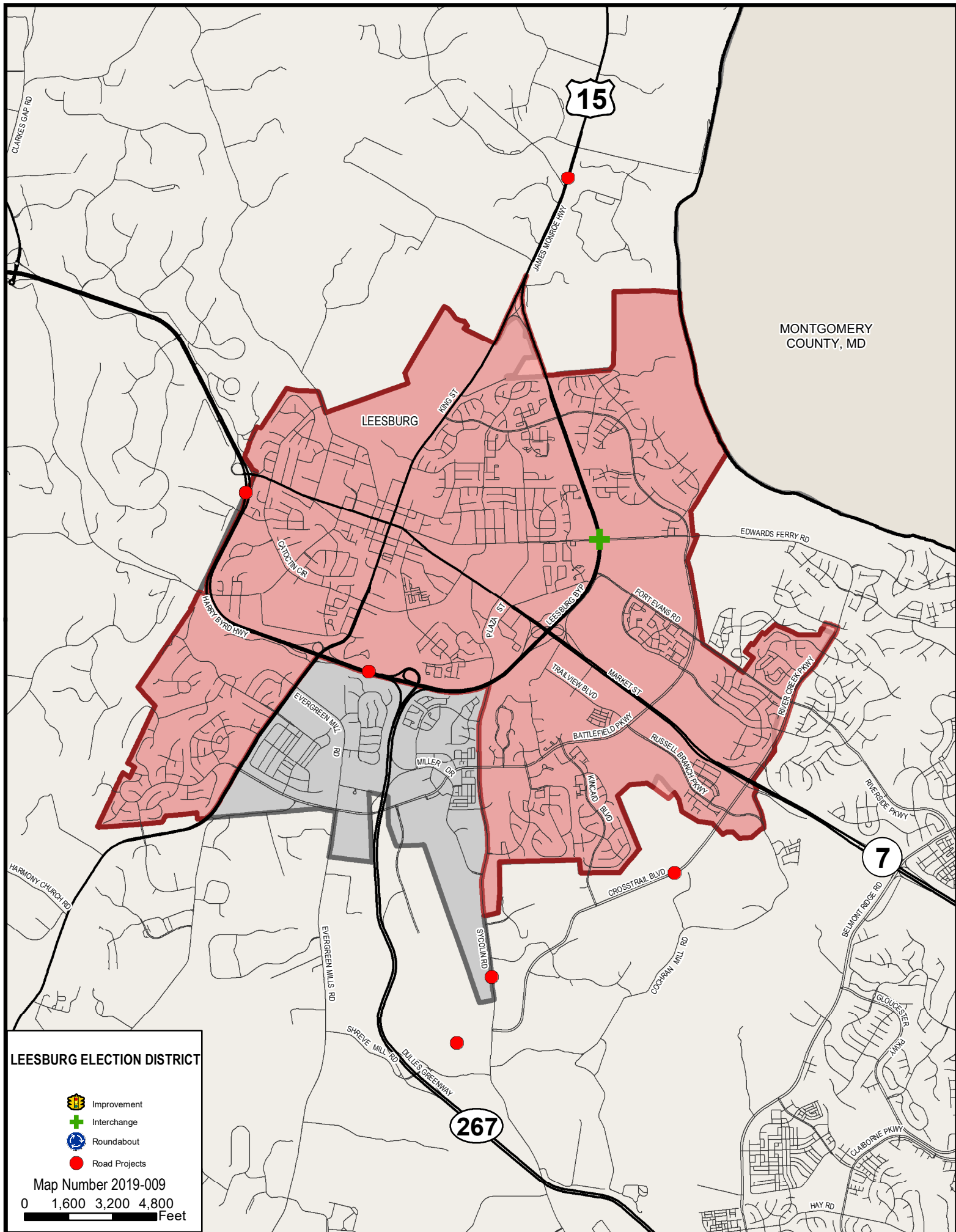
-  Improvement
-  Interchange
-  Roundabout
-  Road Projects

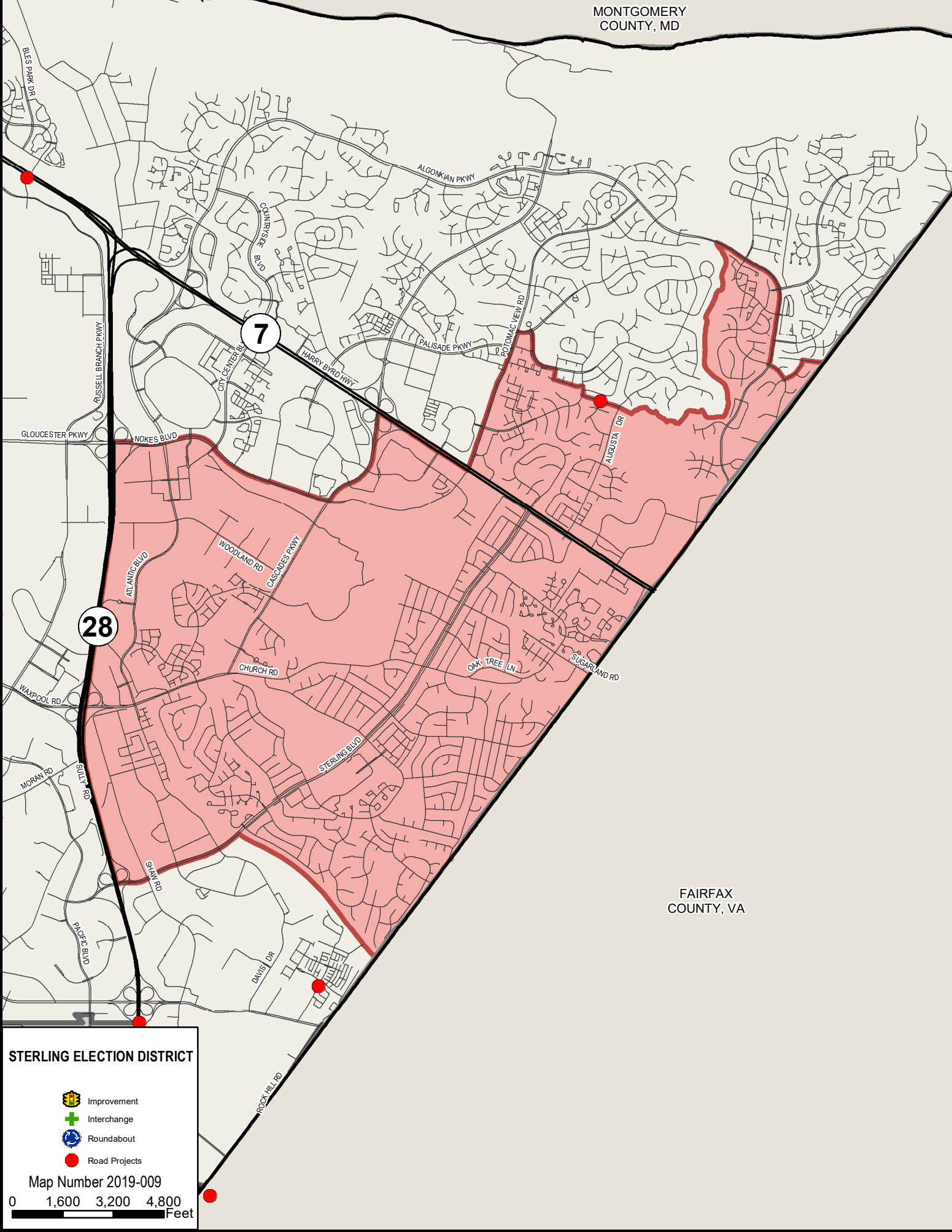
Map Number 2019-009  
0 6,000 12,000 18,000  
Feet









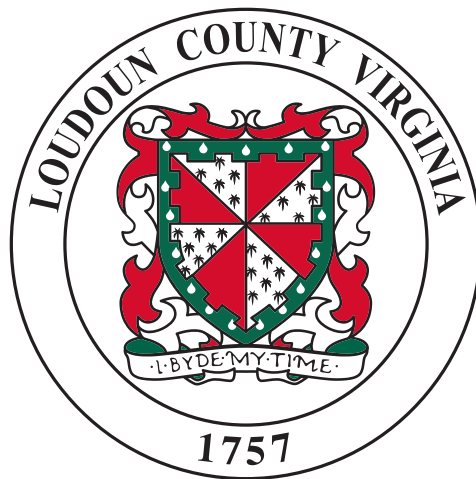


STERLING ELECTION DISTRICT

-  Improvement
-  Interchange
-  Roundabout
-  Road Projects

Map Number 2019-009

0 1,600 3,200 4,800 Feet





# Capital Improvement Program Roads

## Contents

Roads Summary	10-14
Arcola Boulevard (Route 50 to Route 606)	10-17
Arcola Mills Drive, Segment 1 (Belmont Ridge Road to Stone Springs Boulevard)	10-19
Arcola Mills Drive, Segment 2 (Stone Springs Boulevard to Loudoun County Parkway)	10-21
Braddock Road, Segment 1 (Royal Hunter Drive to Gum Spring Road)	10-23
Braddock Road, Segment 1B (Whitman Farm to Paul VI Eastern Entrance)	10-25
Braddock Road, Segment 2 (Paul VI Eastern Entrance to Loudoun County Parkway)	10-27
Croscon Lane Widening (Claiborne Parkway to Old Ryan Road)	10-29
Crosstrail Boulevard, Segment C (Sycolin Road to Dulles Greenway)	10-31
Dulles West Boulevard (Northstar Boulevard to Arcola Boulevard)	10-33
Elk Lick Rd Intersection Improvements (Route 50 & Tall Cedars Parkway)	10-35
Evergreen Mills Road (Reservoir Road and Watson Road)	10-37
Farmwell Road Intersection Improvements	10-39
Intelligent Transportation System (ITS)	10-41
Loudoun County Parkway (Ryan Road to Shellhorn Road)	10-43
Moorefield Boulevard Improvements	10-45
Northstar Boulevard (Tall Cedar Parkway to Braddock Road)	10-47
Prentice Drive (Loudoun County Pkwy to Lockridge Road)	10-49
Prentice Drive (Loudoun County Pkwy to Shellhorn & Lockridge West from Prentice to Waxpool)	10-51
Route 7 / Blue Ridge Mountain / Raven Rocks Intersection Improvements	10-53
Route 7 Eastbound Widening (Loudoun County Parkway to Route 28)	10-55
Route 7 Improvements, Phase 1: Route 7 & Route 287 Interchange	10-57
Route 7 Improvements, Phase 2: Route 7 & Route 690 (Hillsboro Rd) Interchange	10-59
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 1	10-61
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2	10-63
Route 9 / Route 287 Roundabout	10-65
Route 15 / Braddock Road Roundabout	10-67
Route 15 Improvements, Phase 1: Montresor to Point of Rocks, Segment 1	10-69



Route 15 Improvements, Phase 1: Montresor to Point of Rocks, Segment 2	10-71
Route 15 Improvements, Phase 1: Montresor to Point of Rocks, Segment 3	10-73
Route 15 Improvements, Phase 1: Montresor to Point of Rocks, Segment 4	10-75
Route 15 Widening (Battlefield Parkway to Montresor Road)	10-77
Route 50 / Everfield Roundabout	10-79
Route 50 / North Collector Road (Tall Cedars Parkway to Route 28)	10-81
Route 50 / Trailhead Drive Roundabout	10-83
Ryan Road (Evergreen Mills Road to Beaverdam Drive)	10-85
Safety Audit and Improvements – Evergreen Mills Rd and Arcola Mill Drive Corridor	10-87
Shellhorn Rd & Central Station Dr / Hartley Place Intersection Improvements	10-89
Shellhorn Road (Loudoun County Parkway to Eastern Limit of SDC Project)	10-91
Shellhorn Road (Loudoun County Parkway to MWAA Property – SDC Property to Silver District West	10-93
Shellhorn Road (Loudoun County Parkway to MWAA Property – Silver District West)	10-95
Shellhorn Road (MWAA Property to Moran – County Project)	10-97
Sycolin Road (Loudoun Center Place to Crosstrail Boulevard)	10-99
Trailhead Drive / Braddock Road Roundabout	10-101
Waxpool Road / Loudoun County Parkway Intersection Improvements	10-103
Westwind Drive (Loudoun County Parky to Old Ox Road)	10-105
VDOT Administered: George Washington Boulevard - Overpass	10-107
VDOT Administered: Route 50 Corridor Improvements	10-109
VDOT Administered: Route 50 Corridor Improvements - Loudoun & Fairfax	10-111



## Roads

Capital Improvement Program										
Roads										
	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Projects										
Arcola Boulevard (Route 50 to Route 606)	14,990	37	-	-	-	-	-	37	-	15,027
Arcola Mills Drive, Segment 1 (Belmont Ridge Road to Stone Springs Boulevard)	-	-	-	5,000	9,904	34,813	-	49,717	-	49,717
Arcola Mills Drive, Segment 2 (Stone Springs Boulevard to Loudoun County Parkway)	-	-	-	-	2,328	22,741	-	25,069	19,012	44,081
Belmont Ridge Road (Truro Parish Drive to Croson Lane)	42,736	366	-	-	-	-	-	366	-	43,102
Braddock Road, Segment 1 (Royal Hunter Drive to Gum Spring Road)	-	4,741	-	-	-	-	-	4,741	-	4,741
Braddock Road, Segment 1B (Whitman Farm to Paul VI Eastern Entrance)	2,000	2,000	-	-	-	-	-	2,000	-	4,000
Braddock Road, Segment 2 (Paul VI Eastern Entrance to Loudoun County Parkway)	-	-	-	-	-	3,135	10,000	13,135	20,311	33,446
Croson Lane Widening (Claiborne Parkway to Old Ryan Road)	-	2,091	5,497	-	-	11,267	-	18,855	-	18,855
Crosstrail Boulevard, Segment B (Kincaid Boulevard to Russell Branch Parkway)	50,191	628	-	-	-	-	-	628	-	50,819
Crosstrail Boulevard, Segment C (Sycolin Road to Dulles Greenway)	-	6,774	-	18,973	62,689	-	-	88,436	-	88,436
Dulles West Boulevard (Northstar Boulevard to Arcola Boulevard)	50,314	248	-	5,320	-	25,745	-	31,312	-	81,626
Elk Lick Rd Intersection Improvements (Route 50 & Tall Cedars Parkway)	1,691	421	-	-	-	-	-	421	-	2,113
Evergreen Mills Road (Reservoir Road and Watson Road)	14,000	1,692	1,843	7,780	-	-	-	11,315	-	25,315
Farmwell Road Intersection Improvements	7,864	5,625	-	26,240	-	-	-	31,865	-	39,729
Intelligent Transportation System (ITS)	1,100	27	-	-	1,277	-	2,500	3,804	-	4,904
Leesburg Bypass Lane Extension (Dulles Greenway)	3,000	-	-	-	-	-	-	-	-	3,000
Loudoun County Parkway (Dulles West Boulevard to Route 50)	7,889	20	-	-	-	-	-	20	-	7,910
Loudoun County Parkway (Ryan Road to Shellhorn Road)	-	2,708	-	-	-	-	-	2,708	-	2,708
Moorefield Boulevard Improvements	4,340	470	-	-	-	-	-	470	-	4,810
Northstar Boulevard (Route 50 to Tall Cedars Parkway)	45,889	-	-	-	-	-	-	-	-	45,889
Northstar Boulevard (Shreveport Drive to Route 50)	90,015	531	-	-	-	-	-	531	-	90,545
Northstar Boulevard (Tall Cedars Parkway to Braddock Road)	-	-	3,298	-	4,000	-	30,407	37,705	-	37,705
Prentice Drive (Loudoun County Pkwy to Lockridge Road)	-	8,298	21,379	-	1,184	79,594	-	110,455	-	110,455
Prentice Drive (Loudoun County Pkwy to Shellhorn & Lockridge West from Prentice to Waxpool)	85,230	113	-	-	-	-	-	113	-	85,343



## Roads

Route 7 / Blue Ridge Mountain / Raven Rocks Intersection Improvements	-	-	550	-	-	-	-	550	-	550
Route 7 Eastbound Widening (Loudoun County Parkway to Route 28)	-	-	-	-	-	1,640	-	1,640	4,520	6,160
Route 7 Improvements, Phase 1: Route 7 & Route 287 Interchange	2,115	33	-	5,001	4,390	-	-	9,424	-	11,539
Route 7 Improvements, Phase 2: Route 7 & Route 690 (Hillsboro Rd) Interchange	11,750	182	6,047	23,285	-	-	-	29,514	-	41,264
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 1	-	3,676	-	-	2,320	4,680	-	10,676	-	10,676
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2	-	-	-	5,420	1,730	480	22,000	29,630	14,085	43,715
Route 9 / Route 287 Roundabout	14,483	88	3,342	7,767	-	-	-	11,197	-	25,680
Route 15 / Braddock Road Roundabout	-	-	-	-	1,129	-	5,000	6,129	1,734	7,862
Route 15 Improvements, Phase 1: Montresor to POR, Segment 1	2,718	-	-	5,560	558	13,898	-	20,016	-	22,734
Route 15 Improvements, Phase 2: Montresor to POR, Segment 2	-	-	1,324	-	2,477	262	5,091	9,154	-	9,154
Route 15 Improvements, Phase 3: Montresor to POR, Segment 3	-	-	-	7,140	-	7,825	169	15,134	40,167	55,301
Route 15 Improvements, Phase 4: Montresor to POR, Segment 4	-	-	-	-	-	11,457	-	11,457	35,772	47,229
Route 15 Widening (Battlefield Parkway to Montresor Road)	3,500	54,054	-	-	-	-	55,932	109,986	-	113,486
Route 50 / Everfield Roundabout	-	-	-	-	1,015	-	2,000	3,015	4,985	8,000
Route 50 / North Collector Road (Tall Cedars Parkway to Route 28)	-	-	8,424	-	17,855	-	84,570	110,848	-	110,848
Route 50 / Trailhead Drive Roundabout	2,215	12,169	-	-	-	-	-	12,169	-	14,384
Ryan Road (Evergreen Mills Road to Beaverdam Drive)	-	-	2,163	-	2,013	-	2,946	7,122	15,817	22,939
Safety Audit and Improvements - Evergreen Mills Rd and Arcola Mill Drive Corridor	-	-	-	-	-	966	965	1,931	9,120	11,051
Seneca Ridge Drive (South Cottage Road to Augusta Drive)	1,540	19	-	-	-	-	-	19	-	1,559
Shellhorn Rd & Central Station Dr / Hartley Place Intersection Improvements	-	-	-	-	-	244	-	244	-	244
Shellhorn Road (Loudoun County Parkway to Eastern Limit of SDC Project)	-	1,936	-	-	-	-	-	1,936	-	1,936
Shellhorn Road (Loudoun County Parkway to MWAA Property - SDC Property to Silver District West)	-	3,836	-	3,819	-	-	-	7,655	-	7,655
Shellhorn Road (Loudoun County Parkway to MWAA Property - Silver District West)	-	13,694	-	-	-	-	-	13,694	-	13,694
Shellhorn Road (MWAA Property to Moran - County Project)	8,269	226	-	2,746	39,101	-	-	42,073	-	50,342
Sycolin Road (Loudoun Center Place to Crosstrail Boulevard)	-	-	-	-	-	2,469	-	2,469	40,127	42,596
Trailhead Drive / Braddock Road Roundabout	-	-	-	-	1,015	-	2,000	3,015	4,985	8,000
Waxpool Road / Loudoun County Parkway Intersection Improvements	6,381	304	-	3,517	-	-	-	3,822	-	10,203
Westwind Drive (Loudoun County Parky to Old Ox Road)	13,830	182	5,731	22,509	-	9,750	-	38,172	-	52,002
VDOT Administered George Washington Boulevard - Overpass	8,694	-	-	-	-	-	-	-	-	8,694



## Roads

VDOT Administered Route 50 Corridor Improvements	3,008	-	-	-	-	-	-	-	-	3,008
VDOT Administered Route 50 Corridor Improvements - Loudoun & Fairfax	2,457	-	-	-	-	-	-	-	-	2,457
<b>Total – Cost</b>	<b>502,210</b>	<b>127,190</b>	<b>59,598</b>	<b>150,078</b>	<b>154,984</b>	<b>230,964</b>	<b>223,580</b>	<b>946,394</b>	<b>210,635</b>	<b>1,659,238</b>
Local Tax Funding	15,704	136	277	12,850	8,170	3,921	2,554	27,907	5,426	49,037
Local Tax Funding Roads	56,687	17,938	18,292	21,514	22,631	21,510	22,853	124,738	7,015	188,440
General Obligation Bonds	64,220	22,864	17,493	86,580	71,442	180,910	117,323	496,612	172,377	733,208
Lease Revenue Financing	-	-	-	-	-	-	-	-	-	-
Cash Proffers	20,233	8,508	1,458	459	2,117	1,624	750	14,916	-	35,148
Revenue Sharing	25,123	5,000	5,000	5,000	5,000	5,000	5,000	30,000	-	55,123
RSTP	-	-	-	-	-	-	7,000	7,000	-	7,000
Smart Scale	2,277	-	10,712	23,675	4,390	-	10,000	48,777	10,000	61,054
CMAQ	3,291	-	-	-	-	-	5,000	5,000	-	8,291
Other Federal Grants	25,000	-	-	-	-	-	-	-	-	25,000
NVTA 70% Regional	231,810	67,106	-	-	36,730	18,000	47,500	169,336	15,817	416,963
NVTA 30% Local	43,445	5,637	6,366	-	4,505	-	5,600	22,108	-	65,553
Local Gas Tax	14,420	-	-	-	-	-	-	-	-	14,420
<b>Total – Funding Sources</b>	<b>502,210</b>	<b>127,190</b>	<b>59,598</b>	<b>150,078</b>	<b>154,984</b>	<b>230,964</b>	<b>223,580</b>	<b>946,394</b>	<b>210,635</b>	<b>1,659,238</b>



## Arcola Boulevard – Route 50 to Route 606

### Details:

**Project Number:** C02182

**Election District:** Blue Ridge

**Length:** 1.7 miles

**Project Type:** New Roadway

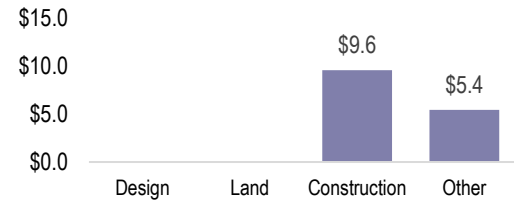
**Estimated Completion Year:** FY 2022

**Referendum:** n/a

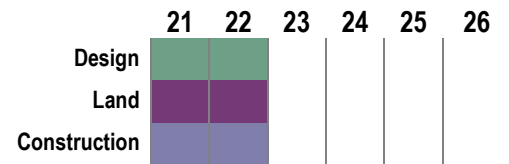
### Background:

Arcola Center has constructed Arcola Boulevard, a major collector roadway, between Route 50 and Arcola Mills Drive in accordance with its proffers. This project provides funding to accelerate the construction of Arcola Boulevard between Arcola Mills Drive and Old Ox Road (Route 606) through an agreement with Arcola Center. The project includes a four-lane, median divided roadway within a 120-foot right of way. Although this section of roadway is proffered for construction by Arcola Center, the proffer trigger is not expected to be reached for several years. Previously this project was expected to be fully delivered by the County; the project budget has been reduced as part of the FY 2022 Proposed Budget.

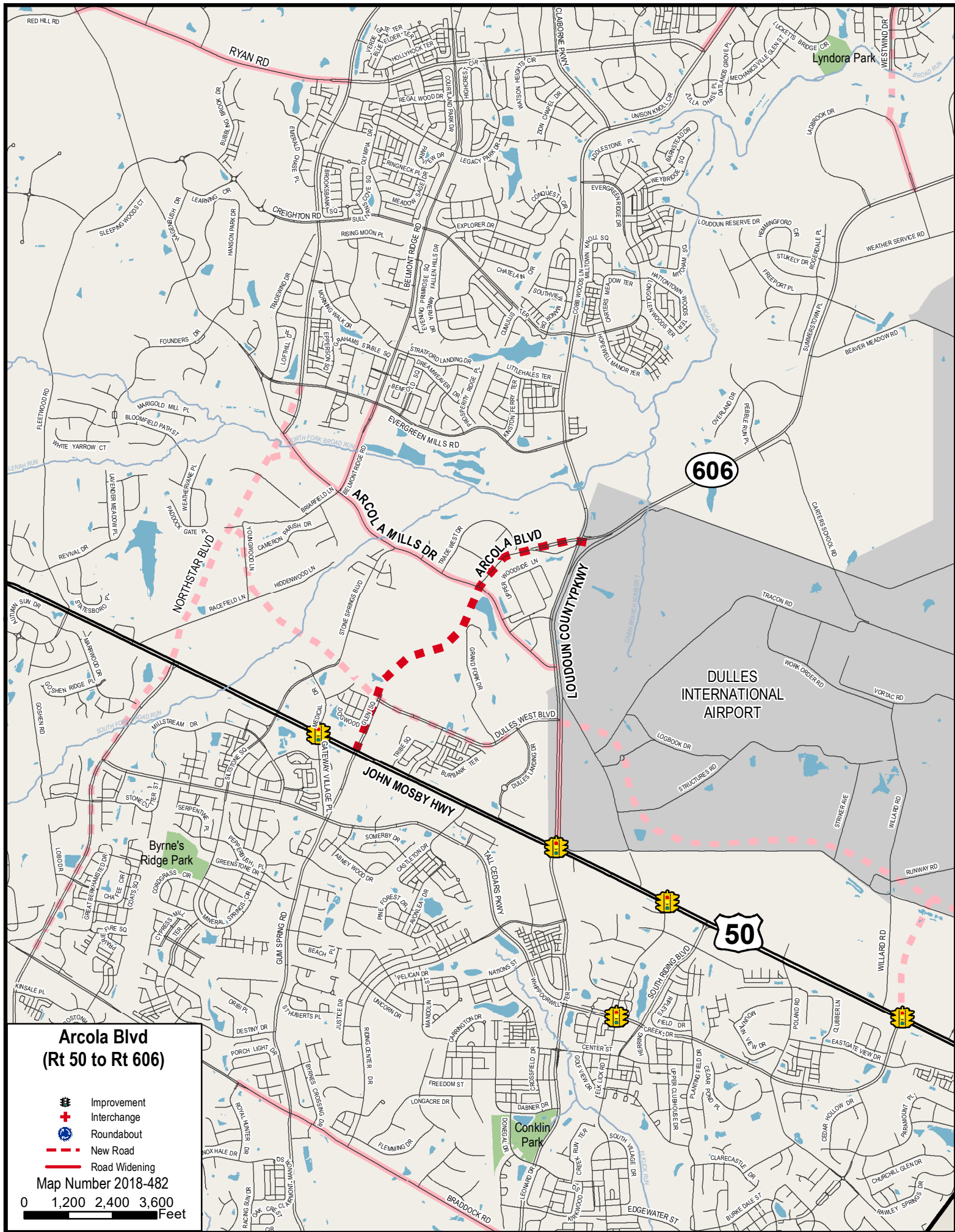
### Phase Costs in Millions



### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	9,598	-	-	-	-	-	-	-	-	9,598
Personnel	-	37	-	-	-	-	-	37	-	37
Payments to Regional Orgs	5,392	-	-	-	-	-	-	-	-	5,392
<b>Total Cost</b>	<b>14,990</b>	<b>37</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>37</b>	<b>-</b>	<b>15,027</b>
Local Tax Funding	-	1	-	-	-	-	-	1	-	1
Local Tax Funding Roads	9,223	-	-	-	-	-	-	-	-	9,223
Cash Proffers	5,767	36	-	-	-	-	-	36	-	5,803
<b>Total Financing</b>	<b>14,990</b>	<b>37</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>37</b>	<b>-</b>	<b>15,027</b>





## Arcola Mills Drive, Segment 1 - Belmont Ridge Road to Stone Springs Boulevard

### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

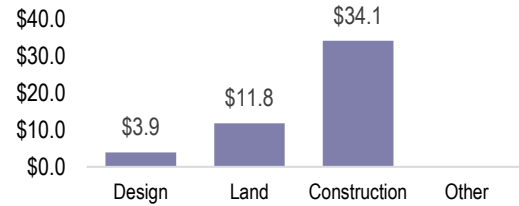
**Length:** 0.5 miles

**Project Type:** Reconstruction and Widening with Intersection Improvements

**Estimated Completion Year:** FY 2027

**Referendum:** November 2022

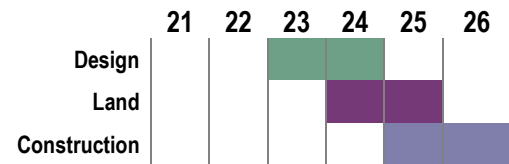
### Phase Costs in Millions



### Background:

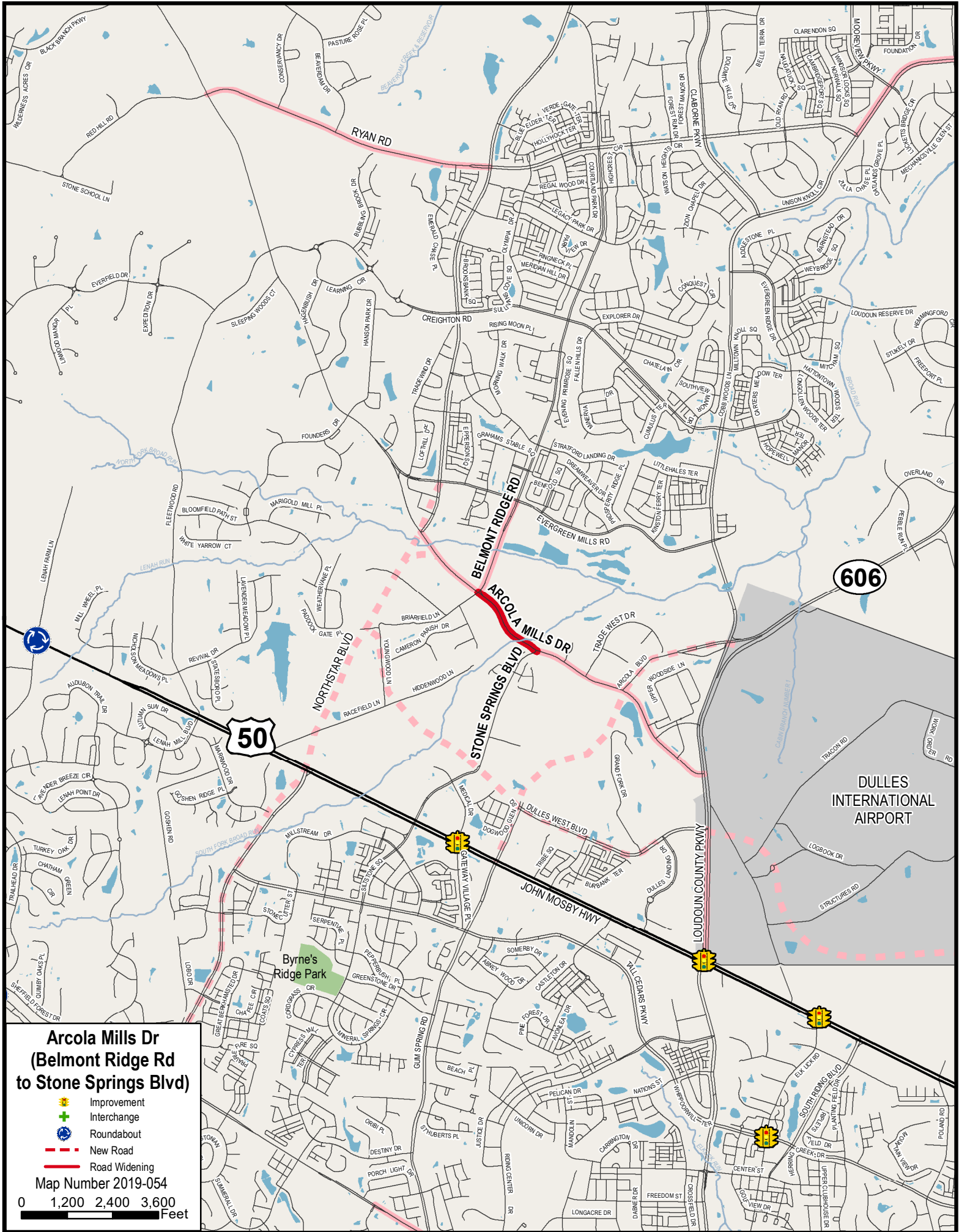
This project provides for the planning, design, right-of-way acquisition, and widening of Arcola Mills Drive (Route 621) from two lanes to a three- lane roadway with a continuous left turn lane, and right turn lanes at appropriate locations between Belmont Ridge Road and Stone Springs Boulevard. Construction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

### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	3,913	-	-	-	3,913	-	3,913
Utility Relocation	-	-	-	-	-	762	-	762	-	762
Land	-	-	-	1,087	9,904	-	-	10,991	-	10,991
Construction	-	-	-	-	-	34,051	-	34,051	-	34,051
<b>Total – Costs</b>	-	-	-	<b>5,000</b>	<b>9,904</b>	<b>34,813</b>	-	<b>49,717</b>	-	<b>49,717</b>
General Obligation Bonds	-	-	-	-	8,904	16,013	-	24,917	-	24,917
Revenue Sharing	-	-	-	5,000	1,000	800	-	6,800	-	6,800
NVTA 70% Regional	-	-	-	-	-	18,000	-	18,000	-	18,000
<b>Total – Funding Sources</b>	-	-	-	<b>5,000</b>	<b>9,904</b>	<b>34,813</b>	-	<b>49,717</b>	-	<b>49,717</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	400	728	1,128
<b>Total – Impact</b>	-	-	-	-	<b>400</b>	<b>728</b>	<b>1,128</b>





## Arcola Mills Drive, Segment 2 – Stone Springs Boulevard to Loudoun County Parkway

### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

**Length:** 1.1 miles

**Project Type:** Reconstruction and Widening with Intersection Improvements

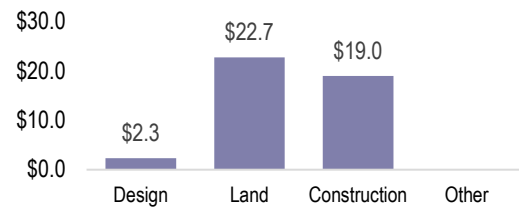
**Estimated Completion Year:** FY 2028

**Referendum:** November 2022

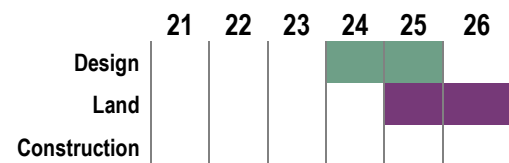
### Background:

This project provides for the planning, design, right-of-way acquisition, and widening of Arcola Mills Drive (Route 621) from two lanes to a three- lane roadway with a continuous left turn lane, and right turn lanes at appropriate locations between Stone Springs Boulevard and Arcola Boulevard, and a four- lane median divided roadway between Arcola Boulevard and Loudoun County Parkway (Route 607). It includes modifications to the intersections at Arcola Boulevard, Yardley Ridge Terrace, and Loudoun County Parkway. Pedestrian facilities consist of a shared use path on one side of the road and a sidewalk on the other. This project combines two projects from the FY 2018 Adopted CIP: Stone Springs Boulevard to Arcola Boulevard and Arcola Boulevard to Loudoun County Parkway.

### Phase Costs in Millions

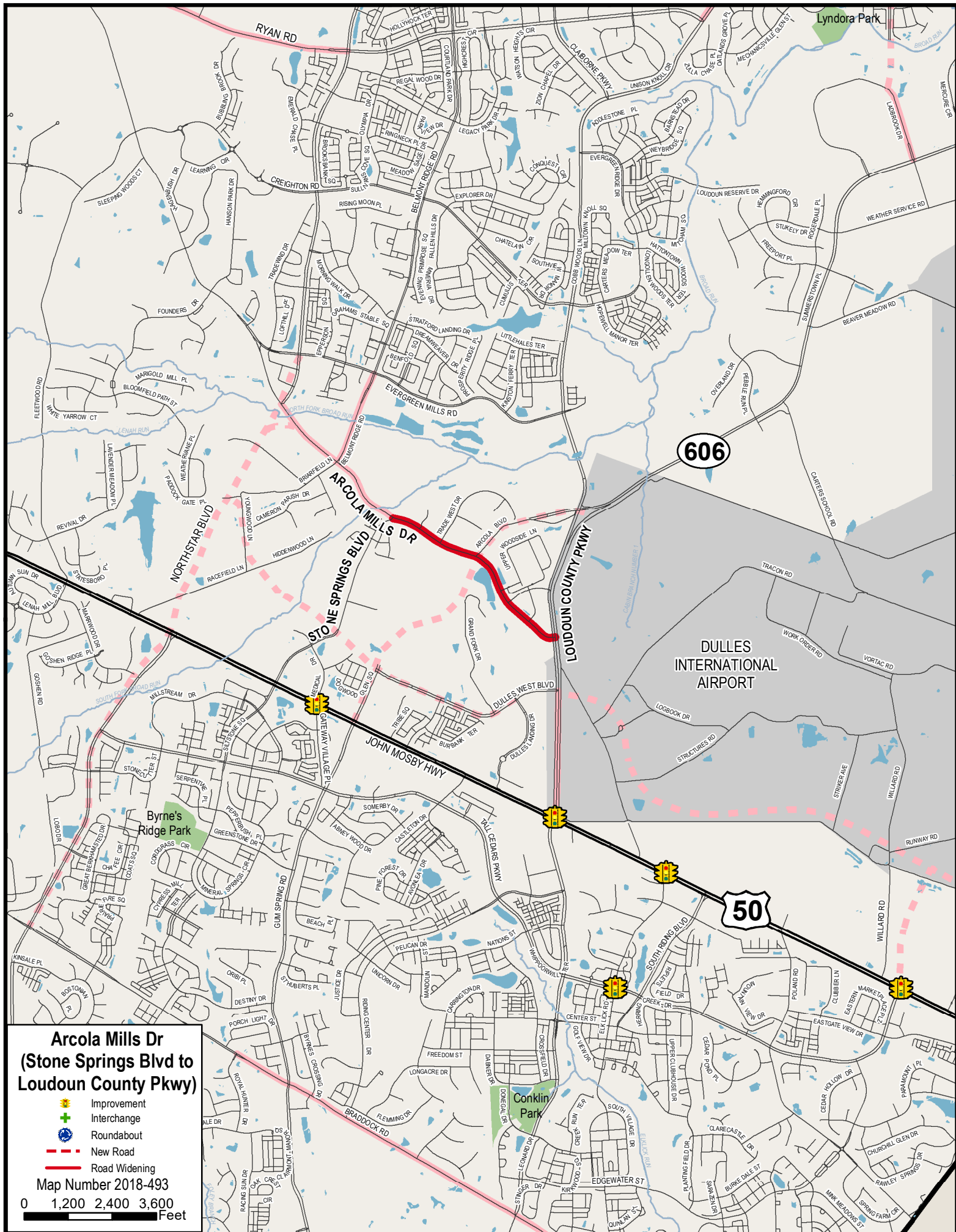


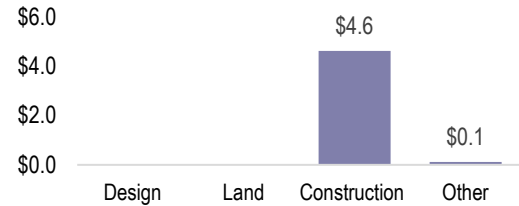
### Project Phase Timeline by FY



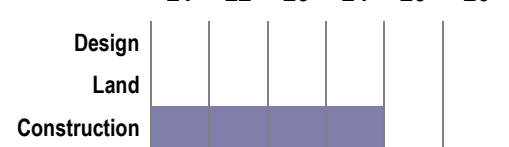
Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	2,328	-	-	2,328	-	2,328
Utility Relocation	-	-	-	-	-	11,451	-	11,451	-	11,451
Land	-	-	-	-	-	11,290	-	11,290	-	11,290
Construction	-	-	-	-	-	-	-	-	19,012	19,012
<b>Total Cost</b>	-	-	-	-	<b>2,328</b>	<b>22,741</b>	-	<b>25,069</b>	<b>19,012</b>	<b>44,081</b>
General Obligation Bonds	-	-	-	-	2,328	22,741	-	25,069	19,012	44,081
<b>Total Financing</b>	-	-	-	-	<b>2,328</b>	<b>22,741</b>	-	<b>25,069</b>	<b>19,012</b>	<b>44,081</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	118	333	452
<b>Total Impact</b>	-	-	-	-	<b>118</b>	<b>333</b>	<b>452</b>



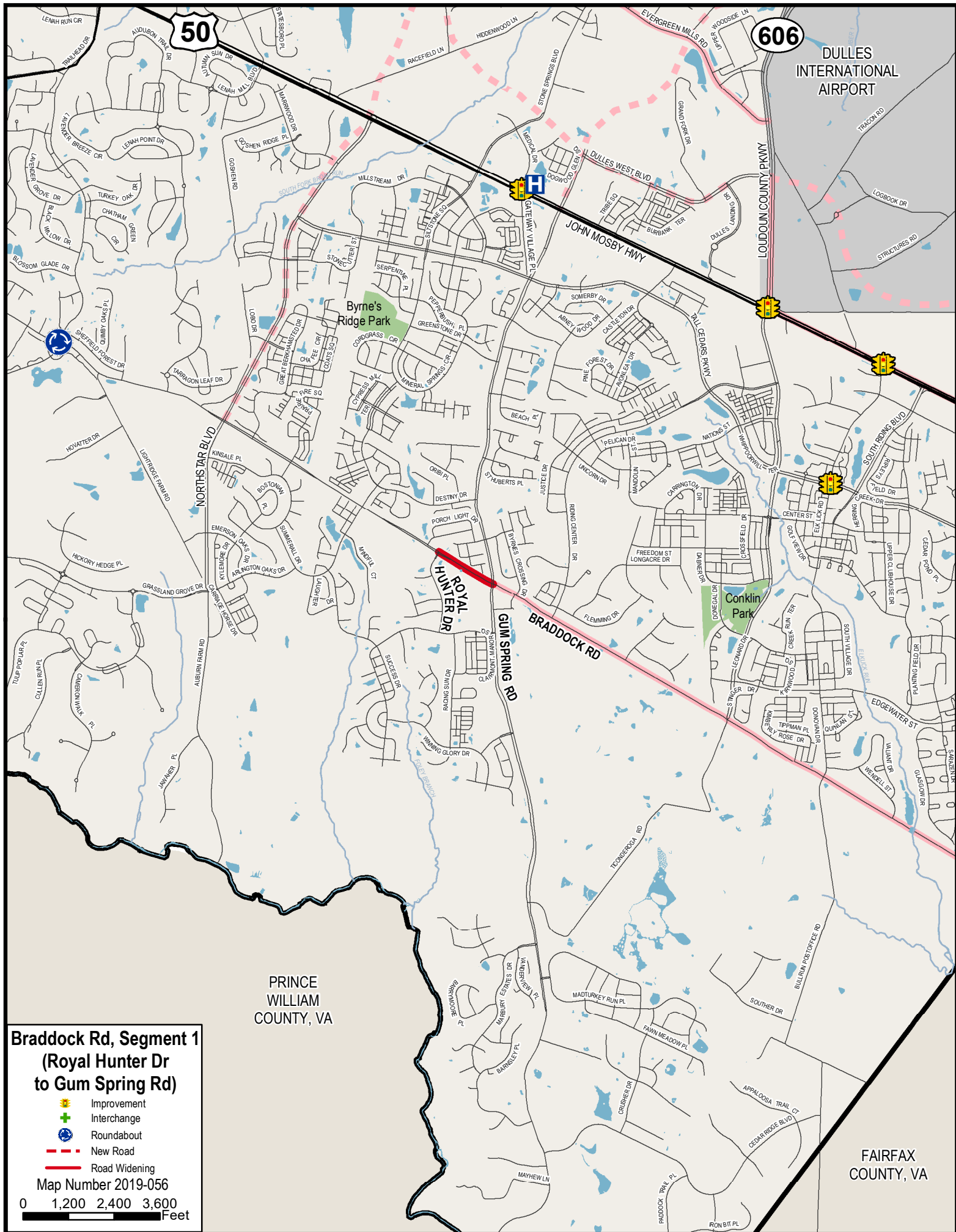
**Braddock Road, Segment 1 – Royal Hunter Drive to Gum Spring Road****Details:****Project Number:** C02263**Election District:** Blue Ridge and Dulles**Length:** 0.3 mile**Project Type:** Roadway Widening**Estimated Completion Year:** FY 2024**Referendum:** November 2018, November 2020**Phase Costs in Millions****Background:**

This project provides for the planning, design, right-of-way acquisition, and widening of a major collector roadway between Royal Hunter Drive and Gum Spring Road. The project entails the construction of a four-lane, median-divided roadway and shared use paths on both sides of the road within a 90-foot right-of-way. Since adoption of the FY 2021 CIP, a developer has proffered the completion of the Braddock Road and Gum Spring Road traffic signal modifications as a separate project. The project budget has been revised accordingly.

**Project Phase Timeline by FY**

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	4,624	-	-	-	-	-	4,624	-	4,624
Personnel	-	105	-	-	-	-	-	105	-	105
Payments to Regional Orgs.	-	12	-	-	-	-	-	12	-	12
<b>Total Cost</b>		<b>4,741</b>	-	-	-	-	-	<b>4,741</b>	-	<b>4,741</b>
Local Tax Funding	-	44	-	-	-	-	-	44	-	44
General Obligation Bonds	-	4,636	-	-	-	-	-	4,636	-	4,636
Cash Proffers		60	-	-	-	-	-	60	-	60
<b>Total Financing</b>		<b>4,741</b>	-	-	-	-	-	<b>4,741</b>	-	<b>4,741</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	222	356	347	338	1,264
<b>Total Impact</b>	-	-	<b>222</b>	<b>356</b>	<b>347</b>	<b>338</b>	<b>1,264</b>



**Braddock Road, Segment 1B – Whitman Farm to Paul VI Eastern Entrance****Details:****Project Number:** C02318**Election District:** Blue Ridge and Dulles**Length:** .55 miles**Project Type:** Roadway Widening**Estimated Completion Year:** FY 2023**Referendum:** November 2020**Phase Costs in Millions****Background:**

This project provides for the planning, design, right-of-way acquisition, and widening of Braddock Road (Route 620) from the intersection at Gum Spring Road (Route 659) to the eastern entrance of Pope Paul VI High School. The project entails the construction of a four-lane, median-divided roadway and a sidewalk on one side of the road and a shared use path on the other side. This scope of work was originally included in the Braddock Road – Royal Hunter Drive to Paul VI Eastern Entrance project in the FY 2020 Adopted CIP but is now being developed as a separate project. A developer is constructing the improvements under the furtherance of a proffer.

**Project Phase Timeline by FY**

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payment to Regional Orgs.	2,000	2,000	-	-	-	-	-	2,000	-	4,000
<b>Total Cost</b>	<b>2,000</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,000</b>	<b>-</b>	<b>4,000</b>
Local Tax Funding Roads	201	-	-	-	-	-	-	-	-	201
General Obligation Bonds	-	2,000	-	-	-	-	-	2,000	-	2,000
Cash Proffers	1,019	-	-	-	-	-	-	-	-	1,019
Local Gas Tax	780	-	-	-	-	-	-	-	-	780
<b>Total Financing</b>	<b>2,000</b>	<b>2,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,000</b>	<b>-</b>	<b>4,000</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	200	394	652	635	613	2,494
<b>Total Impact</b>	<b>-</b>	<b>200</b>	<b>394</b>	<b>652</b>	<b>635</b>	<b>613</b>	<b>2,494</b>





## Braddock Road, Segment 2 – Paul VI Eastern Entrance to Loudoun County Parkway

### Details:

**Project Number:** n/a

**Election District:** Dulles

**Length:** 1.4 mile

**Project Type:** Roadway Widening

**Estimated Completion Year:** FY 2031

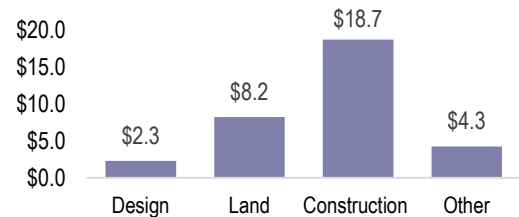
**Referendum:** November 2023

### Background:

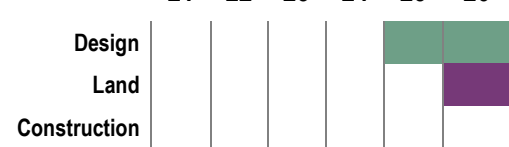
This project provides for the planning, design, right-of-way acquisition, and construction to widen Braddock Road (Route 620) to four lanes between the Eastern Entrance of Paul VI high school and Loudoun County Parkway. The project entails the construction of a four lane, median-divided roadway within a 90-foot right-of-way and includes the construction of shared use paths on both sides of the road.

The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Braddock Road, Segment 2 – Paul VI Eastern Entrance to Bull Run Post Office Road*. As part of the FY 2022 CIP budget development process, the *Braddock Road, Segment 2 – Paul VI Eastern Entrance to Bull Run Post Office Road* project was re-segmented to more effectively administer the project and to mitigate the impacts of the County not receiving \$30 million in NVTA 70% funding, as originally planned. The planned funding that made up the *Braddock Road, Segment 2 – Paul VI Eastern Entrance to Bull Run Post Office Road* project budget was reallocated to the newly created segments.

Phase Costs in Millions

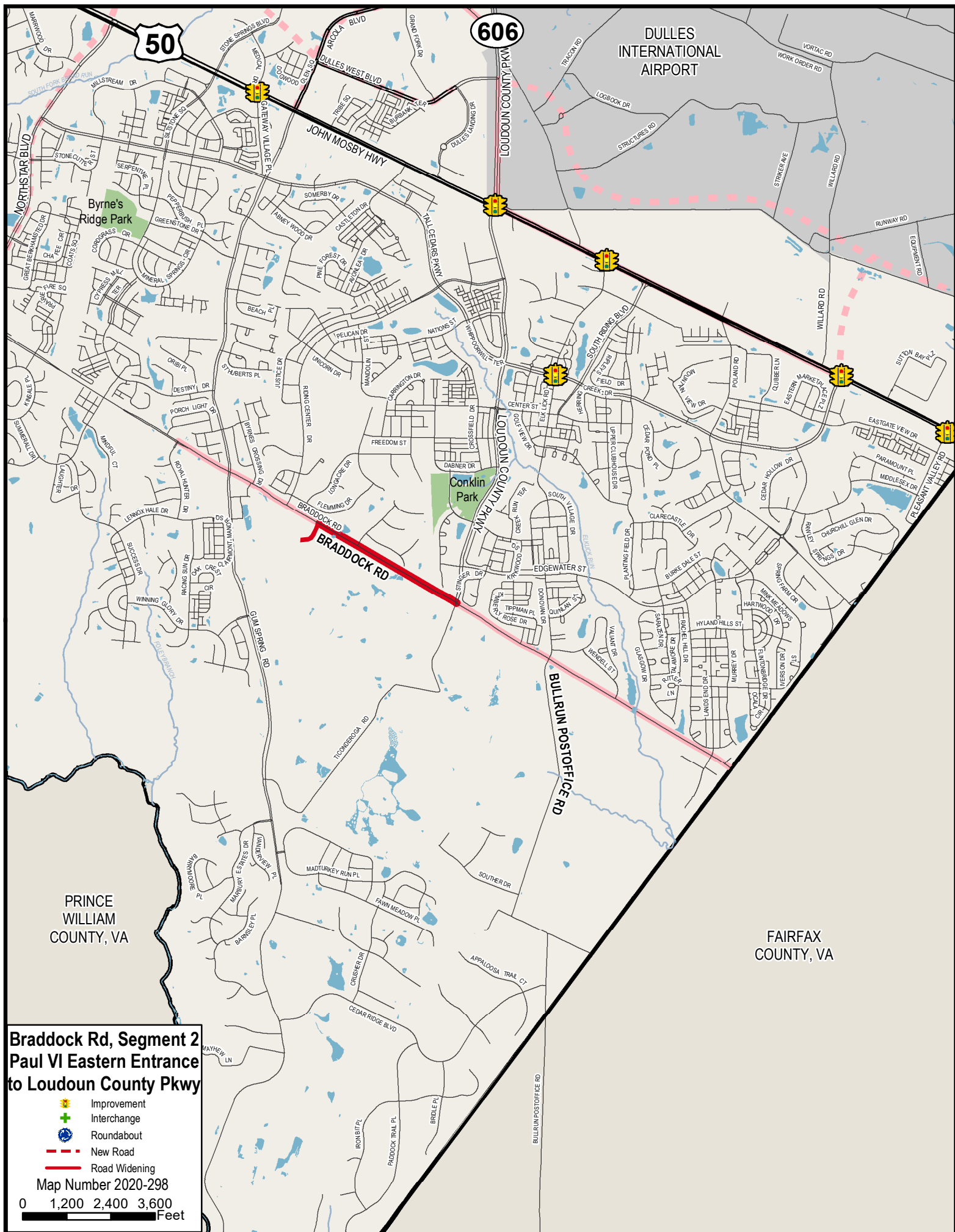


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	2,283	-	2,283	-	2,283
Utility Relocation	-	-	-	-	-	-	2,461	2,461	341	2,802
Land	-	-	-	-	-	-	5,409	5,409	-	5,409
Construction	-	-	-	-	-	-	-	-	18,692	18,692
Contingency	-	-	-	-	-	852	2,130	2,982	1,278	4,260
<b>Total Cost</b>	-	-	-	-	-	<b>3,135</b>	<b>10,000</b>	<b>13,135</b>	<b>20,311</b>	<b>33,446</b>
Local Tax Funding	-	-	-	-	-	-	-	-	341	341
General Obligation Bonds	-	-	-	-	-	3,135	-	3,135	19,970	23,105
Smart Scale	-	-	-	-	-	-	10,000	10,000	-	10,000
<b>Total Financing</b>	-	-	-	-	-	<b>3,135</b>	<b>10,000</b>	<b>13,135</b>	<b>20,311</b>	<b>33,446</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	312	312
<b>Total Impact</b>	-	-	-	-	-	<b>312</b>	<b>312</b>





## Croson Lane Widening – Claiborne Parkway to Old Ryan Road

### Details:

**Project Number:** C02315

**Election District:** Broad Run, Dulles

**Length:** 0.9 miles

**Project Type:** Roadway Widening

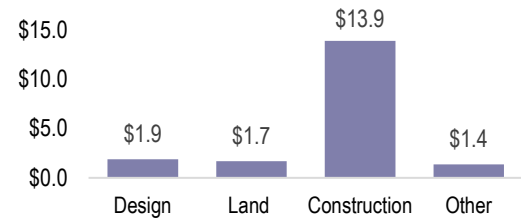
**Estimated Completion Fiscal Year:** FY 2027

**Referendum:** November 2023

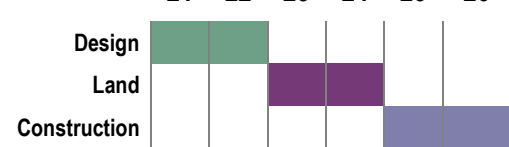
### Background:

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

### Phase Costs in Millions

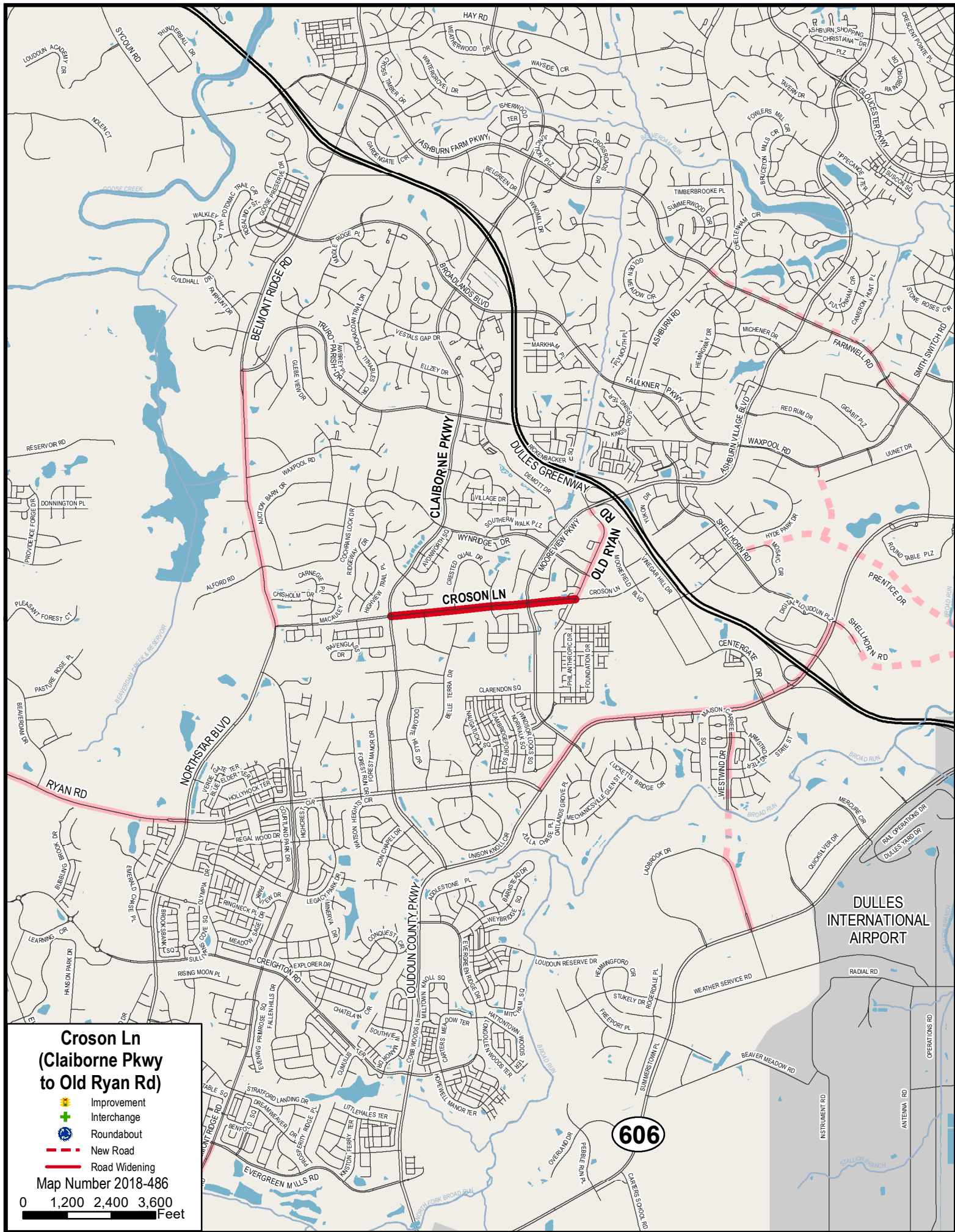


### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	1,918	-	-	-	-	-	1,918	-	1,918
Utility Relocation	-	-	915	-	-	-	-	915	-	915
Land	-	-	765	-	-	-	-	765	-	765
Construction	-	-	3,043	-	-	10,851	-	13,894	-	13,894
Personnel	-	38	497	-	-	-	-	535	-	535
Contingency	-	135	278	-	-	416	-	828	-	828
<b>Total – Costs</b>	-	<b>2,091</b>	<b>5,497</b>	-	-	<b>11,267</b>	-	<b>18,855</b>	-	<b>18,855</b>
Local Tax Funding	-	1	-	-	-	-	-	1	-	1
Local Tax Funding Roads	-	-	497	-	-	-	-	497	-	497
General Obligation Bonds	-	-	-	-	-	9,643	-	9,643	-	9,643
Cash Proffers	-	2,090	-	-	-	1,624	-	3,714	-	3,714
Revenue Sharing	-	-	5,000	-	-	-	-	5,000	-	5,000
<b>Total – Funding Sources</b>	-	<b>2,091</b>	<b>5,497</b>	-	-	<b>11,267</b>	-	<b>18,855</b>	-	<b>18,855</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	388	388
<b>Total – Impact</b>	-	-	-	-	-	<b>388</b>	<b>388</b>





## Crosstrail Boulevard, Segment C - Sycolin Road to Dulles Greenway

### Details:

**Project Number:** C02317

**Election District:** Catoctin

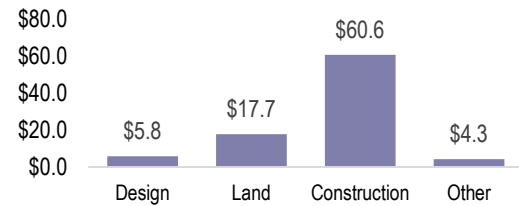
**Length:** 3,000 feet

**Project Type:** New Roadway

**Estimated Completion Year:** FY 2026

**Referendum:** November 2022

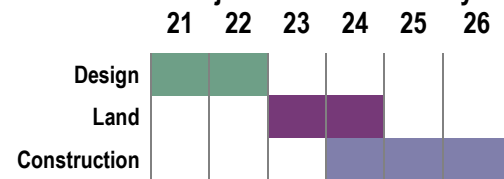
### Phase Costs in Millions



### Background:

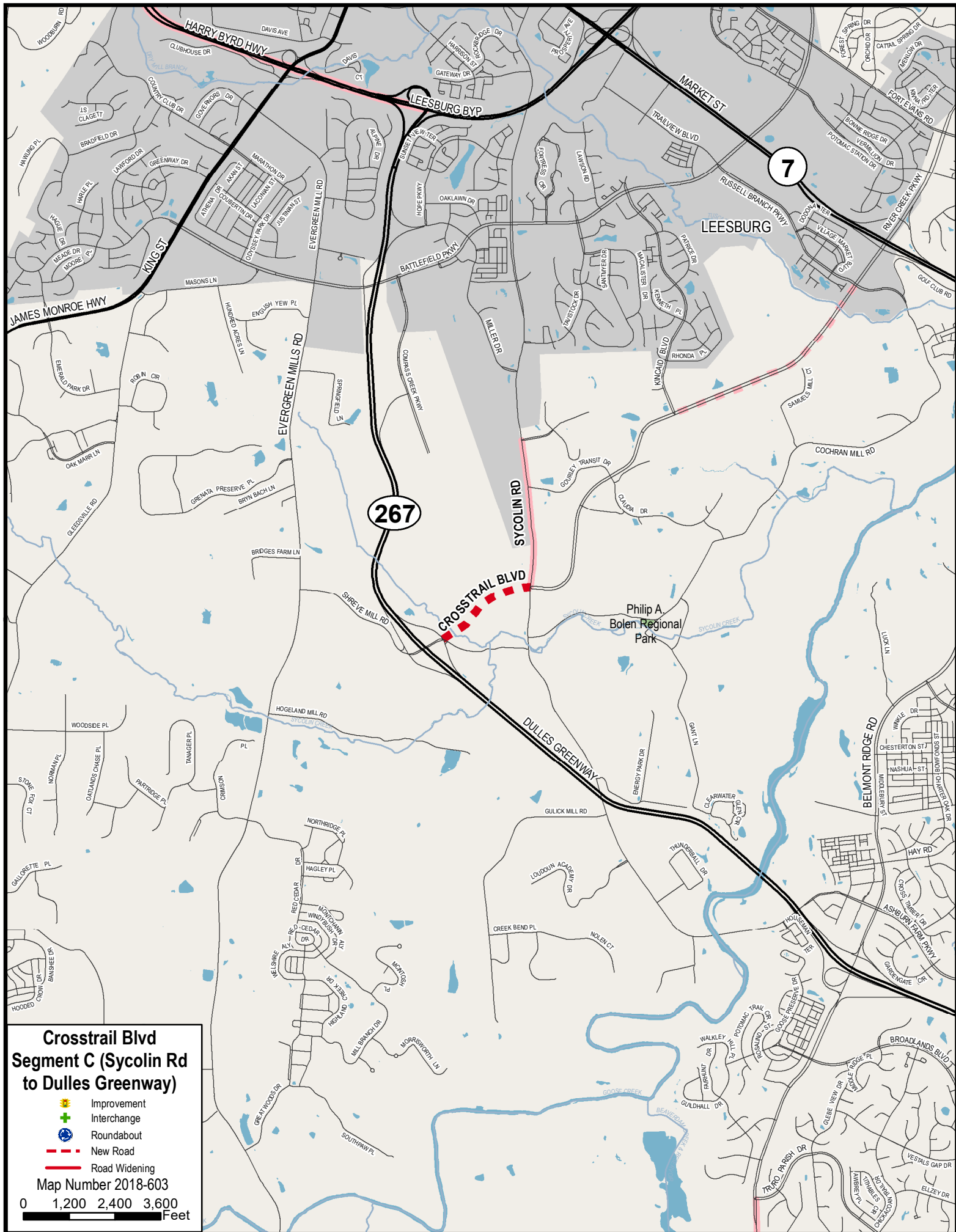
This project provides for the planning, design, right-of-way acquisition, and the construction of a four-lane median divided road as a Major Collector between Sycolin Road and the Dulles Greenway on a 120-foot-wide right-of-way. The project also includes shared use paths on both sides of Crosstrail Boulevard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

### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	5,808	-	-	-	-	-	5,808	-	5,808
Utility Relocation	-	-	-	1,066	-	-	-	1,066	-	1,066
Land	-	-	-	16,638	-	-	-	16,638	-	16,638
Construction	-	-	-	-	60,573	-	-	60,573	-	60,573
Personnel	-	120	-	-	-	-	-	120	-	120
Contingency	-	846	-	1,269	2,116	-	-	4,231	-	4,231
<b>Total – Costs</b>	-	<b>6,774</b>	-	<b>18,973</b>	<b>62,689</b>	-	-	<b>88,436</b>	-	<b>88,436</b>
Local Tax Funding	-	3	-	5,271	-	-	-	5,274	-	5,274
Local Tax Funding Roads	-	6,259	-	13,702	14,913	-	-	34,875	-	34,875
General Obligation Bonds	-	-	-	-	11,045	-	-	11,045	-	11,045
Cash Proffers	-	512	-	-	-	-	-	512	-	512
NVTA 70% Regional	-	-	-	-	36,730	-	-	36,730	-	36,730
<b>Total – Funding Sources</b>	-	<b>6,774</b>	-	<b>18,973</b>	<b>62,689</b>	-	-	<b>88,436</b>	-	<b>88,436</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	441	961	1,401
<b>Total – Impact</b>	-	-	-	-	<b>441</b>	<b>961</b>	<b>1,401</b>





## Dulles West Boulevard – Northstar Boulevard to Arcola Boulevard

### Details:

**Project Number:** C02213

**Election District:** Blue Ridge

**Length:** 1.9 miles

**Project Type:** New Roadway

**Estimated Completion Year:** FY 2027

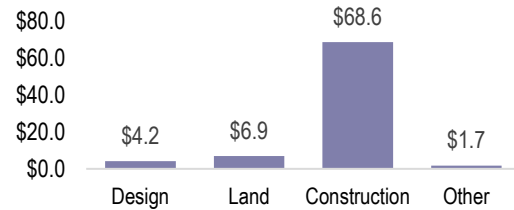
**Referendum:** November 2023

### Background:

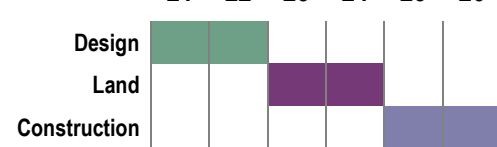
This project provides for the planning, design, right-of-way acquisition, and construction of Dulles West Boulevard between Northstar Boulevard and Arcola Boulevard as a suburban four-lane median-divided Major Collector with shared use paths on both sides of the road and a 120-foot-wide right-of-way, including the construction of a bridge over the South Fork of Broad Run.

The project limits presented in the FY 2020 CIP have been updated to remove the section of Dulles West Boulevard between Arcola Boulevard and Dulles Landing Drive which is being built by a developer as part of a proffer.

### Phase Costs in Millions

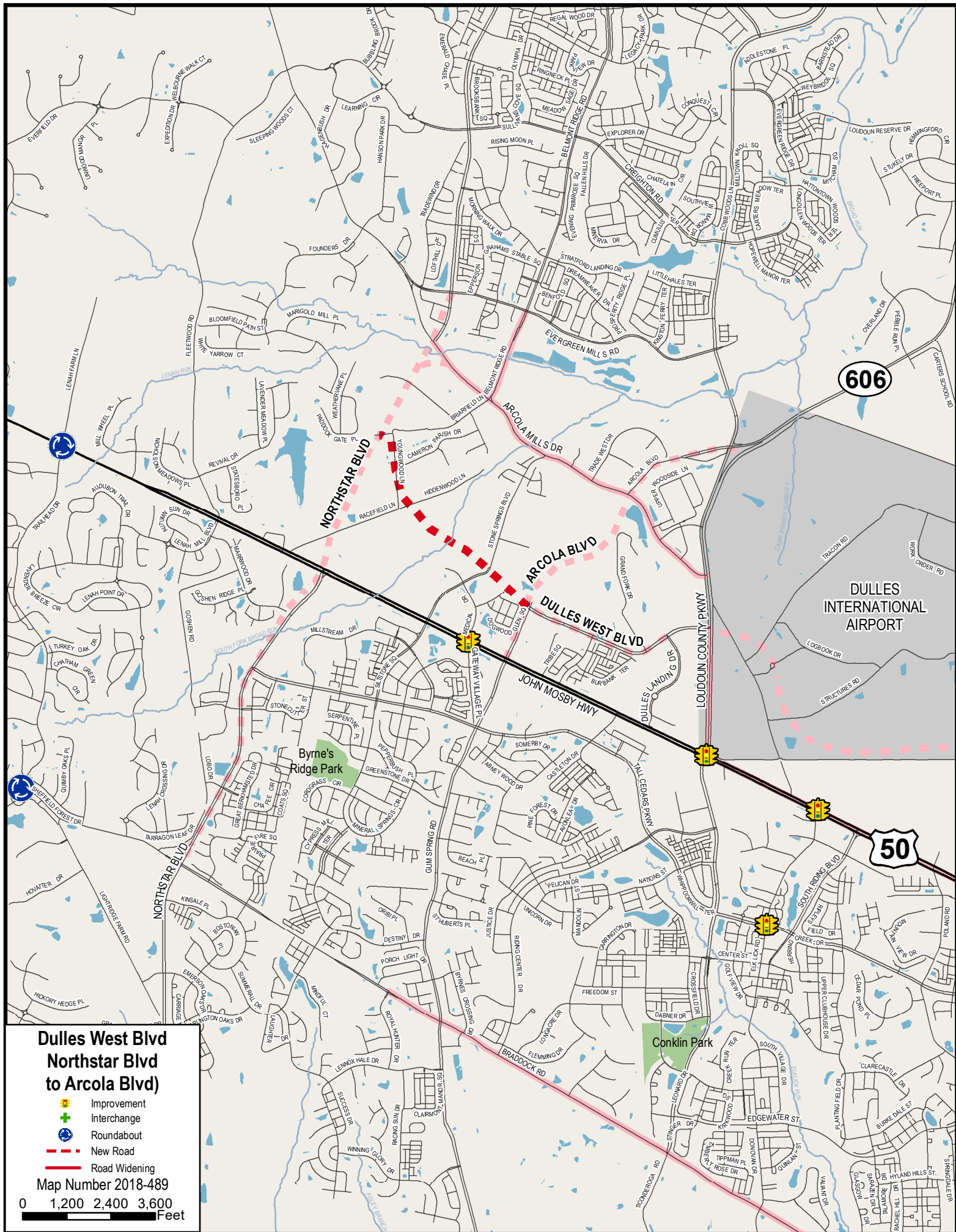


### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	4,200	-	-	-	-	-	-	-	-	4,200
Land	1,560	-	-	5,320	-	-	-	5,320	-	6,880
Construction	44,554	-	-	-	-	24,000	-	24,000	-	68,554
Personnel	-	248	-	-	-	-	-	248	-	248
Contingency	-	-	-	-	-	1,745	-	1,745	-	1,745
<b>Total – Costs</b>	<b>50,314</b>	<b>248</b>	<b>-</b>	<b>5,320</b>	<b>-</b>	<b>25,745</b>	<b>-</b>	<b>31,312</b>	<b>-</b>	<b>81,626</b>
Local Tax Funding	-	6	-	-	-	-	-	6	-	6
Local Tax Funding Roads	-	-	-	5,320	-	19,200	-	24,520	-	24,520
General Obligation Bonds	-	-	-	-	-	6,545	-	6,545	-	6,545
Cash Proffers	2,514	242	-	-	-	-	-	242	-	2,756
NVTA 70% Regional	47,800	-	-	-	-	-	-	-	-	47,800
<b>Total – Funding Sources</b>	<b>50,314</b>	<b>248</b>	<b>-</b>	<b>5,320</b>	<b>-</b>	<b>25,745</b>	<b>-</b>	<b>31,312</b>	<b>-</b>	<b>81,626</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	329	329
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>329</b>	<b>329</b>





## Elk Lick Road Intersection Improvements - Route 50 & Tall Cedars Parkway

### Details:

**Project Number:** C02115

**Election District:** Dulles

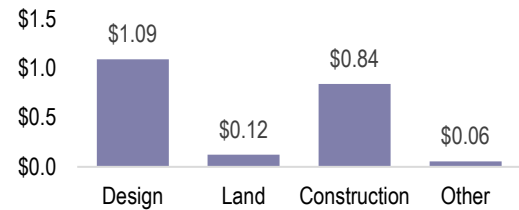
**Length:** n/a

**Project Type:** Intersection Improvements

**Estimated Completion Year:** FY 2021

**Referendum:** n/a

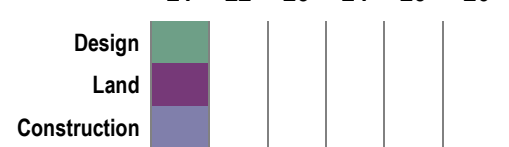
### Phase Costs in Millions



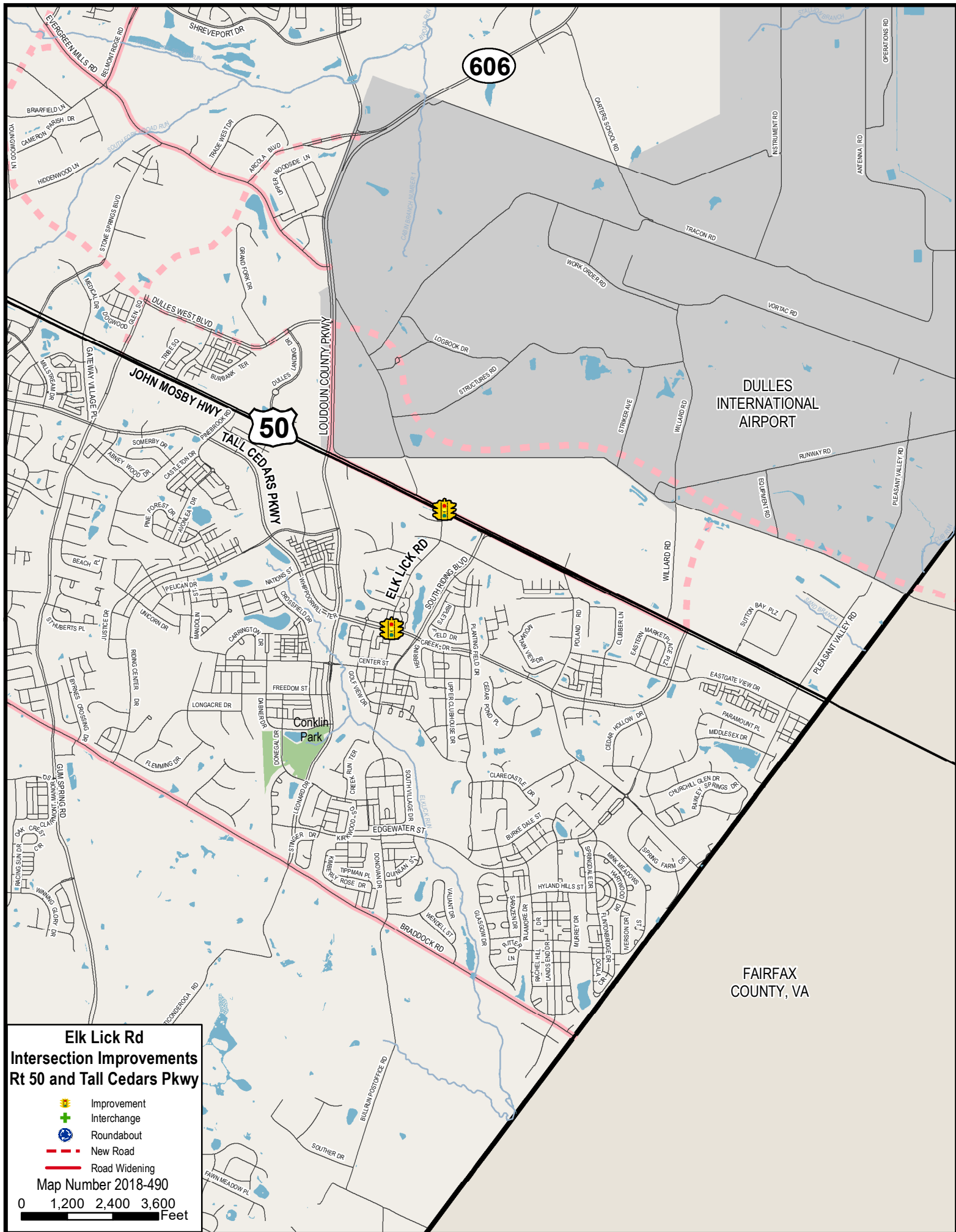
### Background:

This project provides funding for the scope of work associated with the closure of the median at Route 50 and Elk Lick Road, 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 installation of a traffic signal at Elk Lick Road and Tall Cedars Parkway (Route 2200).

### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	1,091	-	-	-	-	-	-	-	-	1,091
Land	123	-	-	-	-	-	-	-	-	123
Construction	442	400	-	-	-	-	-	400	-	842
Personnel	-	21	-	-	-	-	-	21	-	21
Contingency	35	-	-	-	-	-	-	-	-	35
<b>Total – Costs</b>	<b>1,691</b>	<b>421</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>421</b>	<b>-</b>	<b>2,112</b>
Local Tax Funding	1,691	1	-	-	-	-	-	1	-	1,692
Local Tax Funding Roads	-	400	-	-	-	-	-	400	-	400
Cash Proffers	-	21	-	-	-	-	-	21	-	21
<b>Total – Funding Sources</b>	<b>1,691</b>	<b>421</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>421</b>	<b>-</b>	<b>2,112</b>





## Evergreen Mills Road – Reservoir Road and Watson Road

### Details:

**Project Number:** C02209

**Election District:** Blue Ridge

**Length:** 0.2 miles

**Project Type:** Intersection Realignment

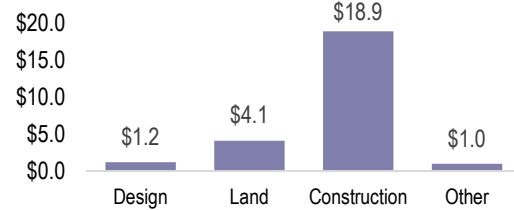
**Estimated Completion Year:** FY 2025

**Referendum:** November 2021

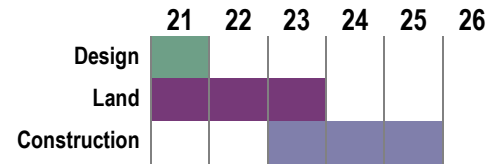
### Background:

This project provides for the planning, design, right-of-way acquisition, and construction of the realignment of Evergreen Mills Road at the intersections of Reservoir Road and Watson Road. To facilitate the roadway realignment, Watson Road will also be realigned to intersect Evergreen Mills Road opposite Reservoir Road.

### Phase Costs in Millions

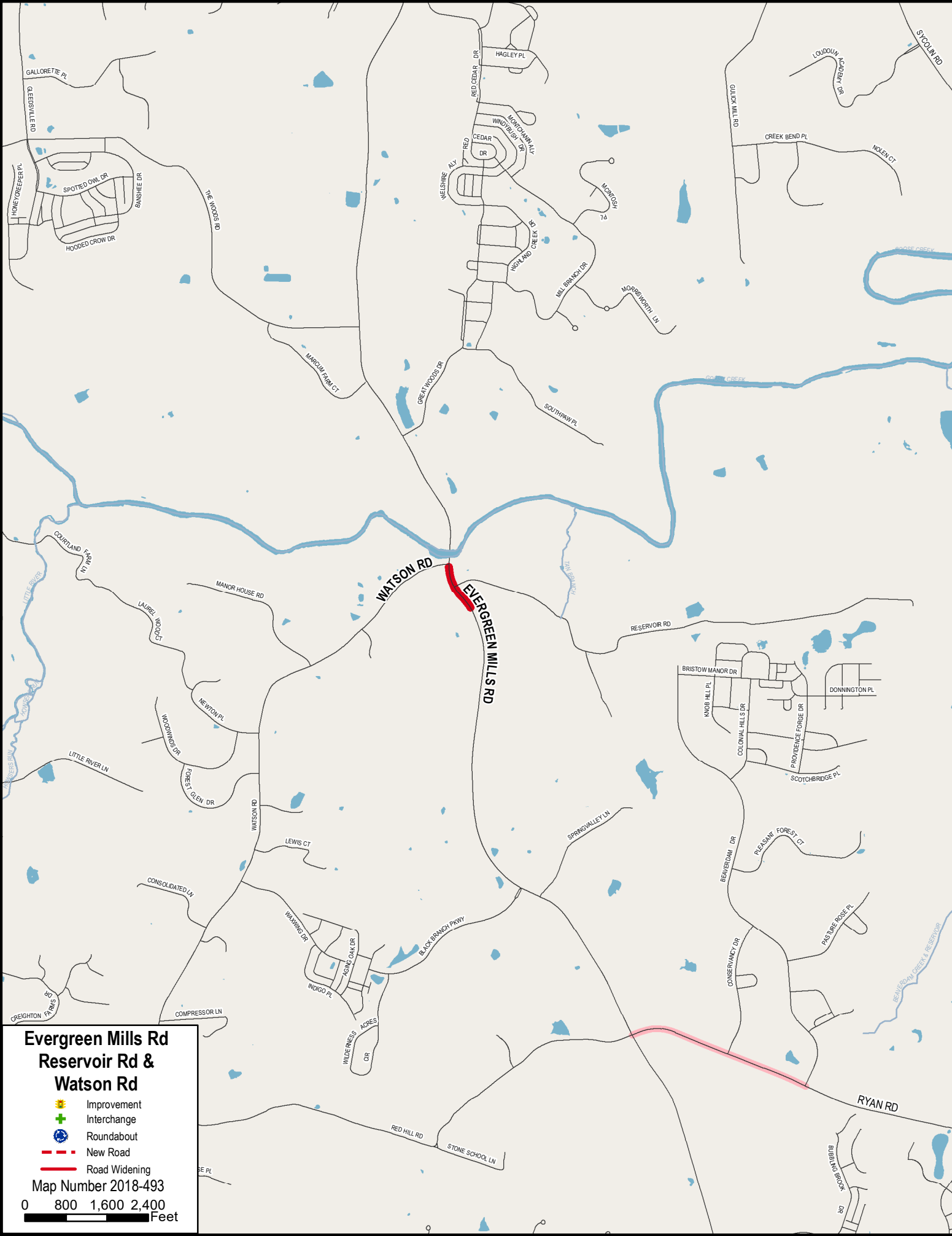


### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	1,200	-	-	-	-	-	-	-	-	1,200
Utility Relocation	-	1,364	1,677	-	-	-	-	3,041	-	3,041
Land	1,110	-	-	-	-	-	-	-	-	1,110
Construction	11,690	-	-	7,170	-	-	-	7,170	-	18,860
Personnel	-	328	166	-	-	-	-	494	-	494
Contingency	-	-	-	611	-	-	-	611	-	611
<b>Total – Costs</b>	<b>14,000</b>	<b>1,692</b>	<b>1,843</b>	<b>7,780</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,315</b>	<b>-</b>	<b>25,315</b>
Local Tax Funding	-	8		1,000	-	-	-	1,008	-	1,008
Local Tax Funding Roads	-	35	1,226	-	-	-	-	1,261	-	1,261
General Obligation Bonds	-	-	-	6,780	-	-	-	6,780	-	6,780
Cash Proffers	-	1,649			-	-	-	1,649	-	1,649
NVTA 70% Regional	14,000	-	-	-	-	-	-	-	-	14,000
NVTA 30% Local	-	-	617	-	-	-	-	617	-	617
<b>Total – Funding Sources</b>	<b>14,000</b>	<b>1,692</b>	<b>1,843</b>	<b>7,780</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,315</b>	<b>-</b>	<b>25,315</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	271	534	659	1,464



**Evergreen Mills Rd  
Reservoir Rd &  
Watson Rd**

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

Map Number 2018-493  
0 800 1,600 2,400  
Feet



## Farmwell Road Intersection Improvements

### Details:

**Project Number:** C02087

**Election District:** Ashburn, Broad Run

**Length:** 1.3 miles

**Project Type:** Intersection Improvements

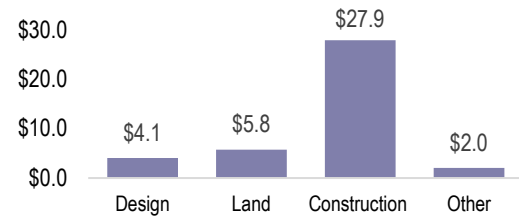
**Estimated Completion Year:** FY 2025

**Referendum:** November 2018, November 2021

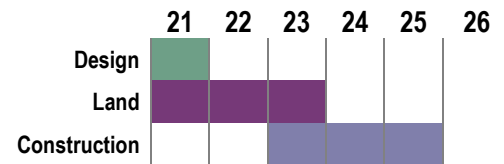
### Background:

This project provides for the planning, design, right-of-way acquisition, and improvements to four intersections along Farmwell Road between Smith Switch Road (Route 1950) and Ashburn Road (Route 641).

**Phase Costs in Millions**

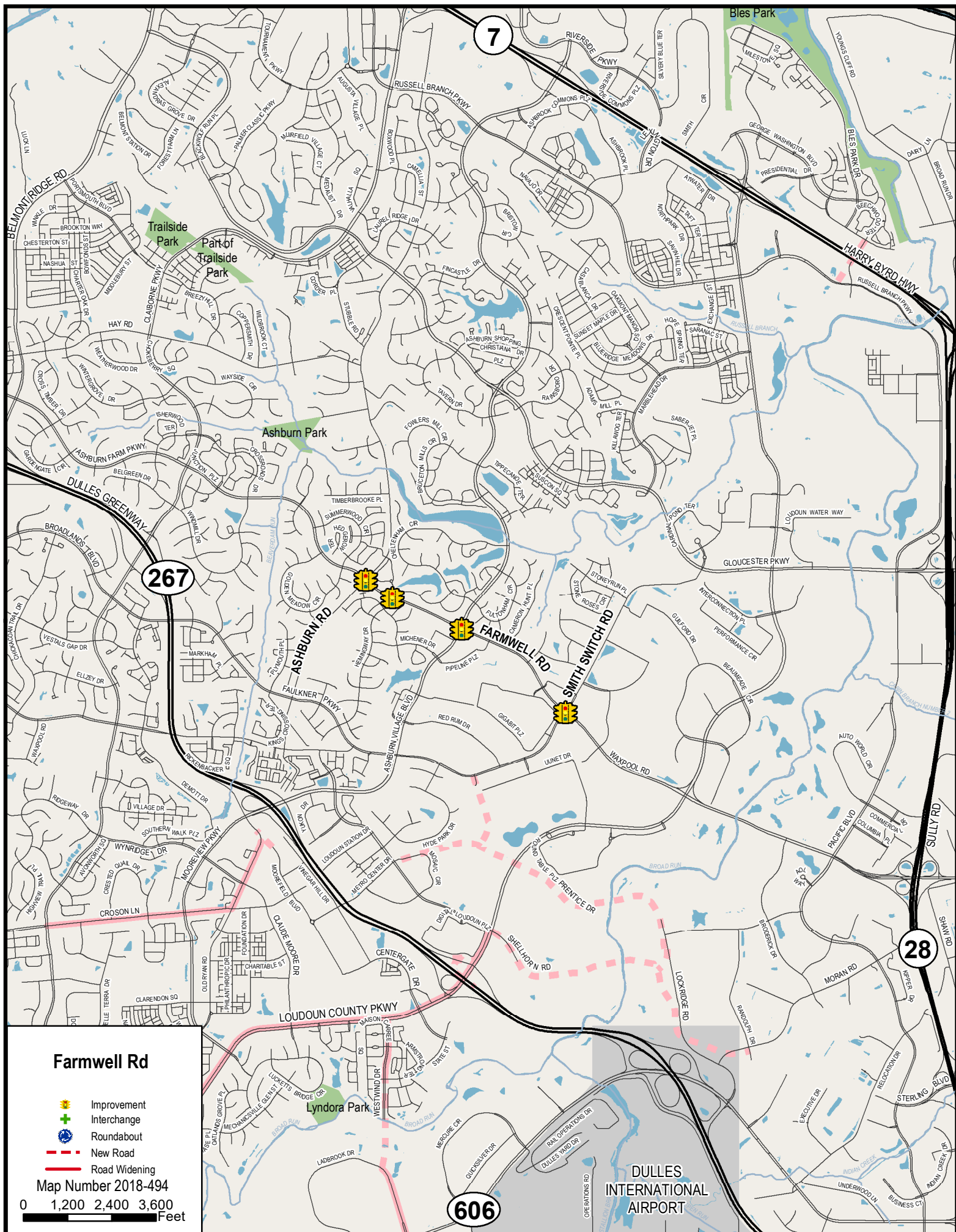


**Project Phase Timeline by FY**



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	4,055	-	-	-	-	-	-	-	-	4,055
Land	760	5,000	-	-	-	-	-	5,000	-	5,760
Construction	2,595	-	-	25,295	-	-	-	25,295	-	27,890
Personnel	-	75	-	-	-	-	-	75	-	75
Payments to State	4	-	-	-	-	-	-	-	-	4
Contingency	450	550	-	945	-	-	-	1,495	-	1,945
<b>Total – Costs</b>	<b>7,864</b>	<b>5,625</b>	<b>-</b>	<b>26,240</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>31,865</b>	<b>-</b>	<b>39,729</b>
Local Tax Funding	-	2	-	-	-	-	-	2	-	2
Local Tax Funding Roads	-	550	-	-	-	-	-	550	-	550
General Obligation Bonds	-	-	-	26,240	-	-	-	26,240	-	26,240
Cash Proffers	864	73	-	-	-	-	-	73	-	937
Revenue Sharing	3,500	5,000	-	-	-	-	-	5,000	-	8,500
NVTA 30% Local	3,500	-	-	-	-	-	-	-	-	3,500
<b>Total – Funding Sources</b>	<b>7,864</b>	<b>5,625</b>	<b>-</b>	<b>26,240</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>31,865</b>	<b>-</b>	<b>39,729</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	1,428	2,204	2,530	6,162
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,428</b>	<b>2,204</b>	<b>2,530</b>	<b>6,162</b>

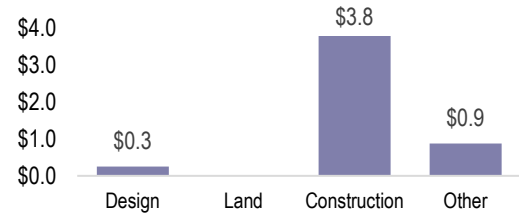
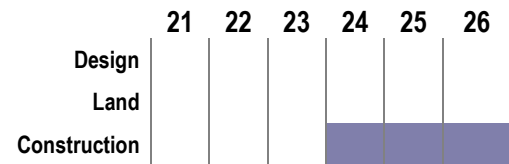




## Intelligent Transportation System

**Details:****Project Number:** C02203**Election District:** Countywide**Length:** n/a**Project Type:** Traffic Mitigation and Safety Improvements**Estimated Completion Year:** FY 2026**Referendum:** n/a**Background:**

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

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

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	250	-	-	-	-	-	-	-	-	250
Construction	-	-	-	-	1,277	-	2,500	3,777	-	3,777
Personnel	-	27	-	-	-	-	-	27	-	27
Payments to State	850	-	-	-	-	-	-	-	-	850
<b>Total – Costs</b>	<b>1,100</b>	<b>27</b>	<b>-</b>	<b>-</b>	<b>1,277</b>	<b>-</b>	<b>2,500</b>	<b>3,804</b>	<b>-</b>	<b>4,904</b>
Local Tax Funding	1,100	1	-	-	-	-	-	1	-	1,101
Local Tax Funding Roads	-	-	-	-	1,277	-	-	1,277	-	1,277
Cash Proffers	-	27	-	-	-	-	-	27	-	27
NVTA 70% Regional	-	-	-	-	-	-	2,500	2,500	-	2,500
<b>Total – Funding Sources</b>	<b>1,100</b>	<b>27</b>	<b>-</b>	<b>-</b>	<b>1,277</b>	<b>-</b>	<b>2,500</b>	<b>3,804</b>	<b>-</b>	<b>4,904</b>





## Loudoun County Parkway – Ryan Road to Shellhorn Road

### Details:

**Project Number:** C02319

**Election District:** Dulles, Broad Run

**Length:** 1.9 miles

**Project Type:** Roadway Widening

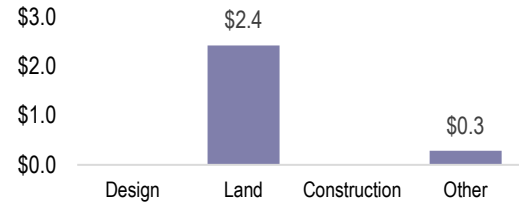
**Estimated Completion Year:** FY 2024

**Referendum:** November 2020

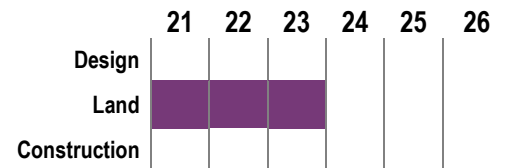
### Background:

This project provides for right-of-way acquisition for the widening of Loudoun County Parkway (Route 607) from four to six lanes between Ryan Road (Route 772) and Shellhorn Road (Route 643), and the construction of turn lanes at the intersection. Construction of the roadway improvements are proffer conditions of the Silver District West development; however, the proffer requires the County assist the developer in acquiring right-of-way.

### Phase Costs in Millions

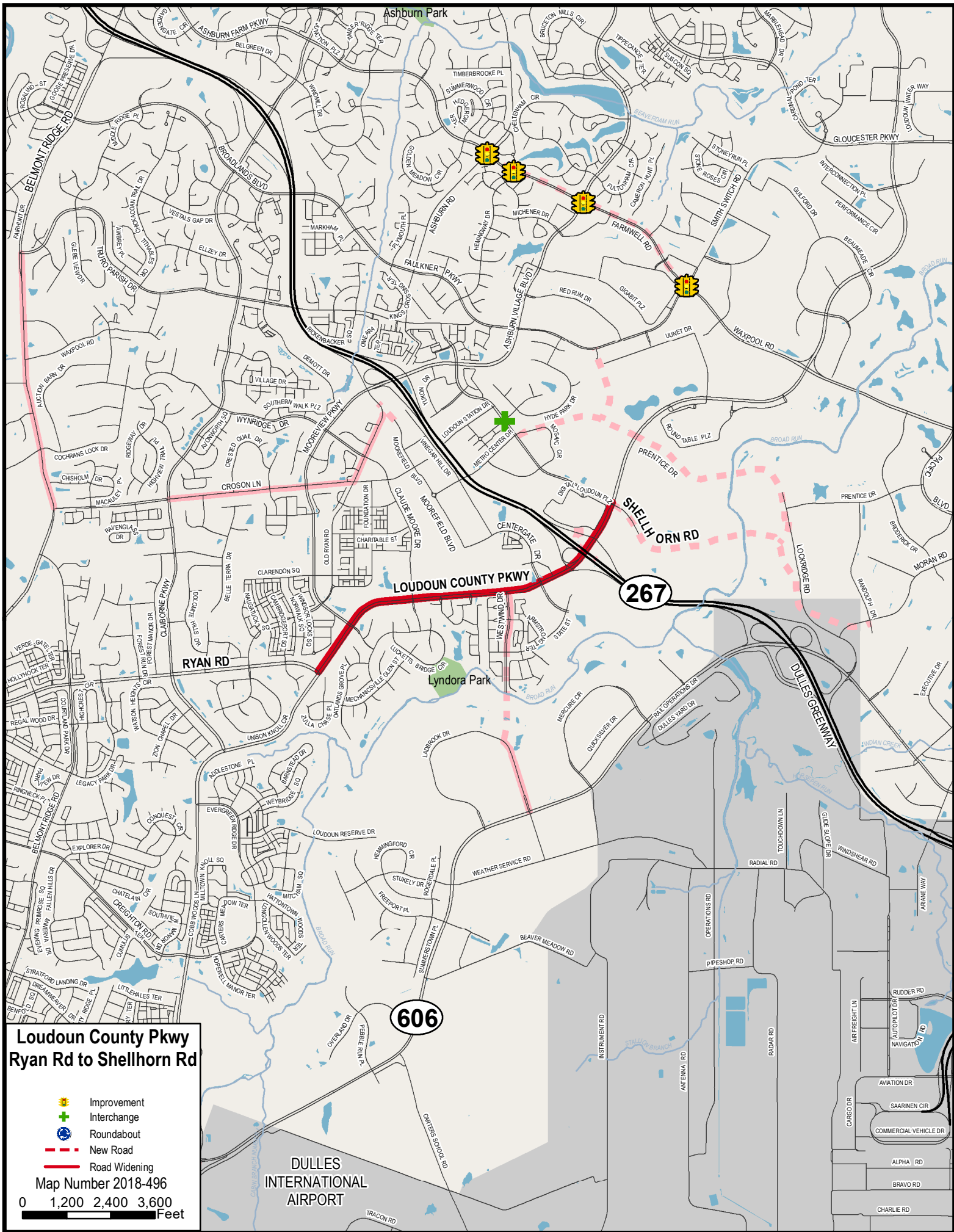


### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Land	-	2,422	-	-	-	-	-	2,422	-	2,422
Contingency	-	286	-	-	-	-	-	286	-	286
<b>Total – Costs</b>	-	<b>2,708</b>	-	-	-	-	-	<b>2,708</b>	-	<b>2,708</b>
General Obligation Bonds	-	2,708	-	-	-	-	-	2,708	-	2,708
<b>Total – Funding Sources</b>	-	<b>2,708</b>	-	-	-	-	-	<b>2,708</b>	-	<b>2,708</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	138	134	126	127	525
<b>Total – Impact</b>	-	-	<b>138</b>	<b>134</b>	<b>126</b>	<b>127</b>	<b>525</b>





## Moorefield Boulevard Improvements

### Details:

**Project Number:** C02205

**Election District:** Broad Run

**Length:** n/a

**Project Type:** Intersection Improvements

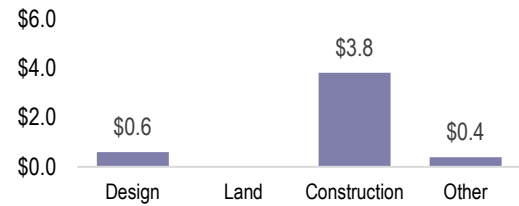
**Estimated Completion Year:** FY 2023

**Referendum:** n/a

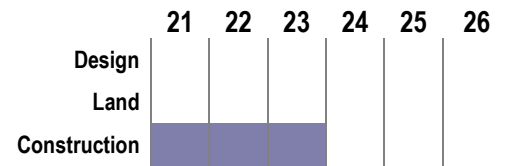
### Background:

This project provides for the planning, design, right-of-way acquisition, and construction of Moorefield Boulevard improvements at the Moorefield Fire and Rescue station entrance/Old Ryan Road. The improvements include the installation of traffic light poles for future traffic light installation, and the installation of a flashing light signal, which can be activated by emergency personnel, and will stop the flow of traffic to allow emergency vehicles to respond. In addition, it provides for access control gates between the Moorefield Station development and Vinegar Hill Drive. The improvements at the Fire and Rescue Station entrance to Mooreview Boulevard will tie into Mooreview Boulevard roadway improvements proffered by the Broadlands Ashburn Metro development.

### Phase Costs in Millions



### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	600	-	-	-	-	-	-	-	-	600
Construction	3,740	73	-	-	-	-	-	73	-	3,813
Personnel	-	16	-	-	-	-	-	16	-	16
Contingency	-	380	-	-	-	-	-	380	-	380
<b>Total – Costs</b>	<b>4,340</b>	<b>470</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>470</b>	<b>-</b>	<b>4,810</b>
Local Tax Funding Roads	-	288	-	-	-	-	-	288	-	288
Cash Proffers	-	181	-	-	-	-	-	181	-	181
NVTA 30% Local	4,340	-	-	-	-	-	-	-	-	4,340
<b>Total – Funding Sources</b>	<b>4,340</b>	<b>470</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>470</b>	<b>-</b>	<b>4,810</b>

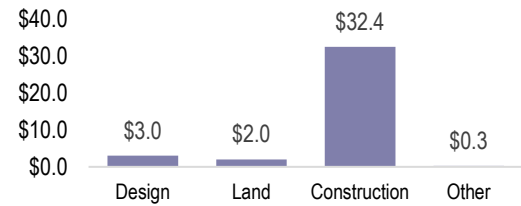
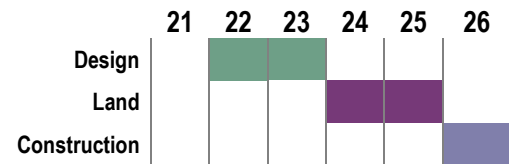




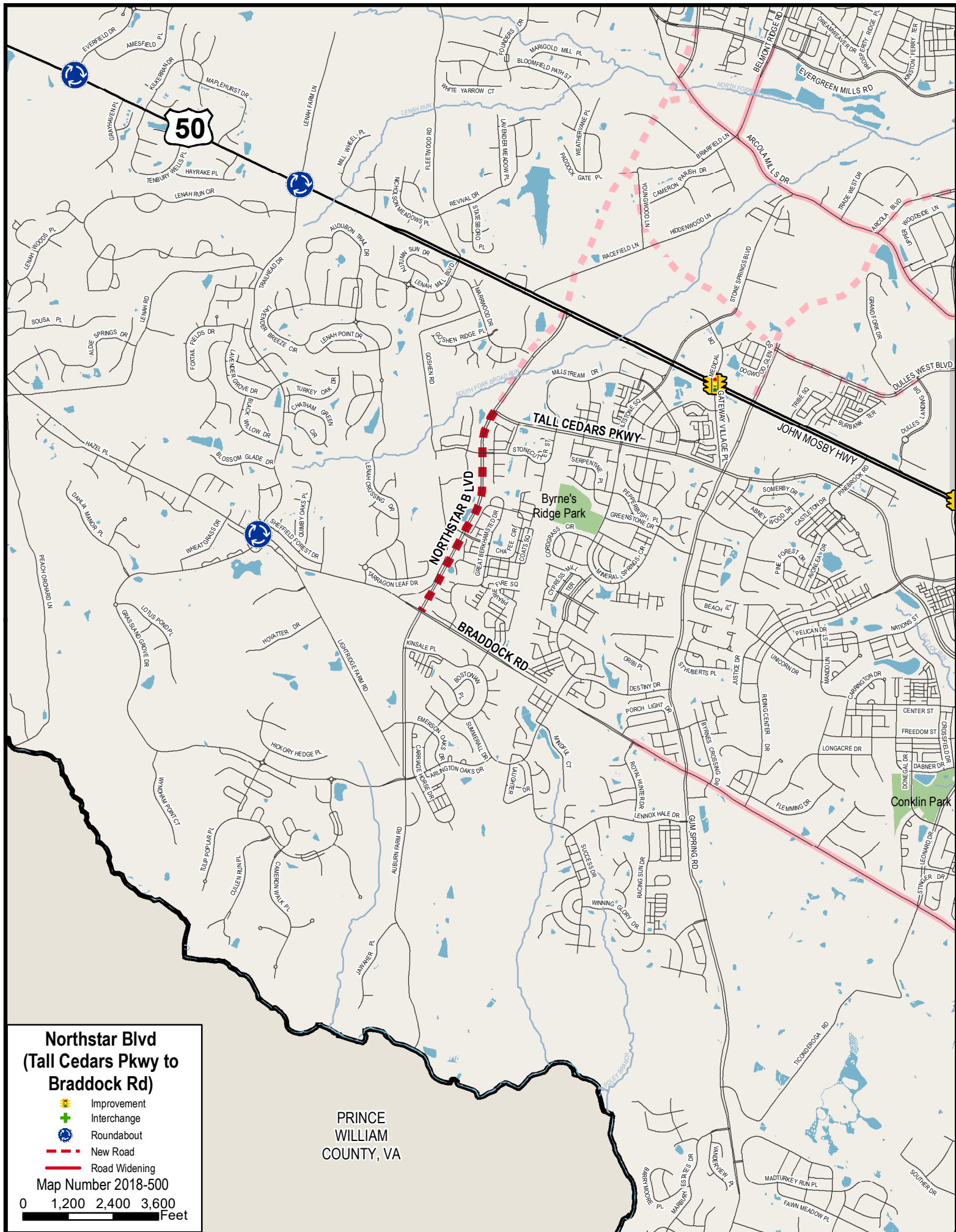
## Northstar Boulevard – Tall Cedars Parkway to Braddock Road

**Details:****Project Number:** C02375**Election District:** Dulles**Length:** 1.1 miles**Project Type:** Roadway Widening**Estimated Completion Year:** FY 2028**Referendum:** n/a**Background:**

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

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

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	3,000	-	-	-	-	3,000	-	3,000
Land	-	-	-	-	2,000	-	-	2,000	-	2,000
Construction	-	-	-	-	2,000	-	30,407	32,407	-	32,407
Personnel	-	-	298	-	-	-	-	298	-	298
<b>Total – Costs</b>	-	-	<b>3,298</b>	-	<b>4,000</b>	-	<b>30,407</b>	<b>37,705</b>	-	<b>37,705</b>
Local Tax Funding	-	-	-	-	-	-	2,554	2,554	-	2,554
Local Tax Funding Roads	-	-	1,840	-	396	-	22,853	25,089	-	25,089
Cash Proffers	-	-	1,458	-	1,604	-	-	3,062	-	3,062
Revenue Sharing	-	-	-	-	2,000	-	5,000	7,000	-	7,000
<b>Total – Funding Sources</b>	-	-	<b>3,298</b>	-	<b>4,000</b>	-	<b>30,407</b>	<b>37,705</b>	-	<b>37,705</b>





## Prentice Drive - Loudoun County Parkway to Lockridge Road

### Details:

**Project Number:** C02316

**Election District:** Broad Run

**Length:** 1.1 miles

**Project Type:** New Roadway and Improvements

**Estimated Completion Year:** FY 2027

**Referendum:** November 2018, November 2023

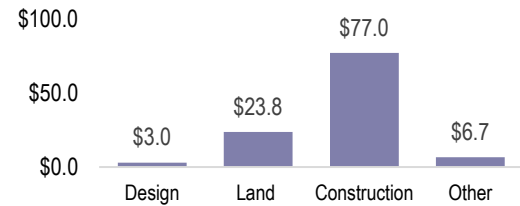
### Background:

This project provides for the planning, design, right-of-way acquisition, and construction of Prentice Drive (Route 1071) from Loudoun County Parkway (Route 607) to Lockridge Road (Route 789).

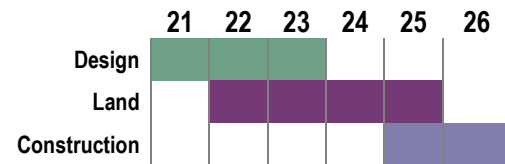
The scope of work and budget for this project was originally included in the FY 2020 CIP project entitled *Prentice Drive – Lockridge Road to Shellhorn Road and Waxpool Road*. As part of the FY 2021 CIP development process, the *Prentice Drive – Lockridge Road to Shellhorn Road and Waxpool Road* project was re-segmented to more effectively administer the project, and the planned funding that made up the original project budget was reallocated to align the budgets for the newly created segments.

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

### Phase Costs in Millions



### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	2,991	-	-	-	-	-	2,991	-	2,991
Utility Relocation	-	-	-	-	1,184	-	-	1,184	-	1,184
Land	-	4,167	18,437	-	-	-	-	22,604	-	22,604
Construction	-	-	-	-	-	76,965	-	76,965	-	76,965
Personnel	-	88	1,365	-	-	-	-	1,453	-	1,453
Contingency	-	1,052	1,577	-	-	2,629	-	5,258	-	5,258
<b>Total – Costs</b>	-	<b>8,298</b>	<b>21,379</b>	-	<b>1,184</b>	<b>79,594</b>	-	<b>110,455</b>	-	<b>110,455</b>
Local Tax Funding	-	2	-	-	-	-	-	2	-	2
Local Tax Funding Roads	-	5,654	8,009	-	1,184	-	-	14,847	-	14,847
General Obligation Bonds	-	-	8,068	-	-	79,594	-	87,662	-	87,662
Cash Proffers	-	626	-	-	-	-	-	626	-	626
NVTA 30% Local	-	2,017	5,302	-	-	-	-	7,319	-	7,319
<b>Total – Funding Sources</b>	-	<b>8,298</b>	<b>21,379</b>	-	<b>1,184</b>	<b>79,594</b>	-	<b>110,455</b>	-	<b>110,455</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	321	795	775	2,956	4,849
<b>Total – Impact</b>	-	-	<b>321</b>	<b>795</b>	<b>775</b>	<b>2,956</b>	<b>4,849</b>





## Prentice Drive – Loudoun County Parkway to Shellhorn & Lockridge West from Prentice to Waxpool

### Details:

**Project Number:** C02124

**Election District:** Broad Run

**Length:** 1.1 miles

**Project Type:** New Roadway and Improvements

**Estimated Completion Year:** FY 2027

**Referendum:** n/a

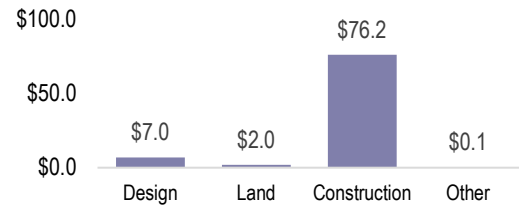
### Background:

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

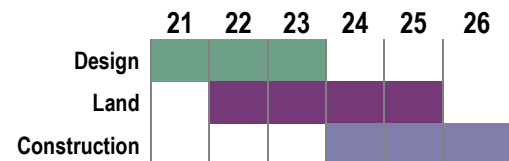
The scope of work and budget for this project was originally included in the FY 2020 CIP project entitled *Prentice Drive – Lockridge Road to Shellhorn Road and Waxpool Road*. As part of the FY 2021 CIP development process, the *Prentice Drive – Lockridge Road to Shellhorn Road and Waxpool Road* project was re-segmented to more effectively administer the project, and the planned funding that made up the original project budget was reallocated to align the budgets for the newly created segments.

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

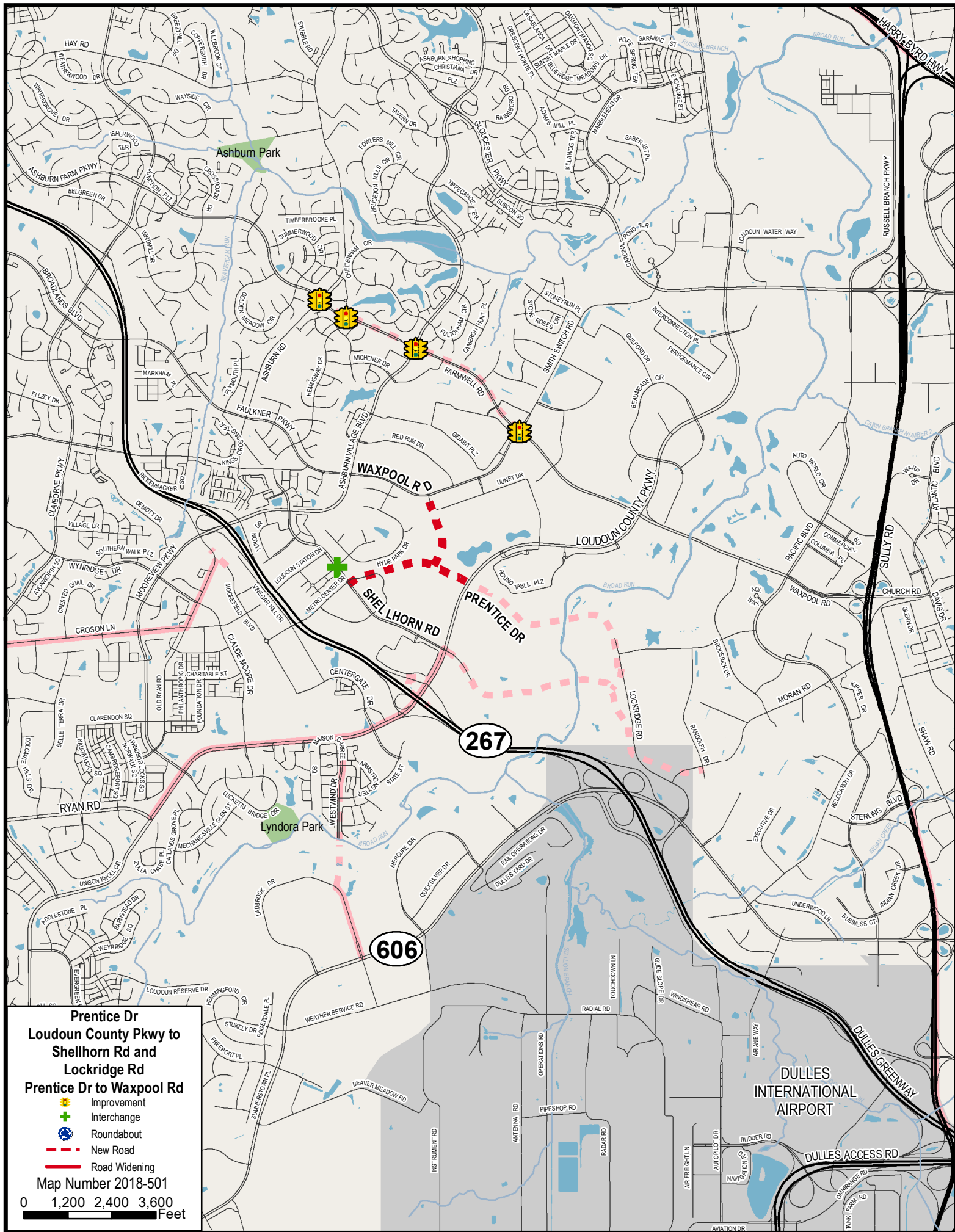
### Phase Costs in Millions



### Project Phase Timeline by FY

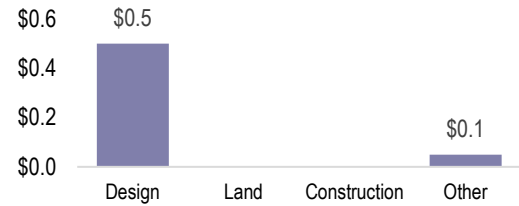


Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	7,000	-	-	-	-	-	-	-	-	7,000
Land	2,000	-	-	-	-	-	-	-	-	2,000
Construction	76,230	-	-	-	-	-	-	-	-	76,230
Personnel	-	113	-	-	-	-	-	113	-	113
<b>Total – Costs</b>	<b>85,230</b>	<b>113</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>113</b>	<b>-</b>	<b>85,343</b>
Local Tax Funding		3	-	-	-	-	-	3	-	3
Local Tax Funding Roads	9,000									9,000
Cash Proffers	-	110	-	-	-	-	-	110	-	110
NVTA 70% Regional	76,230	-	-	-	-	-	-	-	-	76,230
<b>Total – Funding Sources</b>	<b>85,230</b>	<b>113</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>113</b>	<b>-</b>	<b>85,343</b>

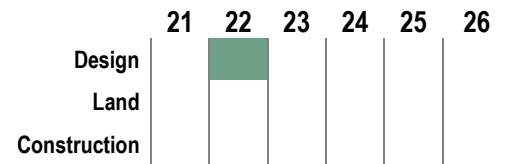




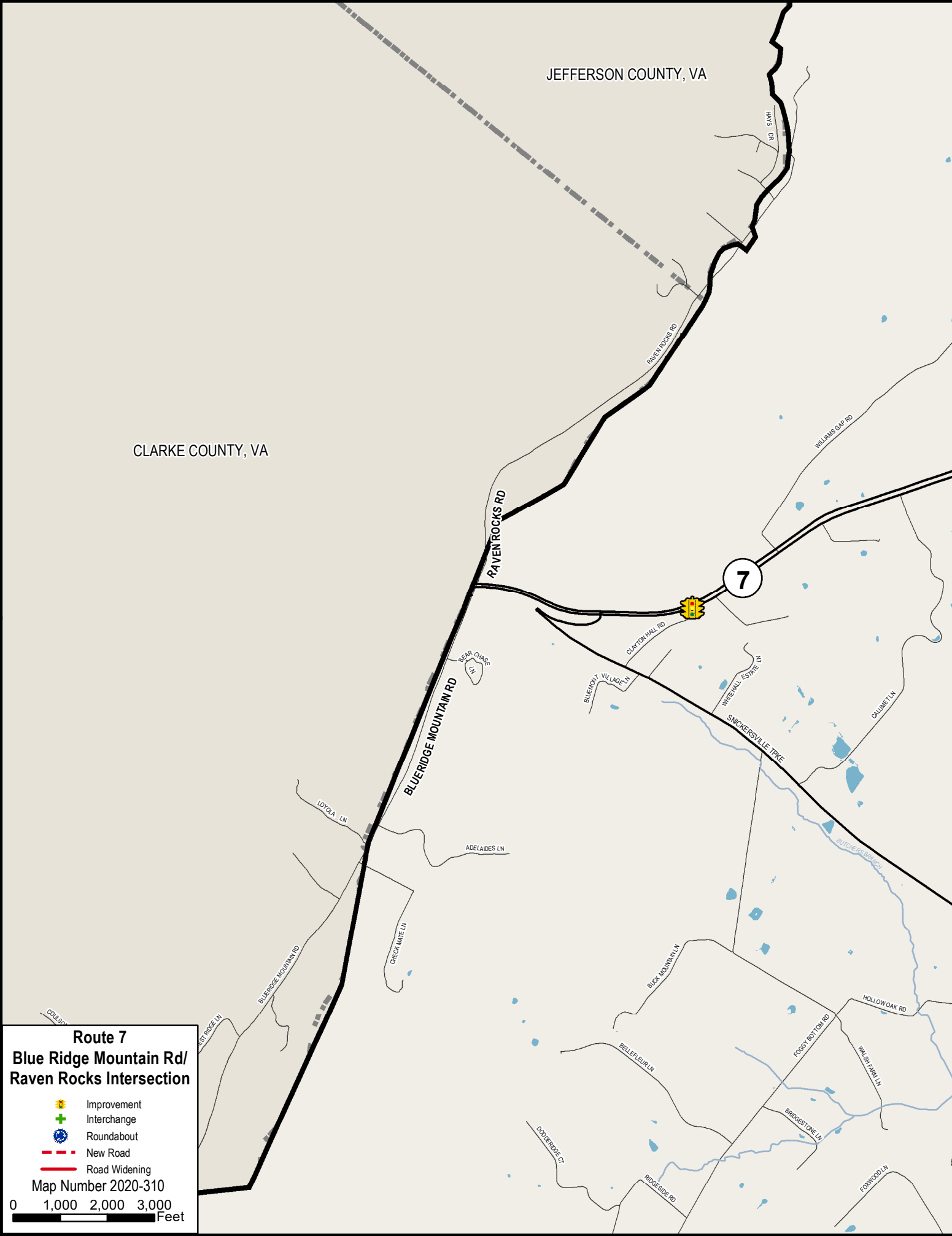
## Route 7 – Blue Ridge Mountain / Raven Rocks Intersection Improvements

**Details:****Project Number:** C02394**Election District:** Blue Ridge**Length:** n/a**Project Type:** Intersection and Access Improvements**Estimated Completion Year:** n/a**Referendum:** n/a**Phase Costs in Millions****Background:**



This project provides for the planning and preliminary design of safety, operational, and access improvements in the vicinity of the intersection of Route 7 with Route 601 Blue Ridge Mountain / Raven Rocks Road. Specific improvements are undefined at this time but could potentially include lengthening of turn lanes, improvements to sight distance, and improvements to the Appalachian Trail head parking area.

**Project Phase Timeline by FY**

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	500	-	-	-	-	500	-	500
Personnel	-	-	50	-	-	-	-	50	-	50
<b>Total – Costs</b>	-	-	<b>550</b>	-	-	-	-	<b>550</b>	-	<b>550</b>
Local Tax Funding Roads	-	-	515	-	-	-	-	515	-	515
NVTA 30% Local	-	-	35	-	-	-	-	35	-	35
<b>Total – Funding Sources</b>	-	-	<b>550</b>	-	-	-	-	<b>550</b>	-	<b>550</b>



**Route 7**  
**Blue Ridge Mountain Rd/  
Raven Rocks Intersection**

-  Improvement
  -  Interchange
  -  Roundabout
  -  New Road
  -  Road Widening
- Map Number 2020-310
- 0 1,000 2,000 3,000 Feet



## Route 7 Eastbound Widening - Loudoun County Parkway to Route 28

### Details:

**Project Number:** n/a

**Election District:** Broad Run

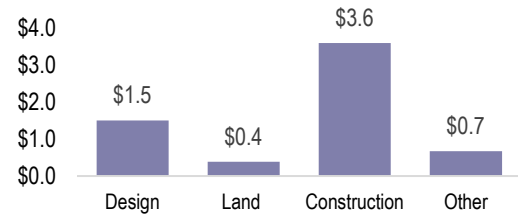
**Length:** 2500 feet

**Project Type:** Roadway Widening

**Estimated Completion Year:** FY 2034

**Referendum:** November 2023

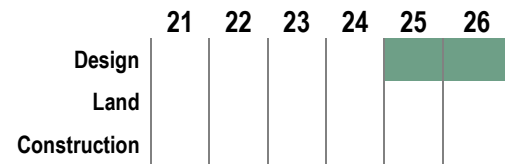
### Phase Costs in Millions



### Background:

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

### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	1,505	-	1,505	-	1,505
Utility Relocation	-	-	-	-	-	-	-	-	214	214
Land	-	-	-	-	-	-	-	-	173	173
Construction	-	-	-	-	-	-	-	-	3,593	3,593
Payments to Towns	-	-	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	135	-	135	540	675
<b>Total – Costs</b>	-	-	-	-	-	<b>1,640</b>	-	<b>1,640</b>	<b>4,520</b>	<b>6,160</b>
Local Tax Funding Roads	-	-	-	-	-	827	-	827	-	827
General Obligation Bonds	-	-	-	-	-	813	-	813	4,520	5,333
<b>Total – Funding Sources</b>	-	-	-	-	-	<b>1,640</b>	-	<b>1,640</b>	<b>4,520</b>	<b>6,160</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	81	81
<b>Total – Impact</b>	-	-	-	-	-	<b>81</b>	<b>81</b>

MONTGOMERY  
COUNTY, MD



**Rt 7 Widening  
Loudoun County Pkwy  
to Rt 28**

- Improvement
  - Interchange
  - Roundabout
  - New Road
  - Road Widening
- Map Number 2019-413
- 0 1,200 2,400 3,600 Feet



## Route 7 Improvements, Phase 1: Route 7 and Route 287 Interchange

### Details:

**Project Number:** C02206

**Election District:** Blue Ridge

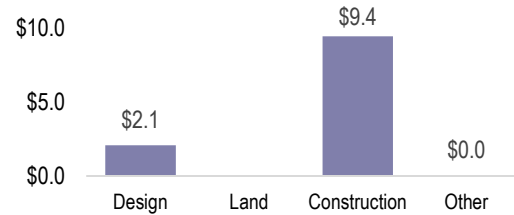
**Length:** n/a

**Project Type:** Interchange Improvements

**Estimated Completion Year:** FY 2024

**Referendum:** n/a

### Phase Costs in Millions

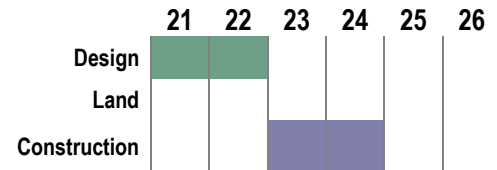


### Background:

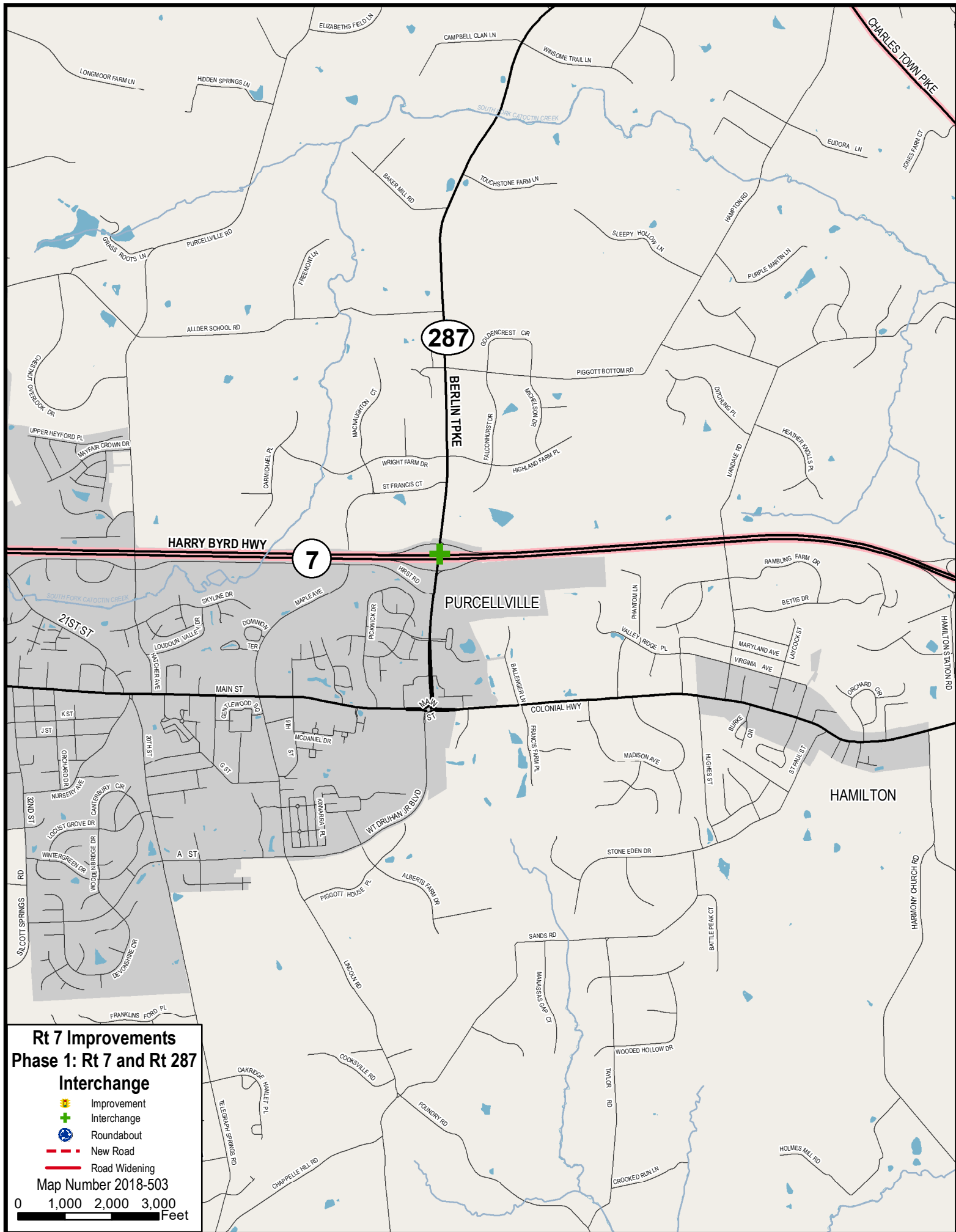
This project provides for the planning, design, right-of-way acquisition, and construction of improvements for Route 7 at the Berlin Turnpike (Route 287) Interchange. The scope of work includes lengthening and widening ramps, channelizing turn lanes, expanding turn lanes and through lanes, expanding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

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

### Project Phase Timeline by FY

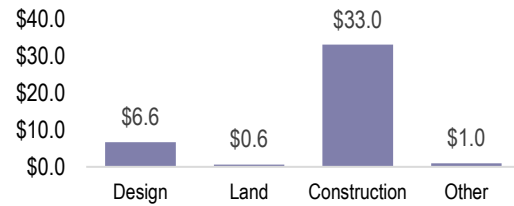


Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	2,070	-	-	-	-	-	-	-	-	2,070
Construction	45	-	-	5,001	4,390	-	-	9,391	-	9,436
Personnel	-	33	-	-	-	-	-	33	-	33
<b>Total – Costs</b>	<b>2,115</b>	<b>33</b>	<b>-</b>	<b>5,001</b>	<b>4,390</b>	<b>-</b>	<b>-</b>	<b>9,424</b>	<b>-</b>	<b>11,539</b>
Local Tax Funding	-	1	-	-	-	-	-	1	-	1
Local Tax Funding Roads	115	-	-	-	-	-	-	-	-	115
Cash Proffers	-	32	-	-	-	-	-	32	-	32
Smart Scale	2,000	-	-	5,001	4,390	-	-	9,391	-	11,391
<b>Total – Funding Sources</b>	<b>2,115</b>	<b>33</b>	<b>-</b>	<b>5,001</b>	<b>4,390</b>	<b>-</b>	<b>-</b>	<b>9,424</b>	<b>-</b>	<b>11,539</b>

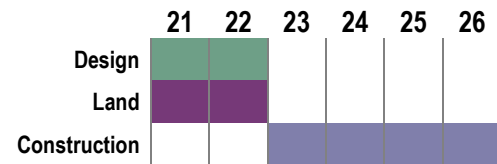




## Route 7 Improvements, Phase 2: Route 7 and Route 690 (Hillsboro Road) Interchange

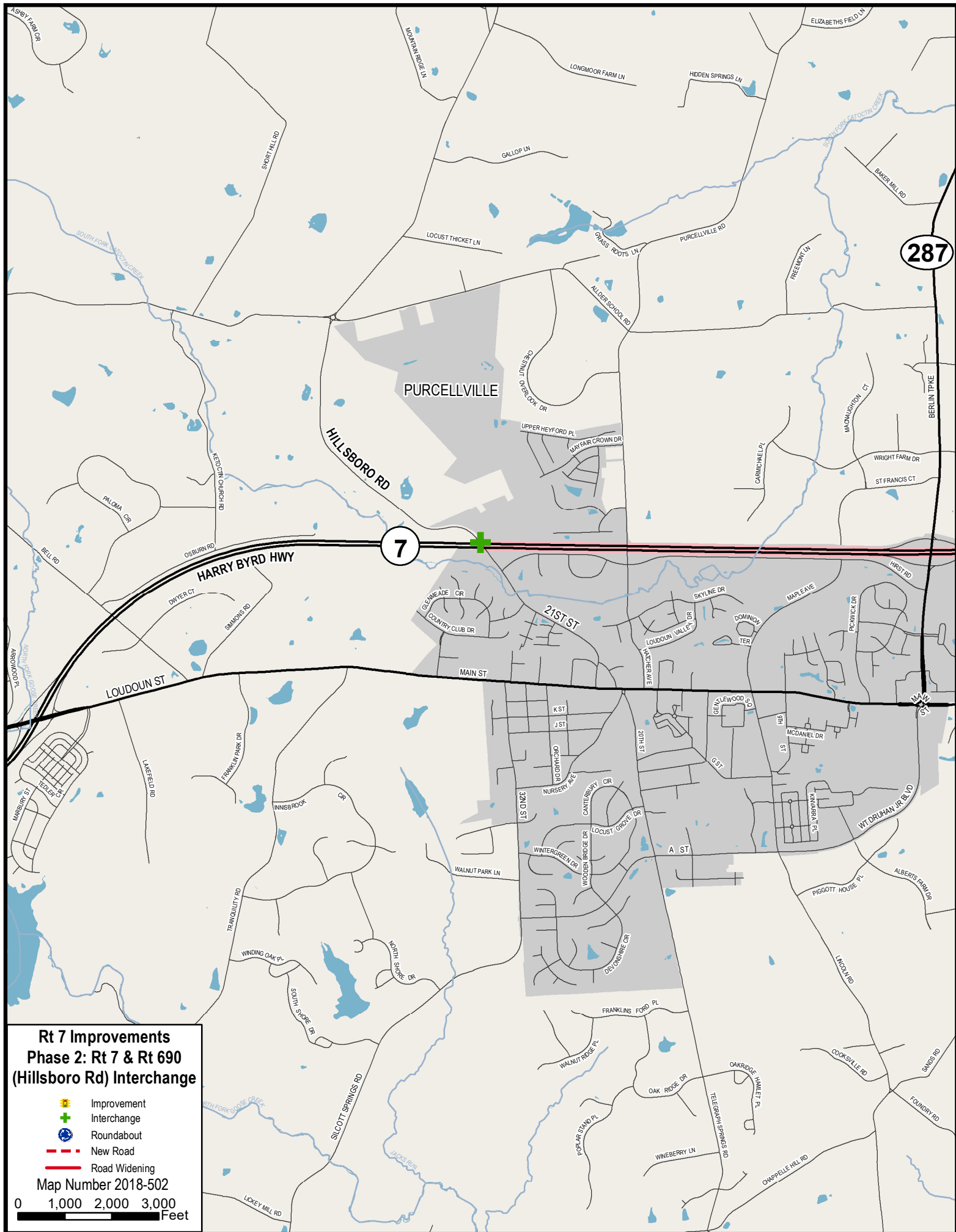
**Details:****Project Number:** C00196**Election District:** Blue Ridge**Length:** n/a**Project Type:** New Interchange**Estimated Completion Year:** FY 2026**Referendum:** November 2019, November 2021**Phase Costs in Millions****Background:**

This project provides for design, land acquisition, utility relocation, and construction of a compressed urban diamond interchange at Route 7 at Hillsboro Road (Route 690) west of Purcellville, and roundabouts at the ramp termini. The scope of work also includes improvements to the intersection of Hillsboro Road / North 21<sup>st</sup> Street with Hirst Road, pedestrian accommodations, as well as the construction of a shared-use path along Hillsboro Road which will improve connectivity for 21<sup>st</sup> Street in Purcellville to Fields Farm Park Road.

**Project Phase Timeline by FY**

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	6,634	-	-	-	-	-	-	-	-	6,634
Land	621	-	-	-	-	-	-	-	-	621
Construction	4,250	-	5,500	23,285	-	-	-	28,785	-	33,035
Personnel	-	182	547	-	-	-	-	729	-	729
Payments to State	245	-	-	-	-	-	-	-	-	245
<b>Total – Costs</b>	<b>11,750</b>	<b>182</b>	<b>6,047</b>	<b>23,285</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>29,514</b>	<b>-</b>	<b>41,264</b>
Local Tax Funding	1,500	4		1,159	-	-	-	1,163	-	2,663
Local Tax Funding Roads	405	-	547	-	-	-	-	547	-	952
General Obligation Bonds	6,000	-	-	18,061	-	-	-	18,061	-	24,061
Cash Proffers	-	178	-	-	-	-	-	178	-	178
Smart Scale	-	-	5,500	4,065	-	-	-	9,565	-	9,565
NVTA 30% Local	3,845	-	-	-	-	-	-	-	-	3,845
<b>Total – Funding Sources</b>	<b>11,750</b>	<b>182</b>	<b>6,047</b>	<b>23,285</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>29,514</b>	<b>-</b>	<b>41,264</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	761	990	1,259	3,010
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>761</b>	<b>990</b>	<b>1,259</b>	<b>3,010</b>





## Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 1

### Details:

**Project Number:** C02314

**Election District:** Leesburg, Catoctin

**Length:** 0.7 miles

**Project Type:** Roadway Widening

**Estimated Completion Year:** FY 2026

**Referendum:** n/a

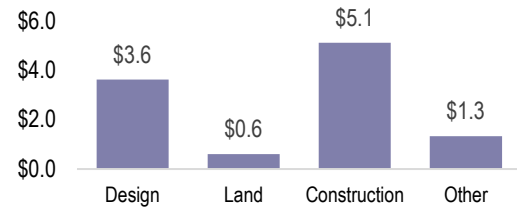
### Background:

This project provides for the planning and National Environmental Policy Act (NEPA) review of the Route 7 widening between Route 9 and the Dulles Greenway. In addition, the scope of work includes the design, right-of-way acquisition, utility relocation, and construction of an acceleration lane on eastbound Route 7 at the Route 9 Interchange.

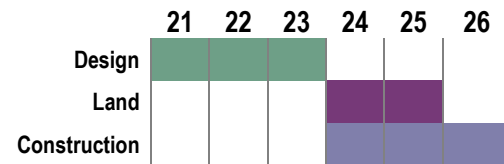
The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway*. As part of the FY 2022 CIP development process, the *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway* project was re-segmented to more effectively administer the project, and the planned funding that made up the original project budget was reallocated to align the budgets for the newly created segments.

The original project number (C02314) was retained for this segment of the project.

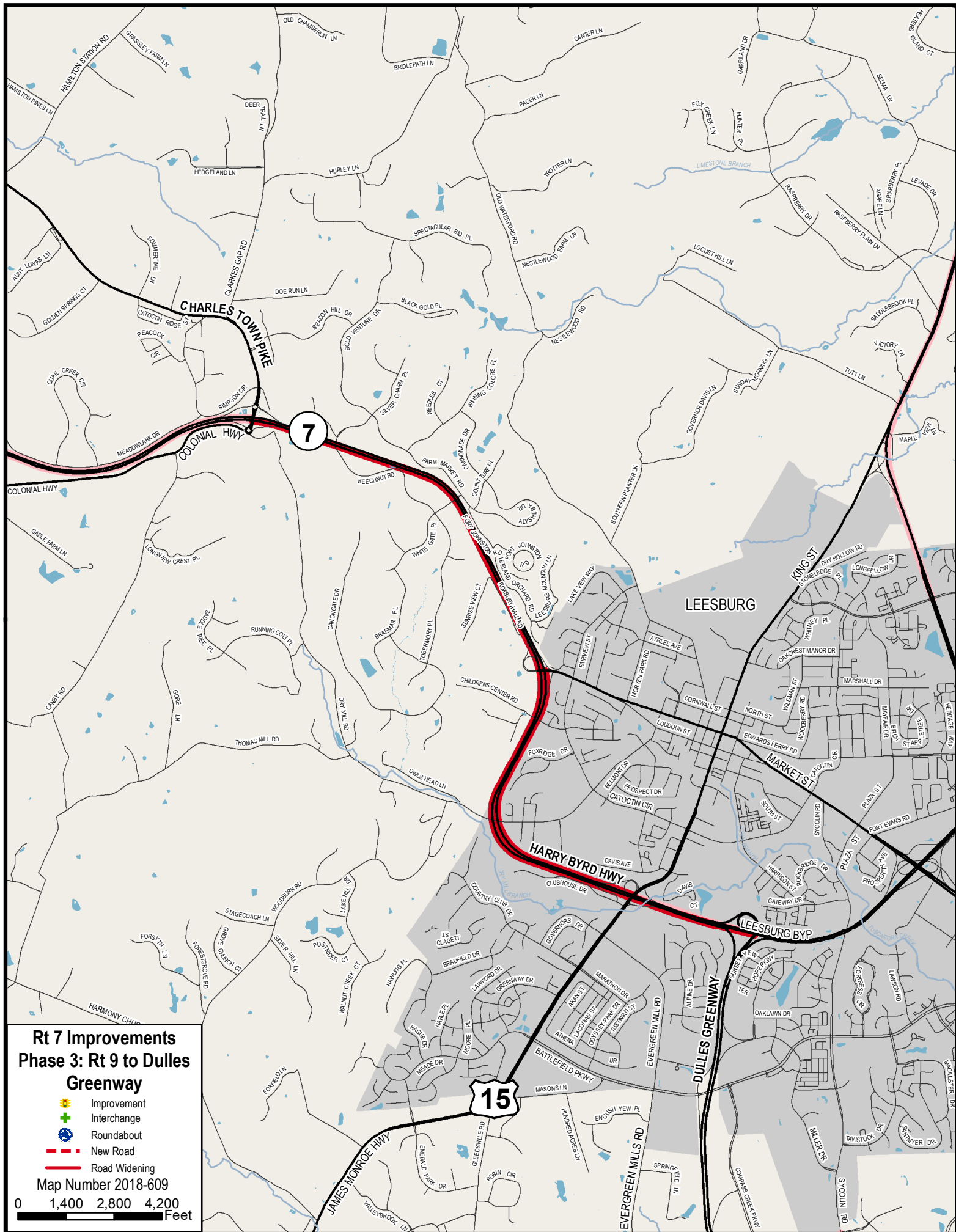
### Phase Costs in Millions



### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	3,620	-	-	-	-	-	3,620	-	3,620
Land	-	-	-	-	600	-	-	600	-	600
Construction	-	-	-	-	1,370	3,750	-	5,120	-	5,120
Personnel	-	56	-	-	-	-	-	56	-	56
Contingency	-	-	-	-	350	930	-	1,280	-	1,280
<b>Total – Costs</b>	-	<b>3,676</b>	-	-	<b>2,320</b>	<b>4,680</b>	-	<b>10,676</b>	-	<b>10,676</b>
Local Tax Funding	-	1	-	-	-	3,921	-	3,922	-	3,922
Local Tax Funding Roads	-	-	-	-	-	759	-	759	-	759
Cash Proffers	-	54	-	-	-	-	-	54	-	54
NVTA 30% Local	-	3,620	-	-	2,320	-	-	5,940	-	5,940
<b>Total – Funding Sources</b>	-	<b>3,676</b>	-	-	<b>2,320</b>	<b>4,680</b>	-	<b>10,676</b>	-	<b>10,676</b>





## Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2

### Details:

**Project Number:** n/a

**Election District:** Leesburg, Catoctin

**Length:** 0.25 miles

**Project Type:** Roadway Widening

**Estimated Completion Year:** FY 2028

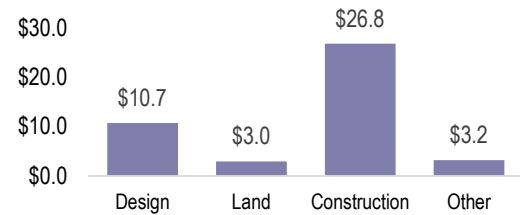
**Referendum:** n/a

### Background:

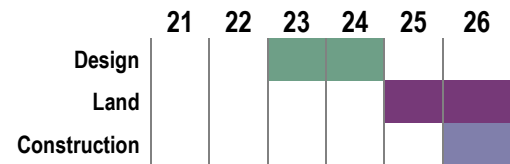
This project provides for the design of roadway and bridge improvements between the widened section of Route 7 east of the Route 9 interchange (Segment 1), and the Dulles Greenway. In addition, it includes the right-of-way acquisition, utility relocation, and construction of the bridge improvements in preparation for roadway widening to be completed in Segment 3 of the project.

The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway*. As part of the FY 2022 CIP development process, the *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway* project was re-segmented to more effectively administer the project, and the planned funding that made up the original project budget was reallocated to align the budgets for the newly created segments.

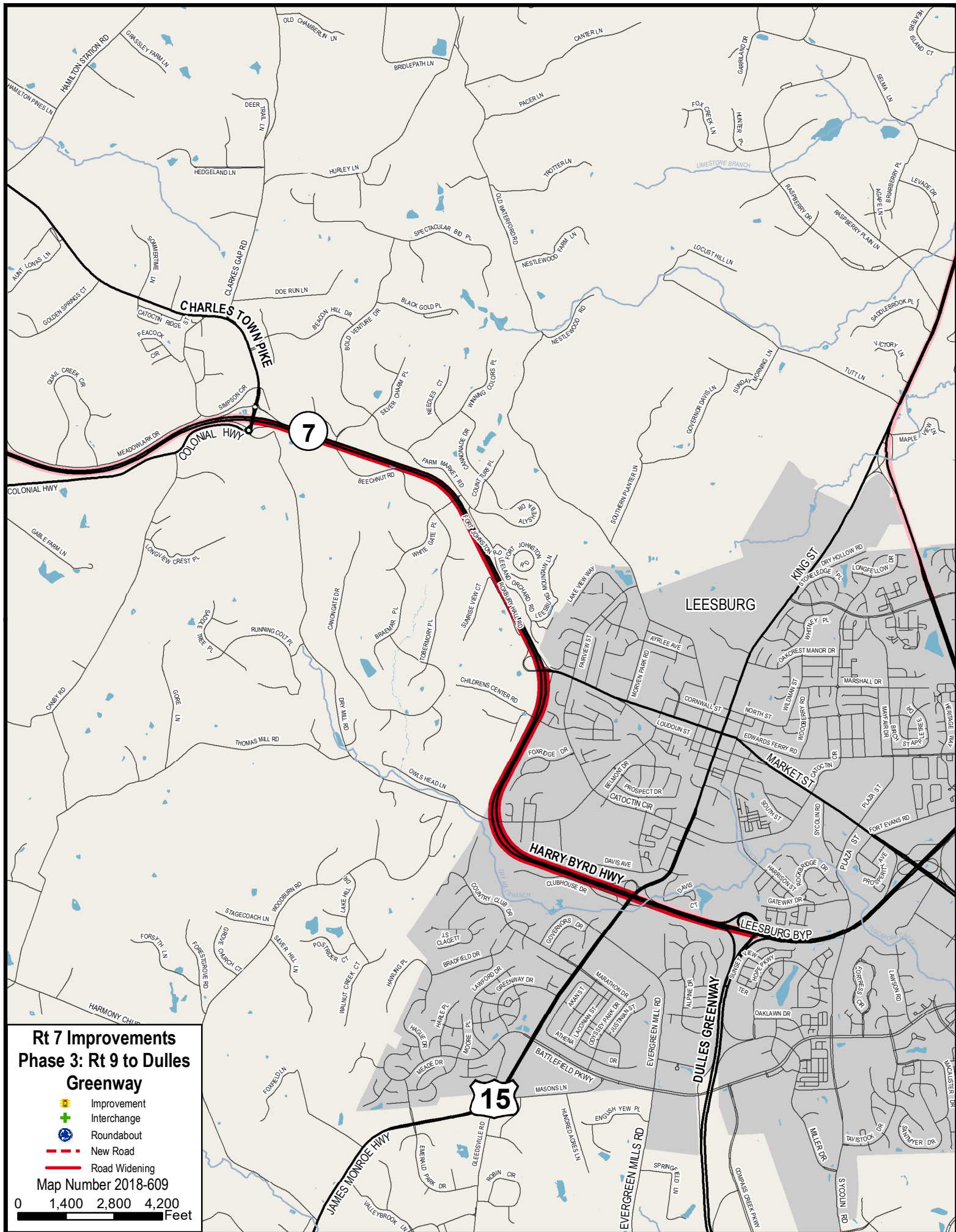
### Phase Costs in Millions



### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	5,420	1,730	-	-	7,150	3,570	10,720
Utility Relocation	-	-	-	-	-	-	500	500	2,000	2,500
Land	-	-	-	-	-	480	-	480	-	480
Construction	-	-	-	-	-	-	21,500	21,500	5,280	26,780
Contingency	-	-	-	-	-	-	-	-	3,235	3,235
<b>Total – Costs</b>	-	-	-	<b>5,420</b>	<b>1,730</b>	<b>480</b>	<b>22,000</b>	<b>29,630</b>	<b>14,085</b>	<b>43,715</b>
Local Tax Funding	-	-	-	5,420	-	-	-	5,420	-	5,420
Local Tax Funding Roads	-	-	-	-	123	480	-	603	3,890	4,493
General Obligation Bonds	-	-	-	-	-	-	-	-	10,195	10,195
RSTP	-	-	-	-	-	-	2,000	2,000	-	2,000
NVTA 70% Regional	-	-	-	-	-	-	20,000	20,000	-	20,000
NVTA 30% Local	-	-	-	-	1,607	-	-	1,607	-	1,607
<b>Total – Funding Sources</b>	-	-	-	<b>5,420</b>	<b>1,730</b>	<b>480</b>	<b>22,000</b>	<b>29,630</b>	<b>14,085</b>	<b>43,715</b>





## Route 9 / Route 287 Roundabout

### Details:

**Project Number:** C02095

**Election District:** Blue Ridge, Catoclin

**Length:** 1.0 mile

**Project Type:** New Roundabout

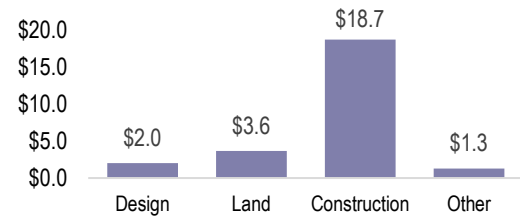
**Estimated Completion Year:** FY 2025

**Referendum:** November 2021

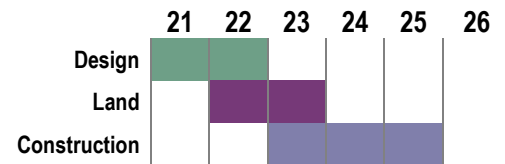
### Background:

This project provides for the design, right-of-way acquisition, construction of a two-lane roundabout, and approaches on Charles Town Pike (Route 9) at Berlin Turnpike (Route 287).

**Phase Costs in Millions**

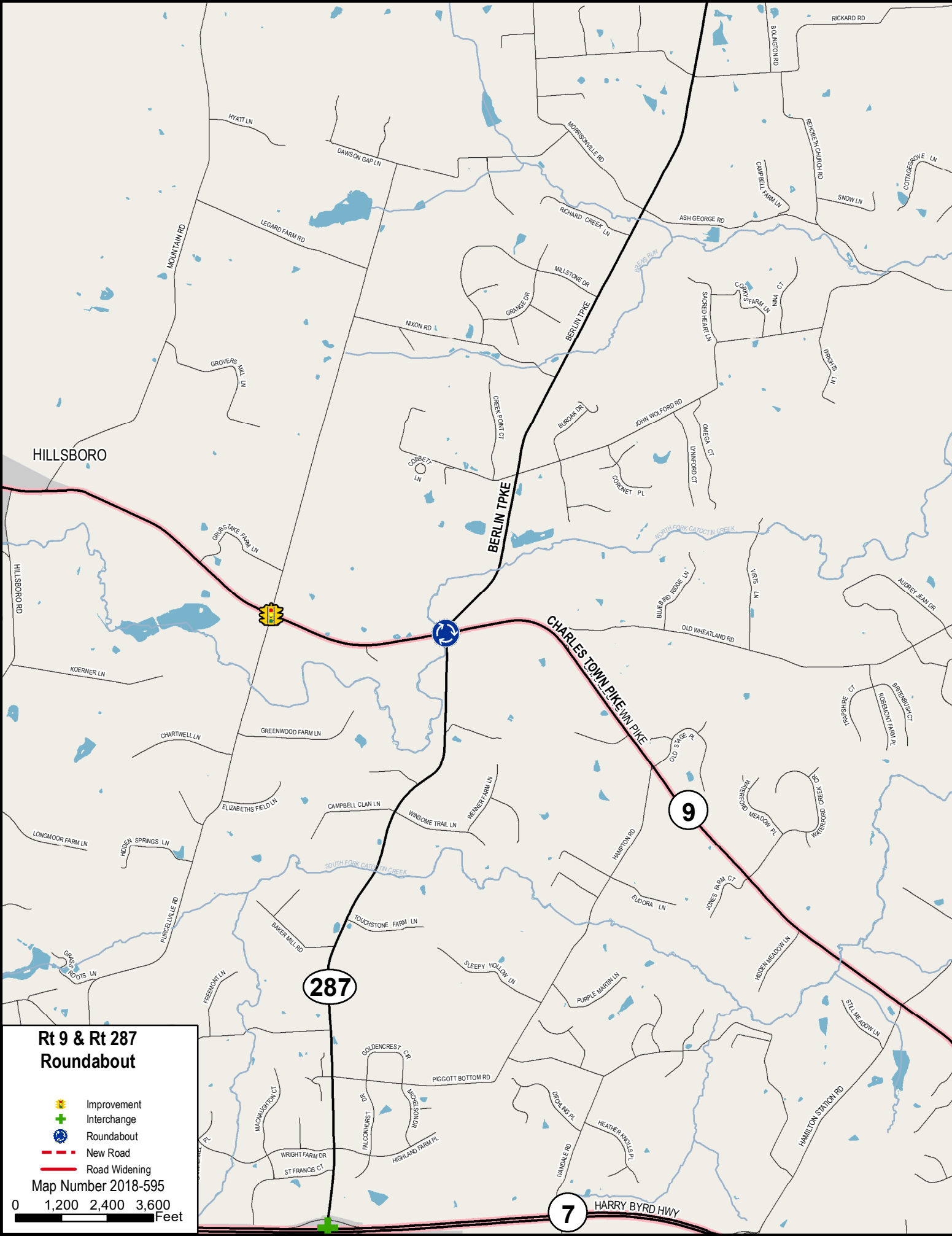


**Project Phase Timeline by FY**



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	2,014	-	-	-	-	-	-	-	-	2,014
Utility Relocation	-	-	644	-	-	-	-	644	-	644
Land	955	-	2,045	-	-	-	-	2,045	-	3,000
Construction	11,514	-	-	7,167	-	-	-	7,167	-	18,680
Personnel	-	88	303	-	-	-	-	391	-	391
Contingency	-	-	350	601	-	-	-	951	-	951
<b>Total – Costs</b>	<b>14,483</b>	<b>88</b>	<b>3,342</b>	<b>7,767</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,197</b>	<b>-</b>	<b>25,680</b>
Local Tax Funding	-	2	-	-	-	-	-	2	-	2
Local Tax Funding Roads	-	-	3,129	-	-	-	-	3,129	-	3,129
General Obligation Bonds	13,255	-	-	7,767	-	-	-	7,767	-	21,022
Cash Proffers	228	86	-	-	-	-	-	86	-	314
NVTA 30% Local	1,000	-	213	-	-	-	-	213	-	1,213
<b>Total – Funding Sources</b>	<b>14,483</b>	<b>88</b>	<b>3,342</b>	<b>7,767</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>11,197</b>	<b>-</b>	<b>25,680</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	451	1,199	1,468	1,829	4,947
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>451</b>	<b>1,199</b>	<b>1,468</b>	<b>1,829</b>	<b>4,947</b>



**Rt 9 & Rt 287  
Roundabout**

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

Map Number 2018-595

0 1,200 2,400 3,600  
Feet



## Route 15 / Braddock Road Roundabout

### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

**Length:** 0.3 miles

**Project Type:** New Roundabout

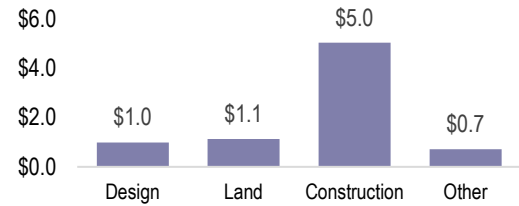
**Estimated Completion Year:** FY 2030

**Referendum:** November 2022

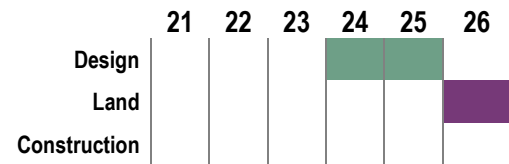
### Background:

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

### Phase Costs in Millions



### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	986	-	-	986	-	986
Utility Relocation	-	-	-	-	-	-	70	70	-	70
Land	-	-	-	-	-	-	1,063	1,063	-	1,063
Construction	-	-	-	-	-	-	3,636	3,636	1,394	5,030
Contingency	-	-	-	-	143	-	231	374	339	713
<b>Total – Costs</b>	-	-	-	-	<b>1,129</b>	-	<b>5,000</b>	<b>6,129</b>	<b>1,734</b>	<b>7,862</b>
Local Tax Funding Roads	-	-	-	-	-	-	-	-	242	242
General Obligation Bonds	-	-	-	-	1,129	-	-	1,129	1,492	2,620
CMAQ	-	-	-	-	-	-	5,000	5,000	-	5,000
<b>Total – Funding Sources</b>	-	-	-	-	<b>1,129</b>	-	<b>5,000</b>	<b>6,129</b>	<b>1,734</b>	<b>7,862</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	48	89	136
<b>Total – Impact</b>	-	-	-	-	<b>48</b>	<b>89</b>	<b>136</b>





## Route 15 Improvements, Phase 1: Montresor to Point of Rocks, Segment 1

### Details:

**Project Number:** C02300

**Election District:** Catoclin

**Length:** 0.6 miles

**Project Type:** Intersection and Safety Improvements

**Estimated Completion Year:** FY 2026

**Referendum:** November 2020

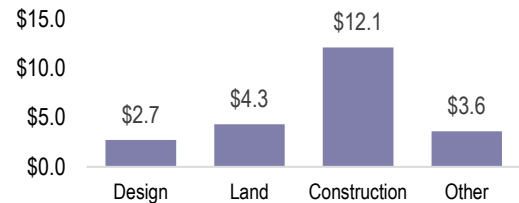
### Background:

This project provides for the design, right-of-way acquisition, utility relocation, and construction of a roundabout at the intersection of Route 15 and Spinks Ferry Road. The scope of work also includes the realignment of Newvalley Church Road to intersect Route 15 at the roundabout.

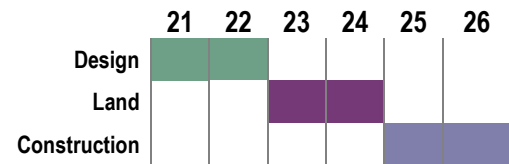
The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Route 15 Montresor Road and Point of Rocks Bridge – Improvements*. As part of the FY 2022 CIP development process, the *Route 15 Montresor Road and Point of Rocks Bridge – Improvements* project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

The original project number (C02300) was retained for this segment of the project; however, funding programmed in FY 2022 and beyond was revised to reflect the reprogramming of those funds to the newly created segments and is reflected in the financial table.

Phase Costs in Millions

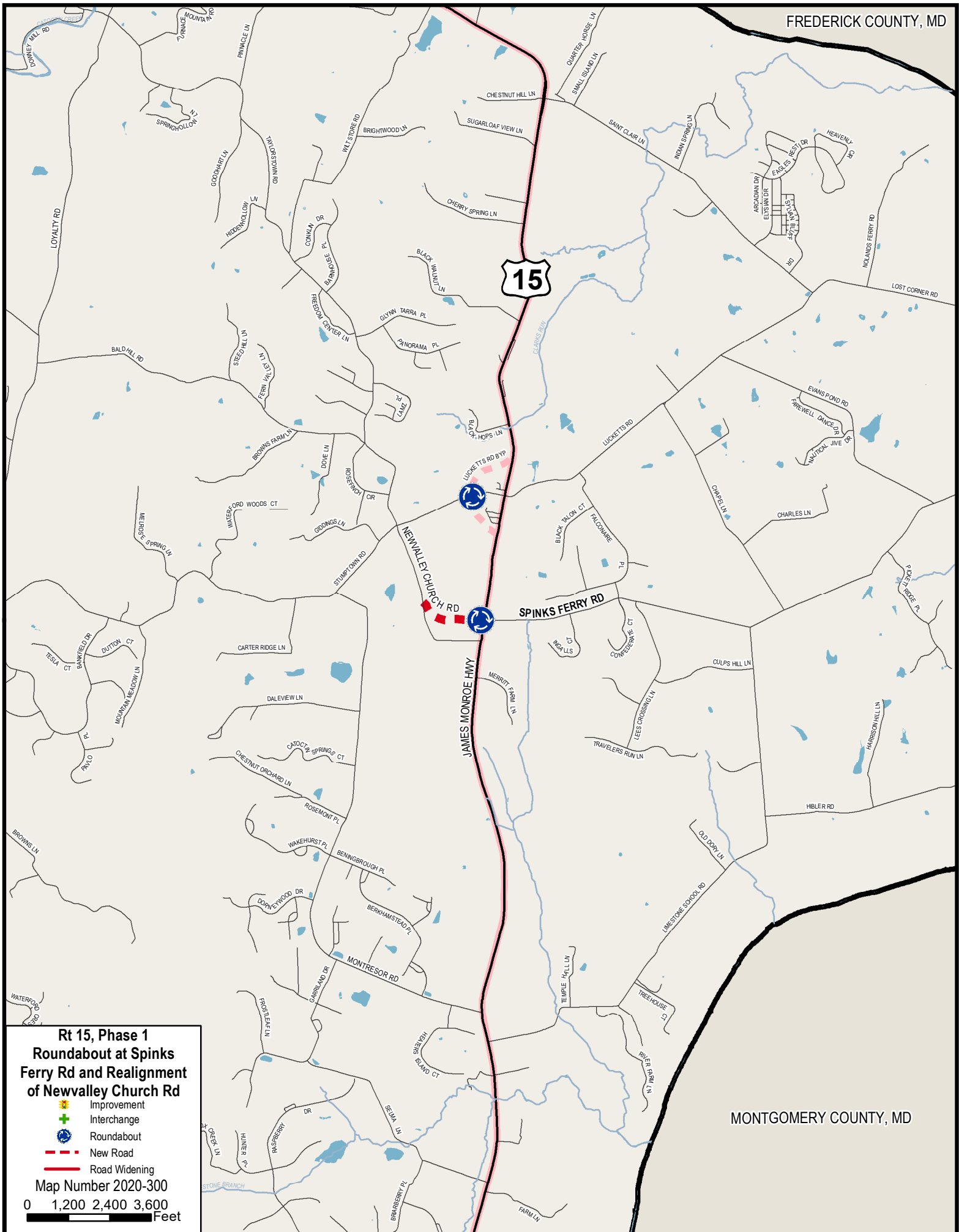


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	2,718	-	-	-	-	-	-	-	-	2,718
Utility Relocation	-	-	-	-	558	-	-	558	-	558
Land	-	-	-	3,758	-	-	-	3,758	-	3,758
Construction	-	-	-	-	-	12,096	-	12,096	-	12,096
Contingency	-	-	-	1,802	-	1,802	-	3,604	-	3,604
<b>Total – Costs</b>	<b>2,718</b>	<b>-</b>	<b>-</b>	<b>5,560</b>	<b>558</b>	<b>13,898</b>	<b>-</b>	<b>20,016</b>	<b>-</b>	<b>22,734</b>
Local Tax Funding	2,718	-	-	-	-	-	-	-	-	2,718
General Obligation Bonds	-	-	-	5,101	558	9,698	-	15,357	-	15,357
Cash Proffers	-	-	-	459	-	-	-	459	-	459
Revenue Sharing	-	-	-	-	-	4,200	-	4,200	-	4,200
<b>Total – Funding Sources</b>	<b>2,718</b>	<b>-</b>	<b>-</b>	<b>5,560</b>	<b>558</b>	<b>13,898</b>	<b>-</b>	<b>20,016</b>	<b>-</b>	<b>22,734</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	170	365	876	1,411
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>170</b>	<b>365</b>	<b>876</b>	<b>1,411</b>





## Route 15 Improvements, Phase 2: Montresor to Point of Rocks, Segment 2

### Details:

**Project Number:** C02360

**Election District:** Catoctin

**Length:** 0.2 miles

**Project Type:** Intersection and Safety Improvements

**Estimated Completion Year:** FY 2027

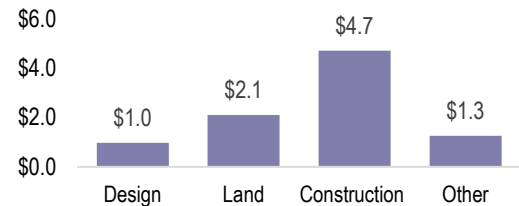
**Referendum:** November 2020

### Background:

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

The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Route 15 Montresor Road and Point of Rocks Bridge – Improvements*. As part of the FY 2022 CIP development process, the *Route 15 Montresor Road and Point of Rocks Bridge – Improvements* project was segmented into four segments to effectively administer the project and deliver incremental improvements sooner. The planned funding that made up the original project budget was reallocated to align the budgets for the newly created segments.

### Phase Costs in Millions

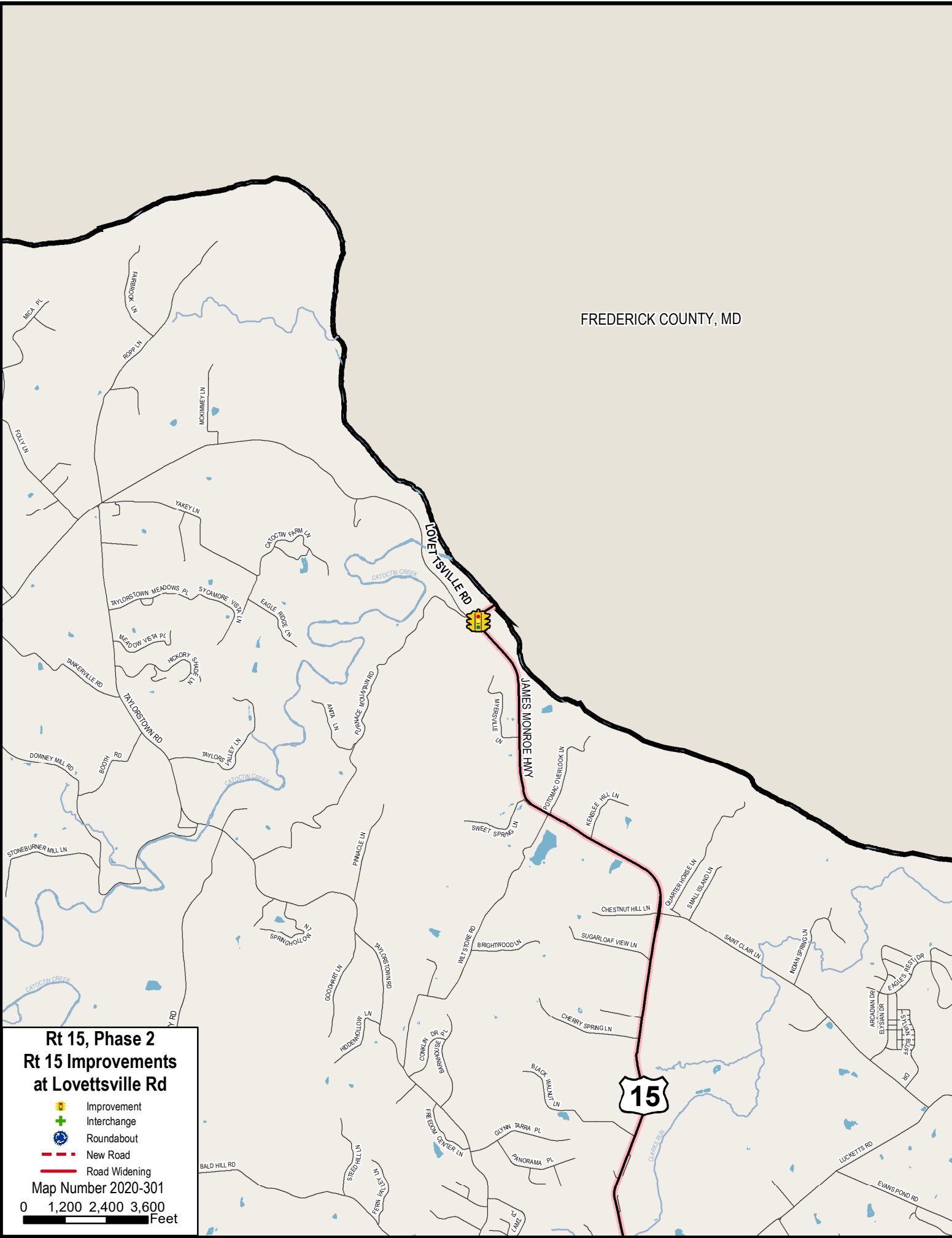


### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	975	-	-	-	-	975	-	975
Utility Relocation	-	-	-	-	-	262	-	262	-	262
Land	-	-	-	-	1,846	-	-	1,846	-	1,846
Construction	-	-	-	-	-	-	4,713	4,713	-	4,713
Personnel	-	-	97	-	-	-	-	97	-	97
Contingency	-	-	252	-	631	-	378	1,261	-	1,261
<b>Total – Costs</b>	-	-	<b>1,324</b>	-	<b>2,477</b>	<b>262</b>	<b>5,091</b>	<b>9,154</b>	-	<b>9,154</b>
Local Tax Funding	-	-	36	-	-	-	-	36	-	36
General Obligation Bonds	-	-	1,227	-	2,477	262	5,091	9,057	-	9,057
NVTA 30% Local	-	-	61	-	-	-	-	61	-	61
<b>Total – Funding Sources</b>	-	-	<b>1,324</b>	-	<b>2,477</b>	<b>262</b>	<b>5,091</b>	<b>9,154</b>	-	<b>9,154</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	121	118	206	291	737
<b>Total – Impact</b>	-	-	<b>121</b>	<b>118</b>	<b>206</b>	<b>291</b>	<b>737</b>





## Route 15 Improvements, Phase 3: Montresor to Point of Rocks, Segment 3

### Details:

**Project Number:** n/a

**Election District:** Catoctin

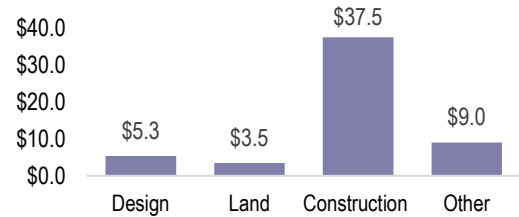
**Length:** 1.0 mile

**Project Type:** New Roadway and Improvements

**Estimated Completion Year:** FY 2029

**Referendum:** November 2023

### Phase Costs in Millions

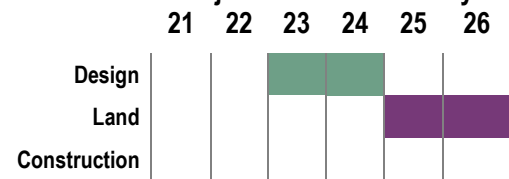


### Background:

This project provides for the planning, design, right-of-way acquisition, and construction of a new segment of Route 15 around the Village of Lucketts that will consist of a four-lane median divided roadway south of Stumptown Road/Lucketts Road. The scope of work also includes a roundabout at Stumptown Road/Lucketts Road, a two-lane median divided roadway north of Stumptown Road/Lucketts Road, and a shared use path on one side of the new roadway.

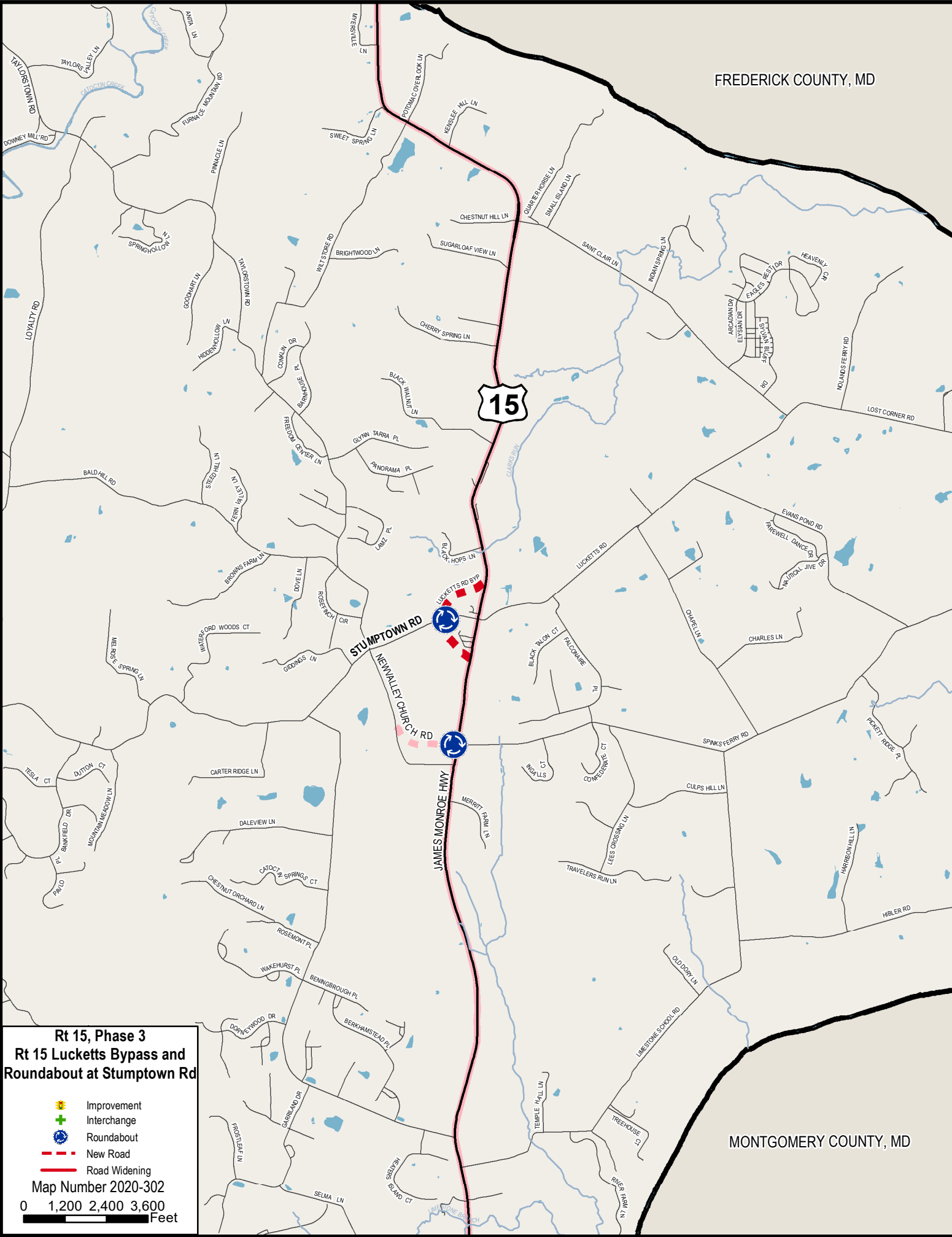
The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Route 15 Montresor Road and Point of Rocks Bridge – Improvements*. As part of the FY 2022 CIP development process, the *Route 15 Montresor Road and Point of Rocks Bridge – Improvements* project was segmented to administer the project and deliver incremental improvements more effectively. The planned funding that made up the original project budget was reallocated to align the budgets for the newly created segments.

### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	5,338	-	-	-	5,338	-	5,338
Utility Relocation	-	-	-	-	-	-	169	169	-	169
Land	-	-	-	-	-	3,321	-	3,321	-	3,321
Construction	-	-	-	-	-	-	-	-	37,465	37,465
Contingency	-	-	-	1,802	-	4,504	-	6,306	2,702	9,008
<b>Total – Costs</b>	-	-	-	<b>7,140</b>	-	<b>7,825</b>	<b>169</b>	<b>15,134</b>	<b>40,167</b>	<b>55,301</b>
General Obligation Bonds	-	-	-	7,140	-	7,825	169	15,134	40,167	55,301
<b>Total – Funding Sources</b>	-	-	-	<b>7,140</b>	-	<b>7,825</b>	<b>169</b>	<b>15,134</b>	<b>40,167</b>	<b>55,301</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	359	708	950	2,017
<b>Total – Impact</b>	-	-	-	<b>359</b>	<b>708</b>	<b>950</b>	<b>2,017</b>



FREDERICK COUNTY, MD

MONTGOMERY COUNTY, MD

**Rt 15, Phase 3**  
**Rt 15 Lucketts Bypass and**  
**Roundabout at Stumptown Rd**

-  Improvement
  -  Interchange
  -  Roundabout
  -  New Road
  -  Road Widening
- Map Number 2020-302
- 0 1,200 2,400 3,600 Feet



## Route 15 Improvements, Phase 4: Montresor to Point of Rocks, Segment 4

### Details:

**Project Number:** n/a

**Election District:** Catoctin

**Length:** 0.2 miles

**Project Type:** Roadway Widening

**Estimated Completion Year:** FY 2031

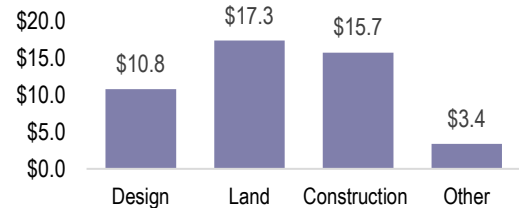
**Referendum:** November 2023

### Background:

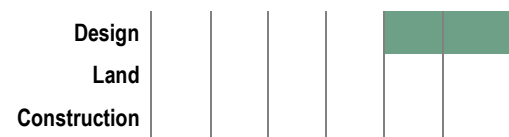
This project provides for the planning, design, and right-of-way acquisition to widen Route 15 from a two-lane undivided roadway to a four-lane median divided roadway. The scope of work also includes the construction of bridges within this segment. Construction of the roadway widening is not included in this project budget because it will be completed in a subsequent phase.

The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Route 15 Montresor Road and Point of Rocks Bridge – Improvements*. As part of the FY 2022 CIP development process, the *Route 15 Montresor Road and Point of Rocks Bridge – Improvements* project was segmented to administer the project and deliver incremental improvements more effectively. The planned funding that made up the original project budget was reallocated to align the budgets for the newly created segments.

### Phase Costs in Millions

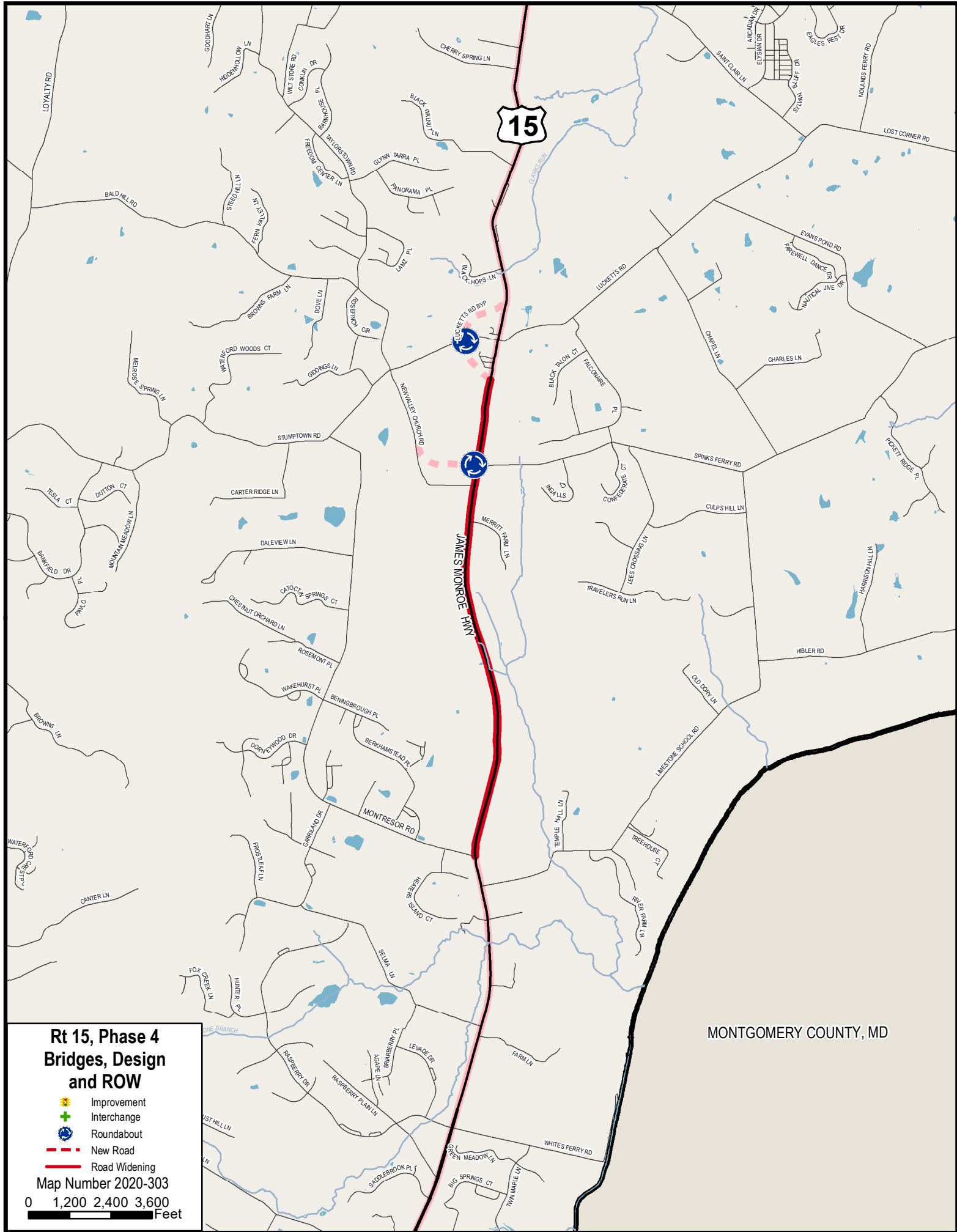


### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	10,778	-	10,778	-	10,778
Land	-	-	-	-	-	-	-	-	17,328	17,328
Construction	-	-	-	-	-	-	-	-	15,726	15,726
Contingency	-	-	-	-	-	679	-	679	2,718	3,397
<b>Total – Costs</b>	-	-	-	-	-	<b>11,457</b>	-	<b>11,457</b>	<b>35,772</b>	<b>47,229</b>
General Obligation Bonds	-	-	-	-	-	11,457	-	11,457	35,772	47,229
<b>Total – Funding Sources</b>	-	-	-	-	-	<b>11,457</b>	-	<b>11,457</b>	<b>35,772</b>	<b>47,229</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	571	571
<b>Total – Impact</b>	-	-	-	-	-	<b>571</b>	<b>571</b>





## Route 15 Widening - Battlefield Parkway to Montresor Road

### Details:

**Project Number:** C02212

**Election District:** Catoctin, Leesburg

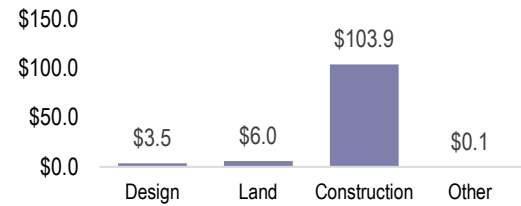
**Length:** 3.5 miles

**Project Type:** Roadway Widening and Intersection Improvements

**Estimated Completion Year:** FY 2028

**Referendum:** November 2024

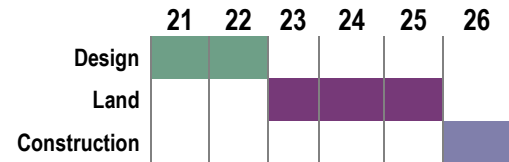
### Phase Costs in Millions



### Background:

This project provides funding for the planning, design, right-of-way acquisition, and widening of Route 15 from two to four lanes from Battlefield Parkway in the Town of Leesburg to Montresor Road (Route 661). The scope of work also includes intersection improvements at North King Street, traffic signal modifications at Whites Ferry Road (Route 655) / Raspberry Drive, a four-legged roundabout at Montresor Road with a realigned Limestone School Road (Route 661), and the construction of a shared use path on the west side of Route 15 entry at the roundabout, just north of Montresor Road.

### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	3,500	15	-	-	-	-	-	15	-	3,515
Land	-	6,000	-	-	-	-	-	6,000	-	6,000
Construction	-	47,985	-	-	-	-	55,932	103,917	-	103,917
Personnel	-	54	-	-	-	-	-	54	-	54
<b>Total Cost</b>	<b>3,500</b>	<b>54,054</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>55,932</b>	<b>109,986</b>	<b>-</b>	<b>113,486</b>
Local Tax Funding	-	1	-	-	-	-	-	1	-	1
Local Tax Funding Roads	3,500	-	-	-	-	-	-	-	-	3,500
General Obligation Bonds	-	-	-	-	-	-	50,332	50,332	-	50,332
Cash Proffers	-	53	-	-	-	-	-	53	-	53
NVTA 70% Regional	-	54,000	-	-	-	-	-	54,000	-	54,000
NVTA 30% Local	-	-	-	-	-	-	5,600	5,600	-	5,600
<b>Total Financing</b>	<b>3,500</b>	<b>54,054</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>55,932</b>	<b>109,986</b>	<b>-</b>	<b>113,486</b>





## Route 50 / Everfield Roundabout

### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

**Length:** 0.3 miles

**Project Type:** New Roundabout

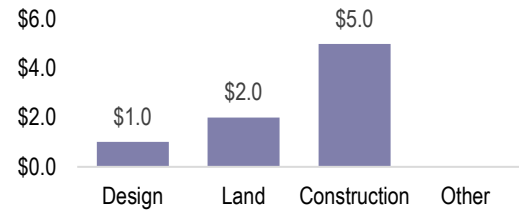
**Estimated Completion Year:** FY 2029

**Referendum:** November 2022

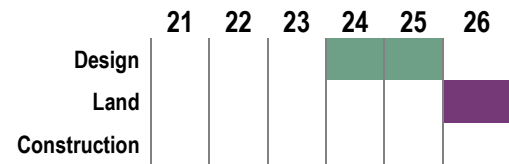
### Background:

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).

### Phase Costs in Millions

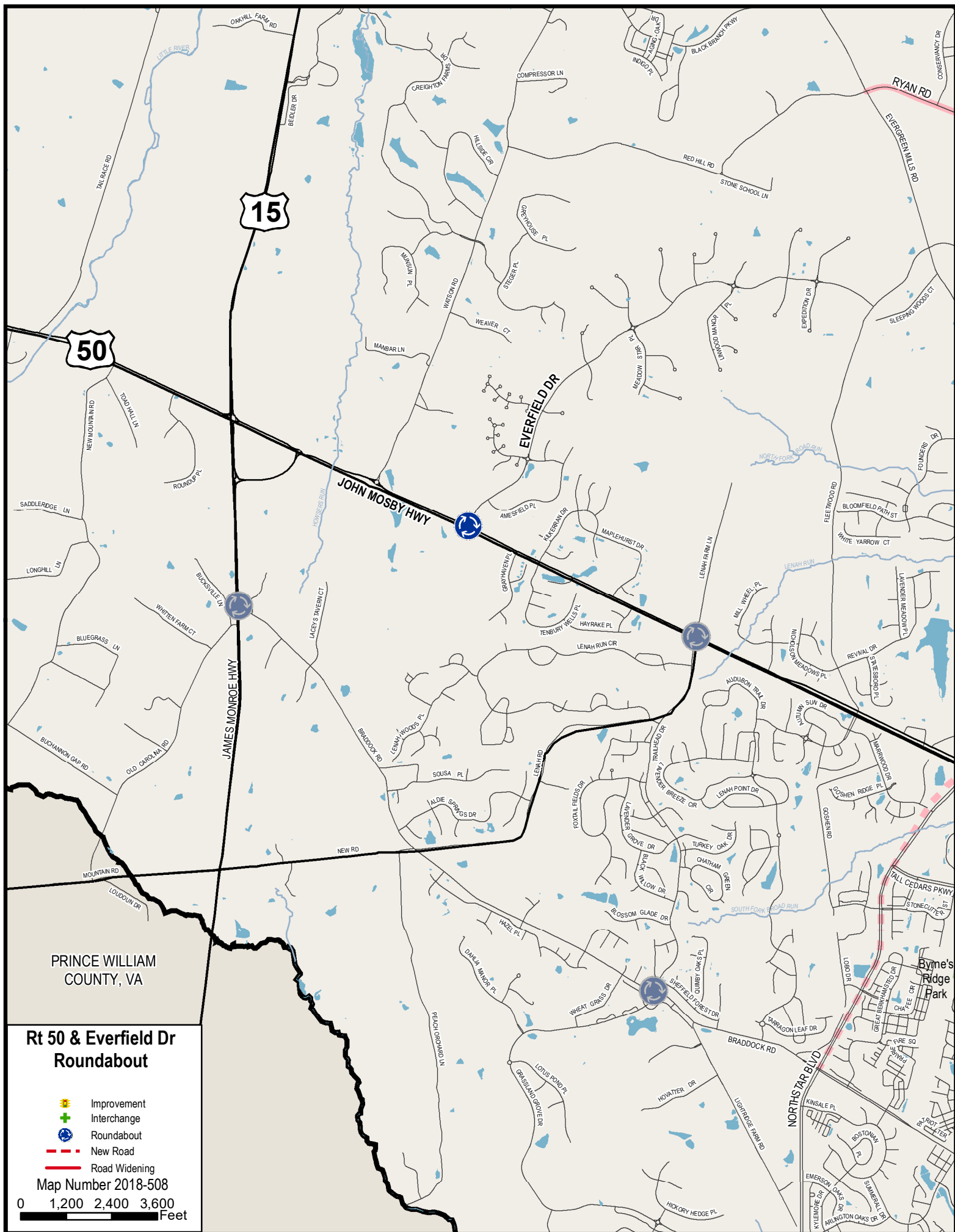


### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	1,015	-	-	1,015	-	1,015
Land	-	-	-	-	-	-	2,000	2,000	-	2,000
Construction	-	-	-	-	-	-	-	-	4,985	4,985
<b>Total Cost</b>	-	-	-	-	<b>1,015</b>	-	<b>2,000</b>	<b>3,015</b>	<b>4,985</b>	<b>8,000</b>
Local Tax Funding Roads	-	-	-	-	-	-	-	-	499	499
General Obligation Bonds	-	-	-	-	515	-	1,250	1,765	4,486	6,251
Cash Proffers	-	-	-	-	500	-	750	1,250	-	1,250
<b>Total Financing</b>	-	-	-	-	<b>1,015</b>	-	<b>2,000</b>	<b>3,015</b>	<b>4,985</b>	<b>8,000</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	18	35	53
<b>Total Impact</b>	-	-	-	-	<b>18</b>	<b>35</b>	<b>53</b>





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

### Details:

**Project Number:** C02335

**Election District:** Dulles

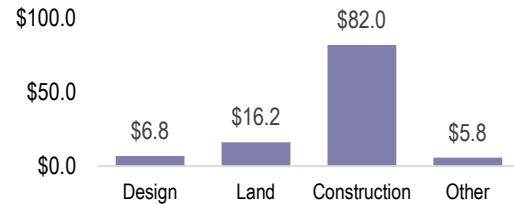
**Length:** 3.0 miles

**Project Type:** New Roadway

**Estimated Completion Year:** FY 2029

**Referendum:** November 2020

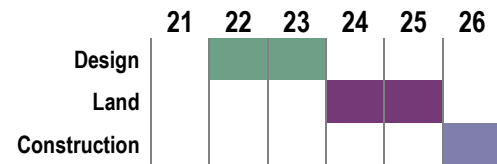
### Phase Costs in Millions



### Background:

This project provides funding for planning, design, right-of-way acquisition, and construction of a roadway from Route 50 at Tall Cedars Parkway to the Air and Space Museum Parkway Interchange in Fairfax County at Route 28. The scope of work also includes the construction of a four-lane median divided roadway north of Route 50 to provide additional capacity to the Route 50 corridor.

### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	6,760	-	-	-	-	6,760	-	6,760
Utility Relocation	-	-	-	-	128	-	-	128	-	128
Land	-	-	-	-	16,185	-	-	16,185	-	16,185
Construction	-	-	-	-	-	-	82,000	82,000	-	82,000
Personnel	-	-	636	-	-	-	-	636	-	636
Contingency	-	-	1,028	-	1,542	-	2,570	5,139	-	5,139
<b>Total – Costs</b>	-	-	<b>8,424</b>	-	<b>17,855</b>	-	<b>84,570</b>	<b>110,848</b>	-	<b>110,848</b>
Local Tax Funding	-	-	-	-	8,170	-	-	8,170	-	8,170
Local Tax Funding Roads	-	-	226	-	4,737	-	-	4,963	-	4,963
General Obligation Bonds	-	-	8,198	-	4,370	-	54,570	67,137	-	67,137
RSTP	-	-	-	-	-	-	5,000	5,000	-	5,000
NVTA 70% Regional	-	-	-	-	-	-	25,000	25,000	-	25,000
NVTA 30% Local	-	-	-	-	578	-	-	578	-	578
<b>Total – Funding Sources</b>	-	-	<b>8,424</b>	-	<b>17,855</b>	-	<b>84,570</b>	<b>110,848</b>	-	<b>110,848</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	329	650	995	1,208	3,182





## Route 50 / Trailhead Drive Roundabout

### Details:

**Project Number:** C02269

**Election District:** Blue Ridge

**Length:** .5 mile

**Project Type:** New Roundabout

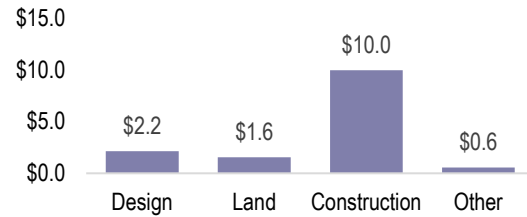
**Estimated Completion Year:** FY 2024

**Referendum:** November 2020

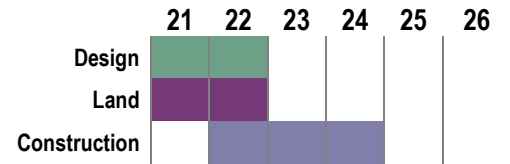
### Background:

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).

### Phase Costs in Millions

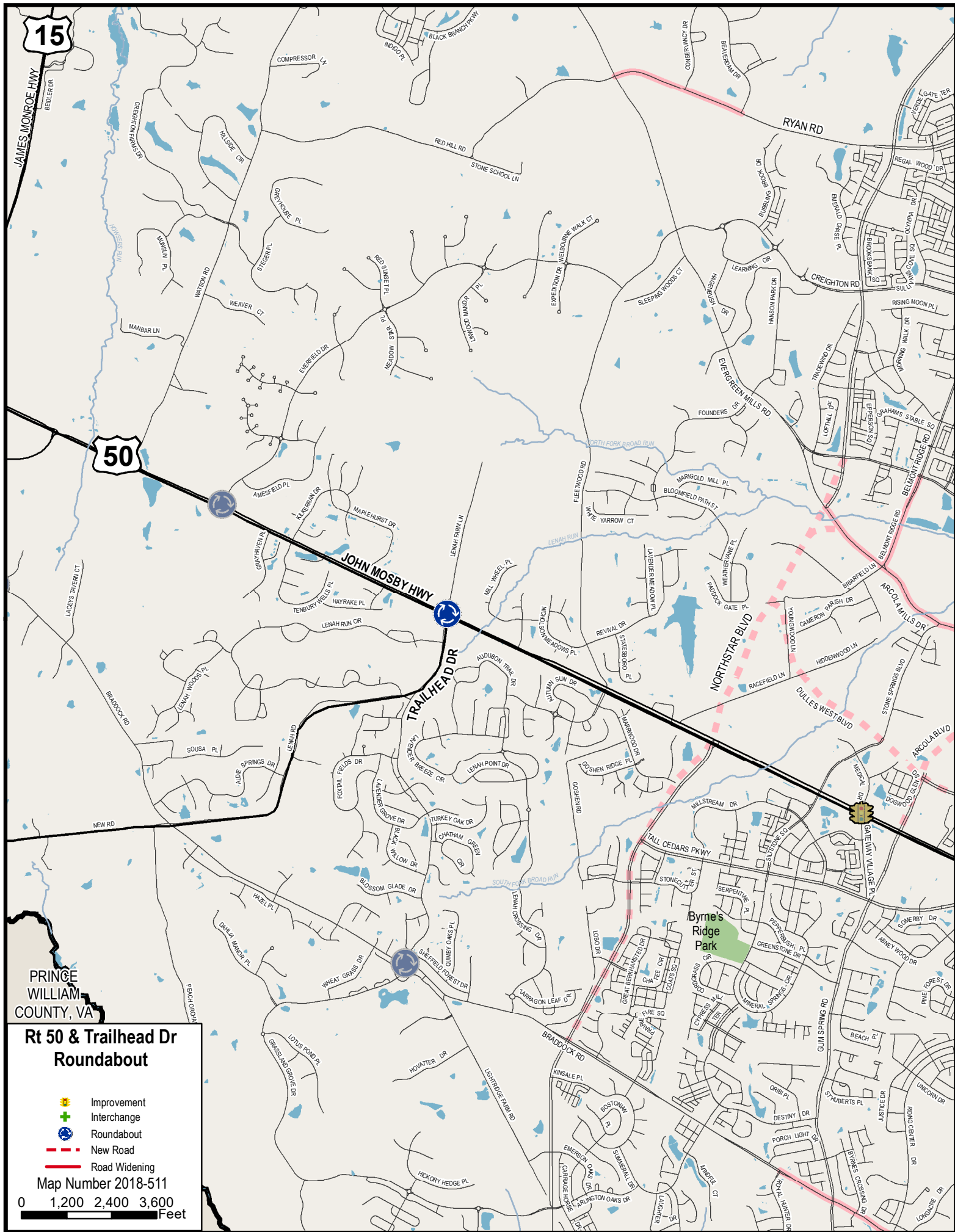


### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	900	1,258	-	-	-	-	-	1,258	-	2,158
Land		1,552	-	-	-	-	-	1,552	-	1,552
Construction	1,315	8,692	-	-	-	-	-	8,692	-	10,007
Personnel	-	92	-	-	-	-	-	92	-	92
Contingency	-	575	-	-	-	-	-	575	-	575
<b>Total – Costs</b>	<b>2,215</b>	<b>12,169</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,169</b>	<b>-</b>	<b>14,384</b>
Local Tax Funding	-	2	-	-	-	-	-	2	-	2
Local Tax Funding Roads	-	1,282	-	-	-	-	-	1,282	-	1,282
General Obligation Bonds	2,215	10,630	-	-	-	-	-	10,630	-	12,845
Cash Proffers	-	255	-	-	-	-	-	255	-	255
<b>Total – Funding Sources</b>	<b>2,215</b>	<b>12,169</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12,169</b>	<b>-</b>	<b>14,384</b>

Operating Impacts	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	359	641	683	660	2,342
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>359</b>	<b>641</b>	<b>683</b>	<b>660</b>	<b>2,342</b>





## Ryan Road - Evergreen Mills Road to Beaverdam Drive

### Details:

**Project Number:** C02376

**Election District:** Blue Ridge

**Length:** 0.7 miles

**Project Type:** Roadway Widening

**Estimated Completion Year:** FY 2030

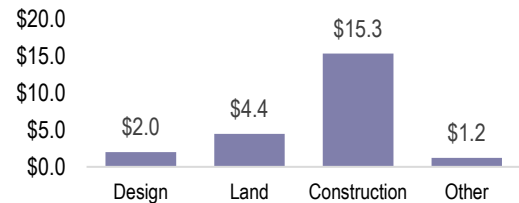
**Referendum:** November 2024

### Background:

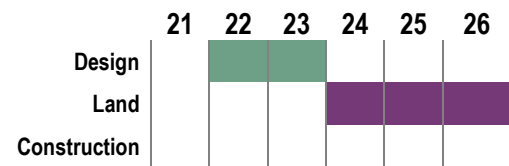
This project provides for the planning, design, right-of-way acquisition, and widening of Ryan Road between Evergreen Mills Road (Route 621) and Beaverdam Drive (Route 2475). Ryan Road will be improved as a Major Collector to a suburban, controlled access, four-lane, median divided facility with shared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

Planning, design, and widening of the Ryan Road segment from Beaverdam Drive to Northstar Boulevard was proffered by a developer, and construction commenced in FY 2019.

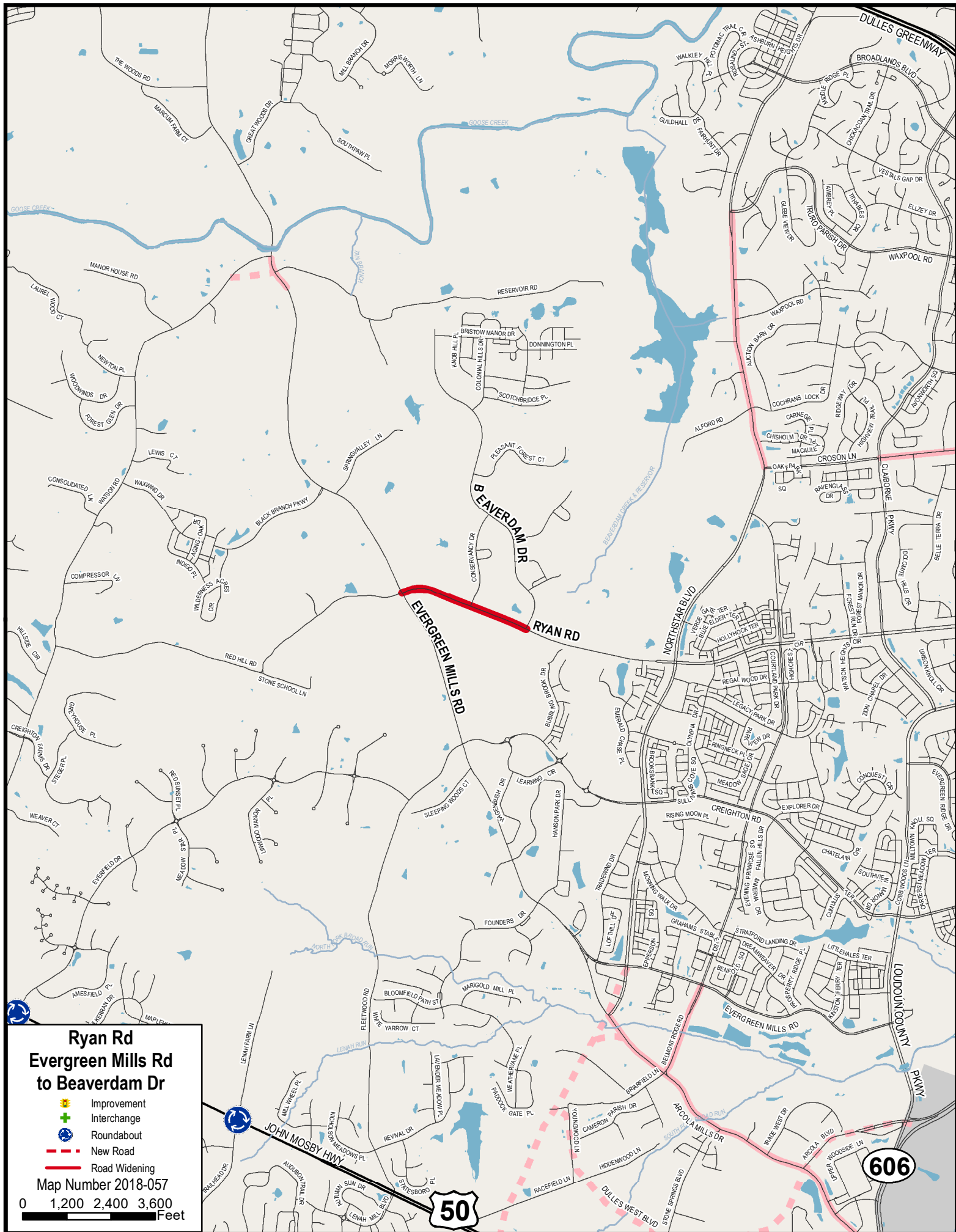
### Phase Costs in Millions



### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	1,971	-	-	-	-	1,971	-	1,971
Utility Relocation	-	-	-	-	-	-	376	376	-	376
Land	-	-	-	-	1,806	-	2,260	4,066	-	4,066
Construction	-	-	-	-	-	-	-	-	15,300	15,300
Personnel	-	-	192	-	-	-	-	192	-	192
Contingency	-	-	-	-	207	-	310	517	517	1,034
<b>Total – Costs</b>	-	-	<b>2,163</b>	-	<b>2,013</b>	-	<b>2,946</b>	<b>7,122</b>	<b>15,817</b>	<b>22,939</b>
Local Tax Funding	-	-	2,025	-	-	-	-	2,025	-	2,025
General Obligation Bonds	-	-	-	-	-	-	2,946	2,946	-	2,946
Cash Proffers	-	-	-	-	13	-	-	13	-	13
Revenue Sharing	-	-	-	-	2,000	-	-	2,000	-	2,000
NVTA 70% Regional	-	-	-	-	-	-	-	-	15,817	15,817
NVTA 30% Local	-	-	138	-	-	-	-	138	-	138
<b>Total – Funding Sources</b>	-	-	<b>2,163</b>	-	<b>2,013</b>	-	<b>2,946</b>	<b>7,122</b>	<b>15,817</b>	<b>22,939</b>



# Ryan Rd Evergreen Mills Rd to Beaverdam Dr

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

Map Number 2018-057

0 1,200 2,400 3,600  
Feet



## Safety Audit and Improvements - Evergreen Mills Road and Arcola Mill Drive Corridor

### Details:

**Project Number:** n/a

**Election District:** Catoclin, Blue Ridge

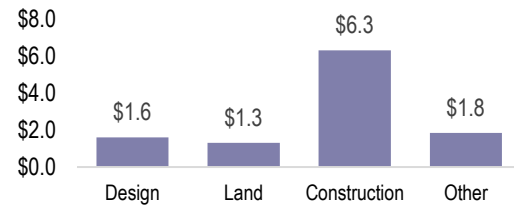
**Length:** 11 miles

**Project Type:** Safety Audit and Improvements

**Estimated Completion Year:** n/a

**Referendum:** November 2023

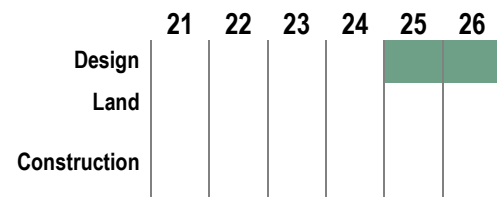
### Phase Costs in Millions



### Background:

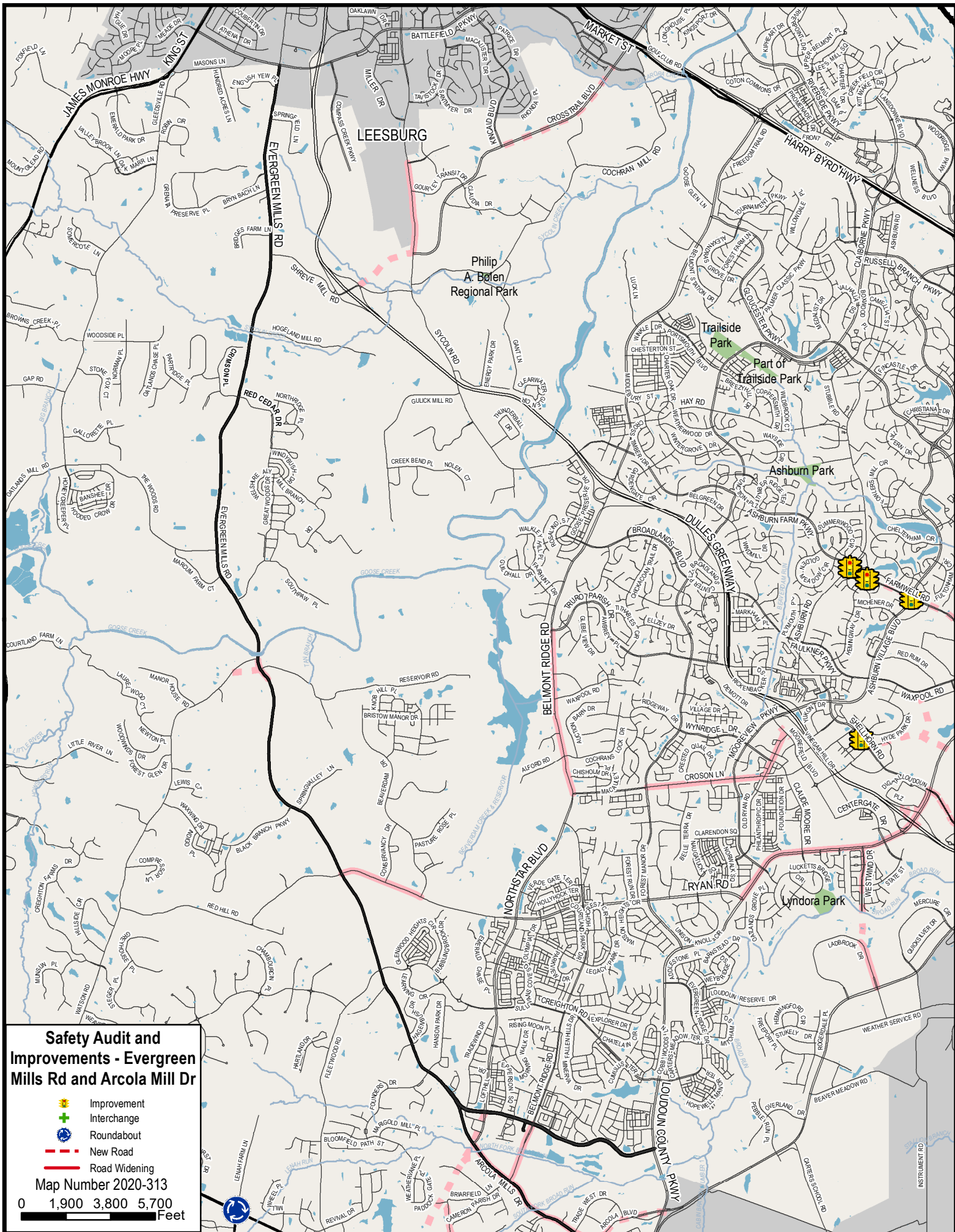
This project provides for the design, land acquisition, utility relocation, and construction of Tier II and Tier III (Items 7 and 8) corridor improvements. The recommended improvements originated from the results of a Road Safety Audit that was completed for Evergreen Mills Road (portions now named Arcola Mills Drive). The results were presented to the Loudoun County Board of Supervisors at their March 5, 2019, Business Meeting. The scope of work includes: turn-lane improvements, pavement enhancements, safety improvements, construction of enforcement areas, roundabout at Crimson Place and Red Cedar Drive, and Shreve Mill Road and Evergreen Mills Road.

### Project Phase Timeline by FY



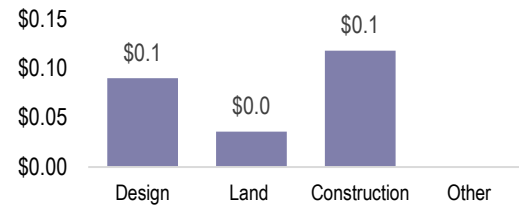
Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	805	804	1,609	-	1,609
Utility Relocation	-	-	-	-	-	-	-	-	521	521
Land	-	-	-	-	-	-	-	-	781	781
Construction	-	-	-	-	-	-	-	-	6,298	6,298
Contingency	-	-	-	-	-	161	161	322	1,520	1,842
<b>Total – Costs</b>	-	-	-	-	-	<b>966</b>	<b>965</b>	<b>1,931</b>	<b>9,120</b>	<b>11,051</b>
General Obligation Bonds	-	-	-	-	-	966	965	1,931	9,120	11,051
<b>Total – Funding Sources</b>	-	-	-	-	-	<b>966</b>	<b>965</b>	<b>1,931</b>	<b>9,120</b>	<b>11,051</b>

Operating Impacts	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	98	98
<b>Total – Impact</b>	-	-	-	-	-	<b>98</b>	<b>98</b>

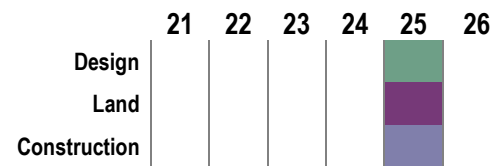




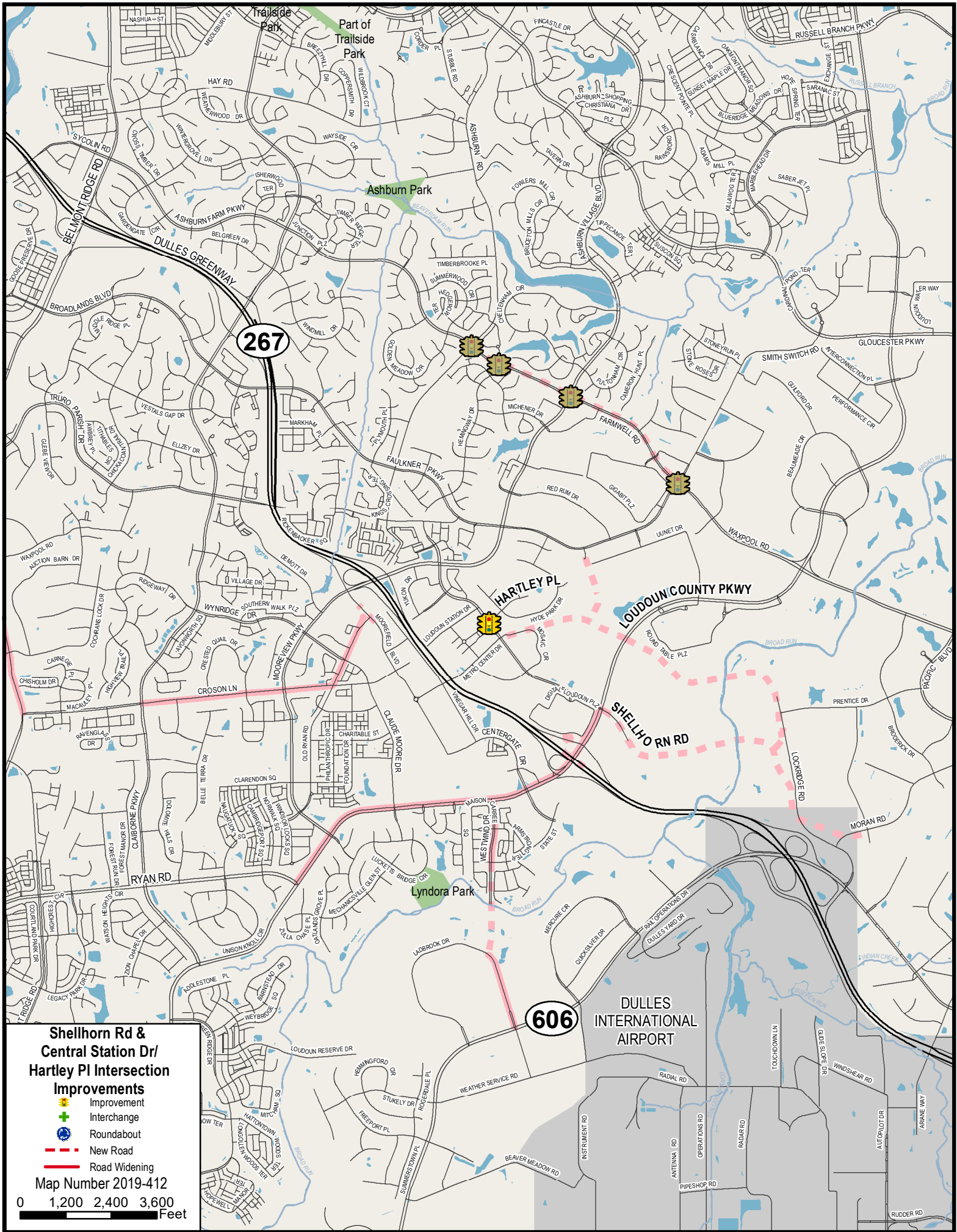
## Shellhorn Road and Central Station Drive / Hartley Place Intersection Improvements

**Details:****Project Number:** n/a**Election District:** Broad Run**Length:** n/a**Project Type:** Intersection Improvement**Estimated Completion Year:** FY 2025**Referendum:** n/a**Phase Costs in Millions****Background:**

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

**Project Phase Timeline by FY**

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	90	-	90	-	90
Land	-	-	-	-	-	36	-	36	-	36
Construction	-	-	-	-	-	118	-	118	-	118
<b>Total Cost</b>	-	-	-	-	-	<b>244</b>	-	<b>244</b>	-	<b>244</b>
Local Tax Funding	-	-	-	-	-	244	-	244	-	244
<b>Total Financing</b>	-	-	-	-	-	<b>244</b>	-	<b>244</b>	-	<b>244</b>





## Shellhorn Road – Loudoun County Parkway to Eastern Limit of SDC Project

### Details:

**Project Number:** C02362

**Election District:** Broad Run

**Length:** 0.3 miles

**Project Type:** New Roadway

**Estimated Completion Year:** 2022

**Referendum:** November 2021

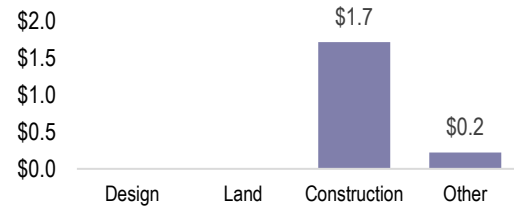
### Background:

This project provides for the planning, design, right-of-way acquisition, and construction of Shellhorn Road from Loudoun County Parkway to a point approximately 1,500 feet east of Loudoun County Parkway (the eastern limit of the improvements proffered by Project Nova – Sentinel Data Centers (SDC)). Project Nova has commenced with this scope of work pursuant to rezoning proffers (ZMAP-2019-0002). The terms of the proffer require that the County pay for the construction costs exceeding the proffer limit.

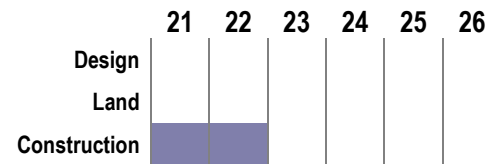
Shellhorn Road (Route 643) between Loudoun County Parkway (Route 607) and the MWAA property is being developed in segments based on multiple re-zonings along the roadway and associated proffers.

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

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	1,715	-	-	-	-	-	1,715	-	1,715
Contingency	-	221	-	-	-	-	-	221	-	221
<b>Total Cost</b>	-	<b>1,936</b>	-	-	-	-	-	<b>1,936</b>	-	<b>1,936</b>
NVTA 70% Regional	-	1,936	-	-	-	-	-	1,936	-	1,936
<b>Total Financing</b>	-	<b>1,936</b>	-	-	-	-	-	<b>1,936</b>	-	<b>1,936</b>





## Shellhorn Road – Loudoun County Parkway to MWAA Property (SDC to SDW)

### Details:

**Project Number:** C02363

**Election District:** Broad Run

**Length:** 0.3 miles

**Project Type:** New Roadway

**Estimated Completion Year:** 2024

**Referendum:** November 2021

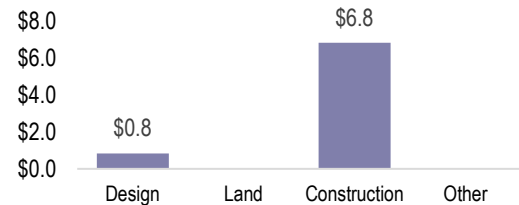
### Background:

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

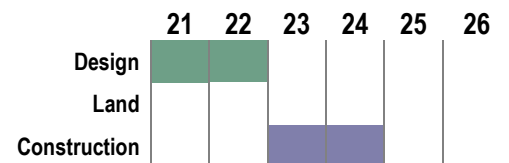
Shellhorn Road (Route 643) between Loudoun County Parkway (Route 607) and the MWAA property is being developed in segments based on multiple re-zonings along the roadway, and associated proffers. Since this segment is not proffered, the County is responsible for the development of this roadway section. In furtherance of the Silver District West proffers, the County entered into an agreement with the Silver District West developer to complete this segment of Shellhorn Road on behalf of the County.

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

### Phase Costs in Millions

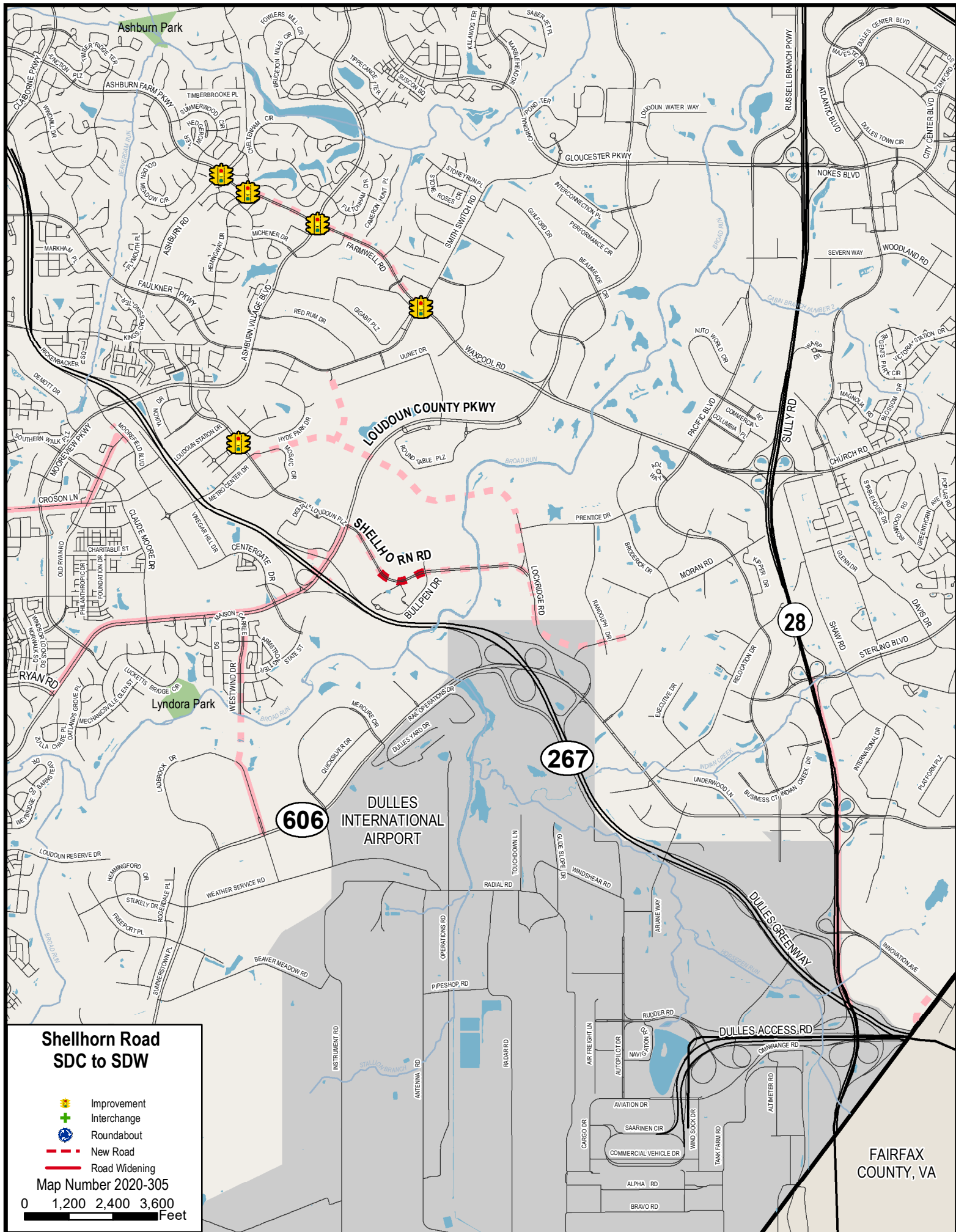


### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	836	-	-	-	-	-	836	-	836
Construction	-	3,000	-	3,819	-	-	-	6,819	-	6,819
<b>Total Cost</b>	-	<b>3,836</b>	-	<b>3,819</b>	-	-	-	<b>7,655</b>	-	<b>7,655</b>
Local Tax Funding Roads	-	3,332	-	2,492	-	-	-	5,824	-	5,824
General Obligation Bonds	-	-	-	1,327	-	-	-	1,327	-	1,327
NVTA 70% Regional	-	504	-	-	-	-	-	504	-	504
<b>Total Financing</b>	-	<b>3,836</b>	-	<b>3,819</b>	-	-	-	<b>7,655</b>	-	<b>7,655</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	131	128	125	384
<b>Total Impact</b>	-	-	-	<b>131</b>	<b>128</b>	<b>125</b>	<b>384</b>





## Shellhorn Road – Loudoun County Parkway to MWAA Property (SDW)

### Details:

**Project Number:** C02361

**Election District:** Broad Run

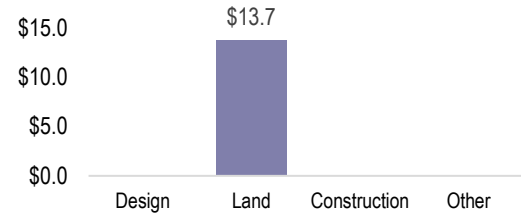
**Length:** 0.8 miles

**Project Type:** New Roadway

**Estimated Completion Year:** 2024

**Referendum:** November 2021

### Phase Costs in Millions

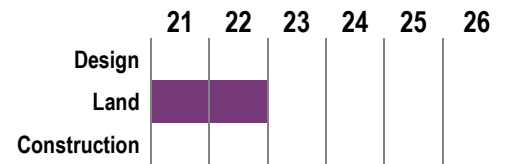


### Background:

This project provides for the design, right-of-way acquisition, utility relocation, and construction of Shellhorn Road between Bullpen Drive/Thumb Drive and the MWAA property. The Silver District West (SDW) has commenced this scope of work pursuant to rezoning proffers (ZMAP-2013-0006). The terms of the proffer require that the County acquire the land for this roadway segment.

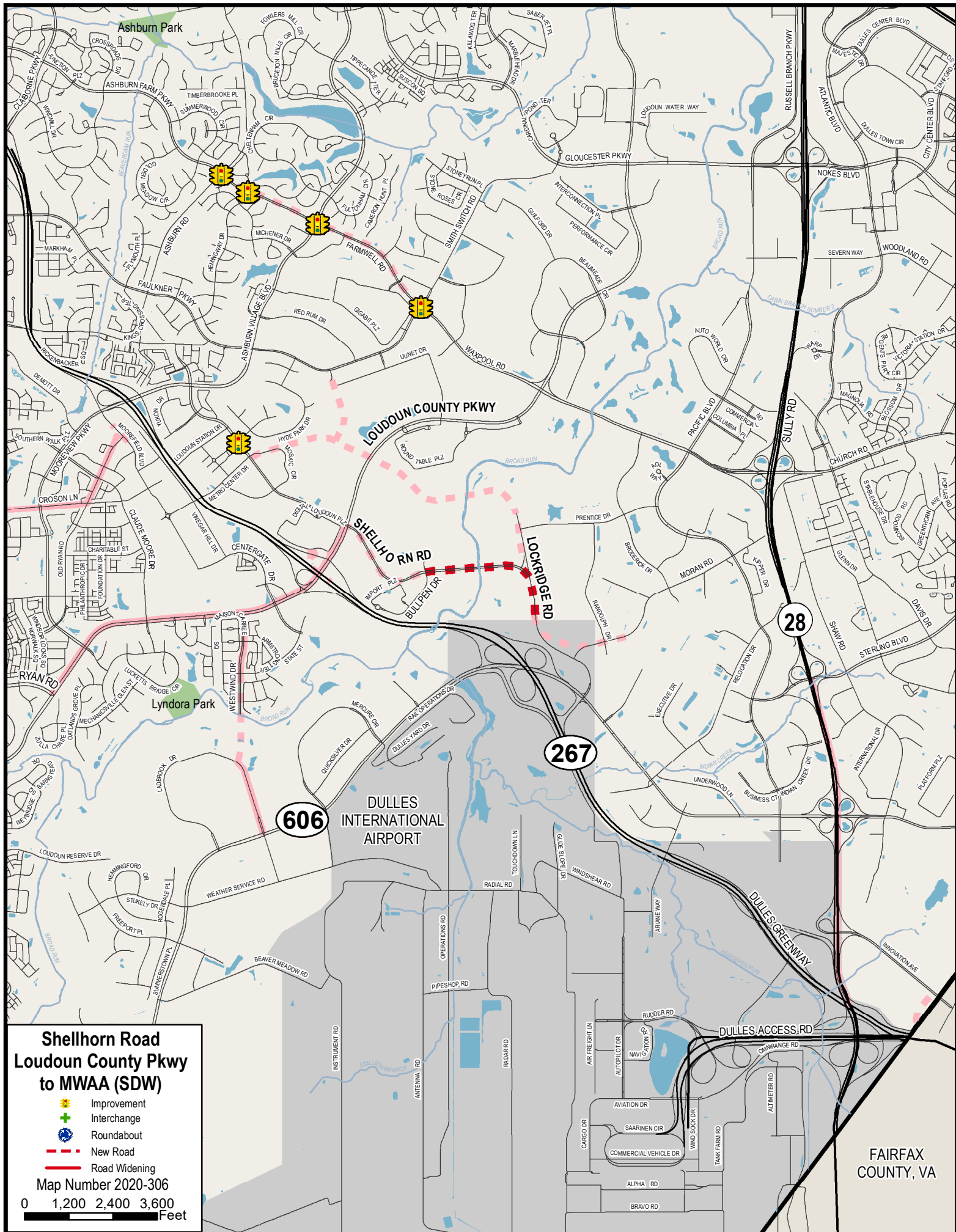
Shellhorn Road (Route 643) between Loudoun County Parkway (Route 607) and the MWAA property is being developed in segments based on multiple re-zonings along the roadway and associated proffers.

### Project Phase Timeline by FY



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

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Land	-	13,694	-	-	-	-	-	-	-	13,694
<b>Total Cost</b>	-	<b>13,694</b>	-	-	-	-	-	<b>13,694</b>	-	<b>13,694</b>
Local Tax Funding Roads	-	137	-	-	-	-	-	137	-	137
General Obligation Bonds	-	2,890	-	-	-	-	-	2,890	-	2,890
NVTA 70% Regional	-	10,666	-	-	-	-	-	10,666	-	10,666
<b>Total Financing</b>	-	<b>13,694</b>	-	-	-	-	-	<b>13,694</b>	-	<b>13,694</b>





## Shellhorn Road – MWAA Property to Moran Road

### Details:

**Project Number:** C02125

**Election District:** Broad Run

**Length:** 1.0 miles

**Project Type:** New Roadway

**Estimated Completion Year:** 2025

**Referendum:** November 2016, November 2021

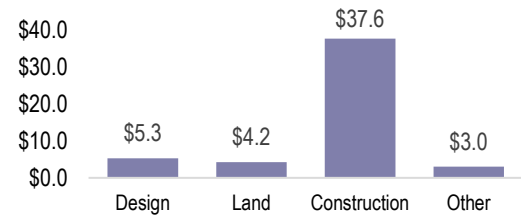
### Background:

This project provides for the design, right-of-way acquisition, utility relocation, and construction of Shellhorn Road from the northern MWAA property line to Moran Road. This project will tie into the Sterling Boulevard Extension project at its western terminus. This project is being developed by the County.

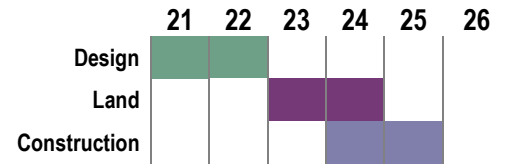
The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Shellhorn Road – Loudoun County Parkway to Randolph Drive*. As part of the FY 2022 CIP development process, the *Shellhorn Road – Loudoun County Parkway to Randolph Drive* project was re-segmented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

The original project number (C02125) was retained for this segment of the project.

### Phase Costs in Millions

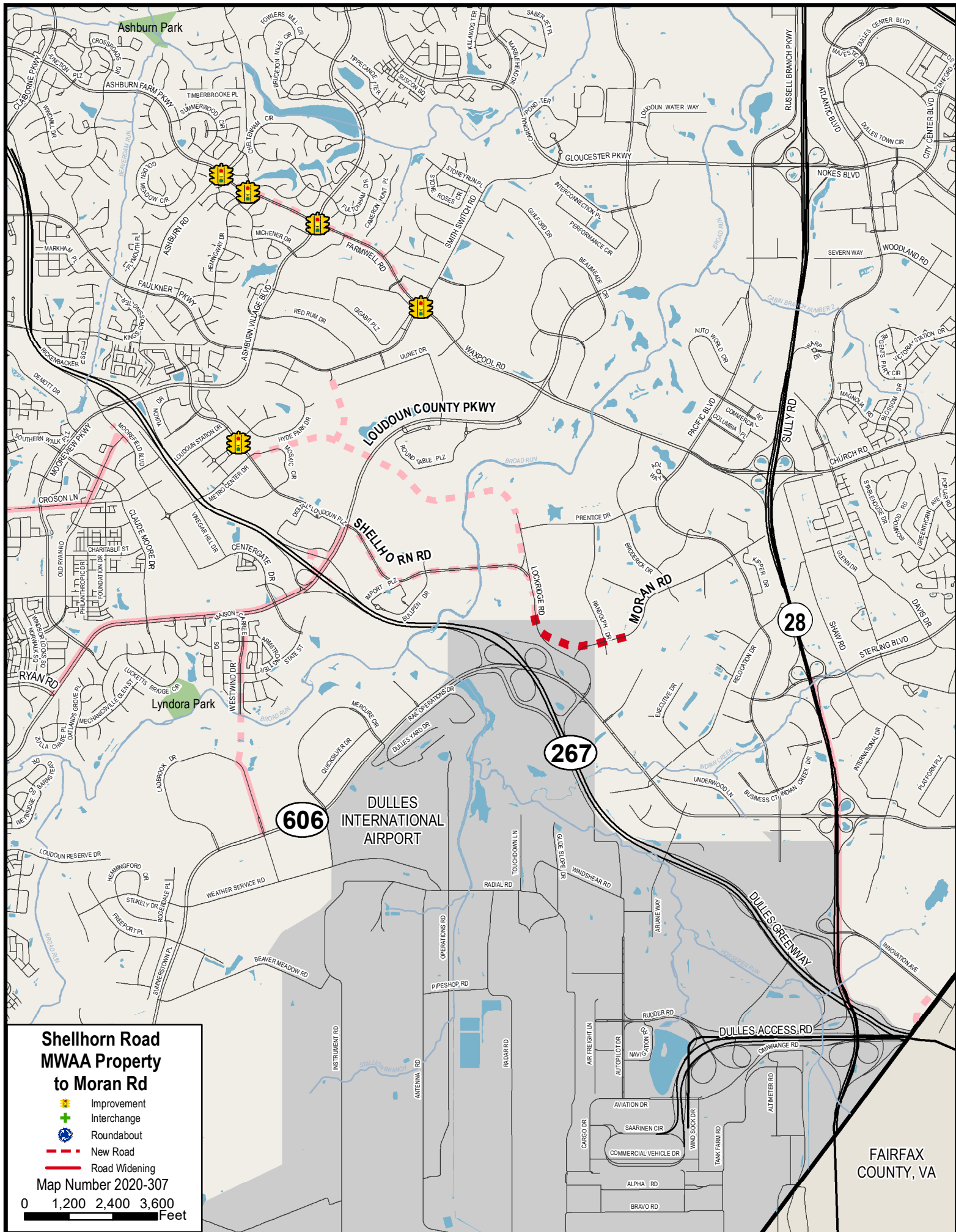


### Project Phase Timeline by FY



	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	5,269	-	-	-	-	-	-	-	-	5,269
Utility Relocation	-	-	-	1,246	-	-	-	1,246	-	1,246
Land	3,000	-	-	-	-	-	-	-	-	3,000
Construction	-	-	-	-	37,601	-	-	37,601	-	37,601
Personnel	-	226	-	-	-	-	-	226	-	226
Contingency	-	-	-	1,500	1,500	-	-	3,000	-	3,000
<b>Total – Costs</b>	<b>8,269</b>	<b>226</b>	<b>-</b>	<b>2,746</b>	<b>39,101</b>	<b>-</b>	<b>-</b>	<b>42,073</b>	<b>-</b>	<b>50,342</b>
Local Tax Funding	-	6	-	-	-	-	-	6	-	6
Local Tax Funding Roads	266	-	-	-	-	-	-	-	-	266
General Obligation Bonds	5,110	-	-	2,746	39,101	-	-	41,847	-	46,957
Cash Proffers	-	220	-	-	-	-	-	220	-	220
NVTA 70% Regional	2,894	-	-	-	-	-	-	-	-	2,894
<b>Total – Funding Sources</b>	<b>8,269</b>	<b>226</b>	<b>-</b>	<b>2,746</b>	<b>39,101</b>	<b>-</b>	<b>-</b>	<b>42,073</b>	<b>-</b>	<b>50,342</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	272	1,485	2,604	4,361
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>272</b>	<b>1,485</b>	<b>2,604</b>	<b>4,361</b>





## Sycolin Road – Loudoun Center Place to Crosstrail Boulevard

### Details:

**Project Number:** n/a

**Election District:** Catoctin

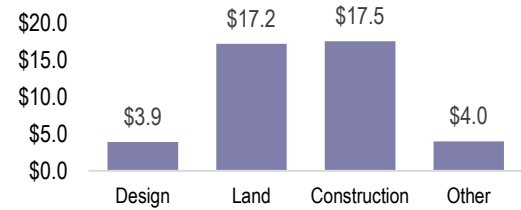
**Length:** 1.0 miles

**Project Type:** Roadway Widening

**Estimated Completion Year:** FY 2030

**Referendum:** November 2023

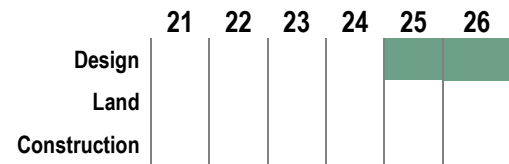
### Phase Costs in Millions



### Background:

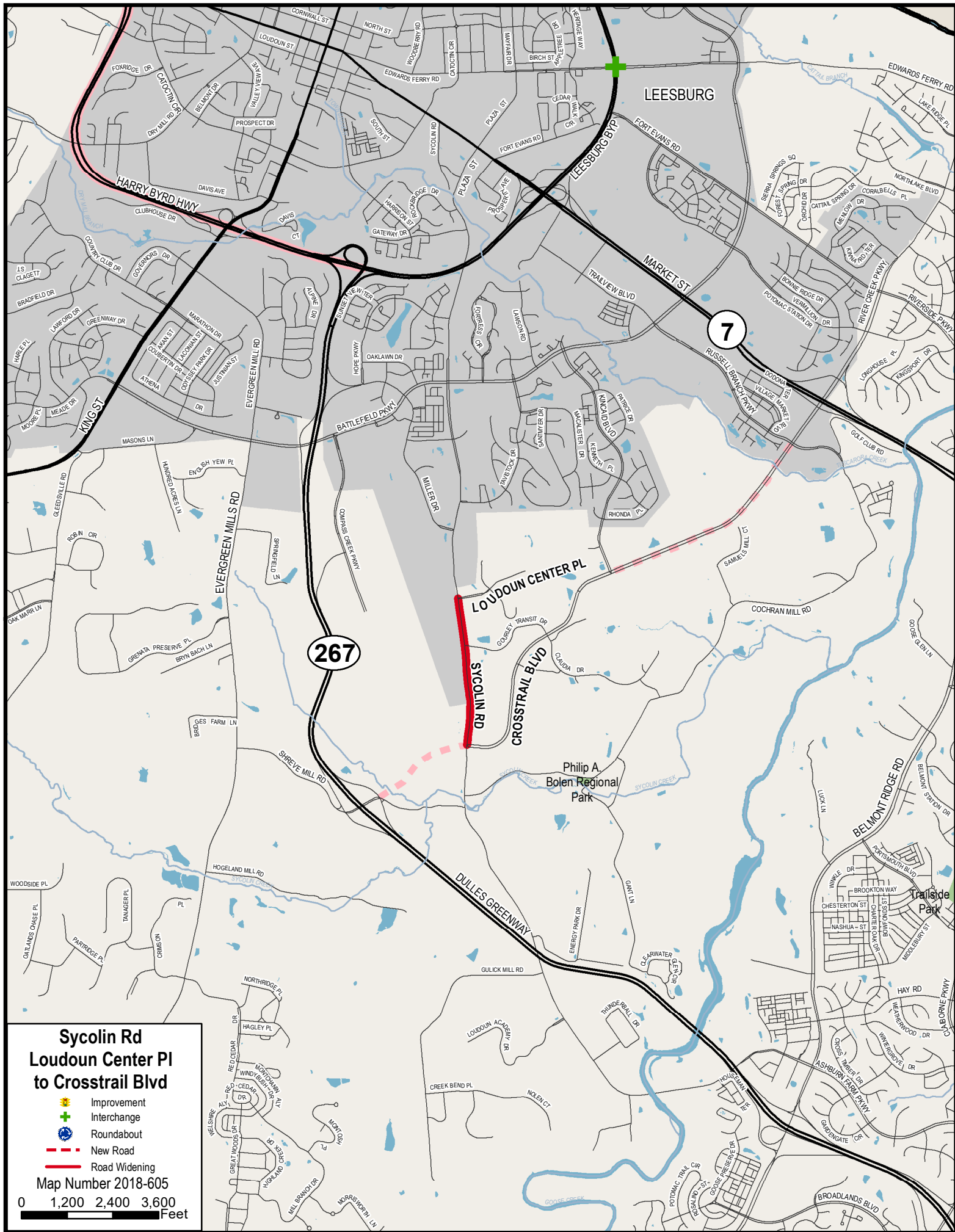
This project provides for the planning, design, right-of-way acquisition, and construction to widen Sycolin Road to a four-lane, median divided roadway between Loudoun Center Place and Crosstrail Boulevard. The new roadway will be developed as a suburban, controlled access facility per the Joint Land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

### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	2,126	-	2,126	1,752	3,878
Utility Relocation	-	-	-	-	-	-	-	-	2,000	2,000
Land	-	-	-	-	-	-	-	-	15,188	15,188
Construction	-	-	-	-	-	-	-	-	17,530	17,530
Contingency	-	-	-	-	-	343	-	343	3,657	4,000
<b>Total Cost</b>	-	-	-	-	-	<b>2,469</b>	-	<b>2,469</b>	<b>40,127</b>	<b>42,596</b>
Local Tax Funding									5,085	5,085
Local Tax Funding Roads	-	-	-	-	-	-	-	-	1,885	1,885
General Obligation Bonds	-	-	-	-	-	2,469	-	2,469	23,157	25,626
Smart Scale	-	-	-	-	-	-	-	-	10,000	10,000
<b>Total Financing</b>	-	-	-	-	-	<b>2,469</b>	-	<b>2,469</b>	<b>40,127</b>	<b>42,596</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	122	122
<b>Total Impact</b>	-	-	-	-	-	<b>122</b>	<b>122</b>





## Trailhead Drive / Braddock Road Roundabout

### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

**Length:** .5 mile

**Project Type:** New Roundabout

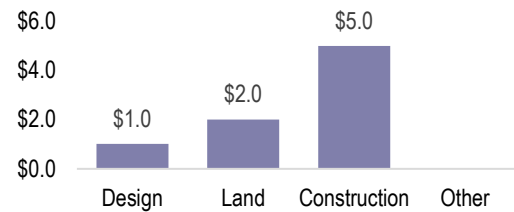
**Estimated Completion Year:** FY 2030

**Referendum:** November 2022

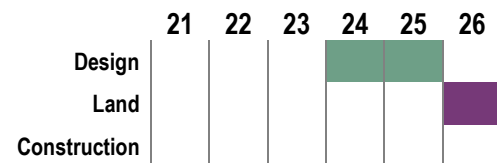
### Background:

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

### Phase Costs in Millions

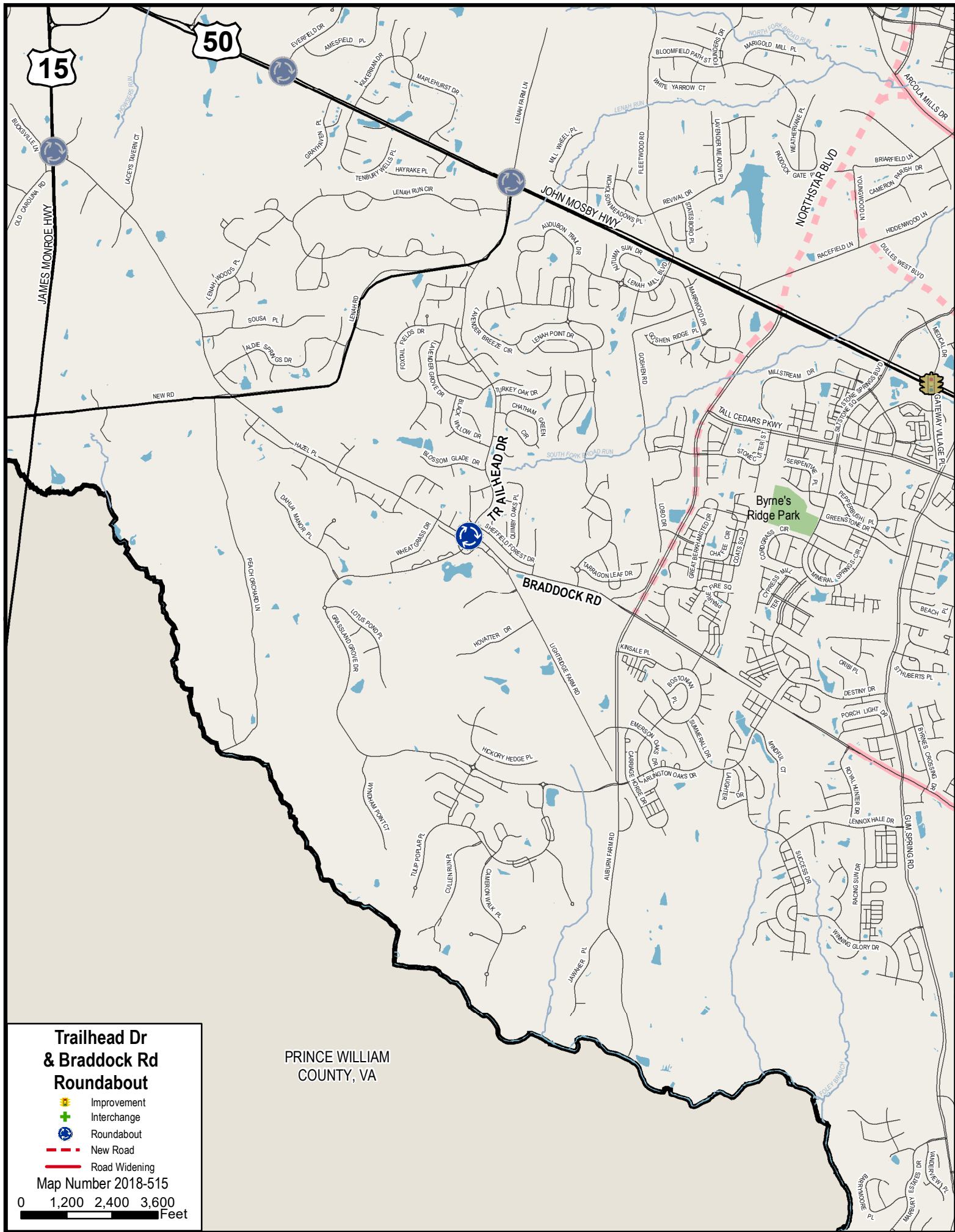


### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	1,015	-	-	1,015	-	1,015
Land	-	-	-	-	-	-	2,000	2,000	-	2,000
Construction	-	-	-	-	-	-	-	-	4,985	4,985
<b>Total Cost</b>	-	-	-	-	<b>1,015</b>	-	<b>2,000</b>	<b>3,015</b>	<b>4,985</b>	<b>8,000</b>
Local Tax Funding Roads	-	-	-	-	-	-	-	-	499	499
General Obligation Bonds	-	-	-	-	1,015	-	2,000	3,015	4,486	7,501
<b>Total Financing</b>	-	-	-	-	<b>1,015</b>	-	<b>2,000</b>	<b>3,015</b>	<b>4,985</b>	<b>8,000</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	50	100	150
<b>Total Impact</b>	-	-	-	-	<b>50</b>	<b>100</b>	<b>150</b>





## Waxpool Road / Loudoun County Parkway Intersection Improvements

### Details:

**Project Number:** C02089

**Election District:** Broad Run

**Length:** 0.5 miles

**Project Type:** Widening and Intersection Improvements

**Estimated Completion Year:** FY 2024

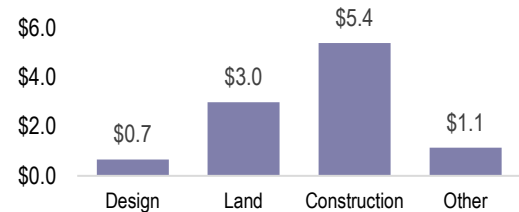
**Referendum:** November 2021

### Background:

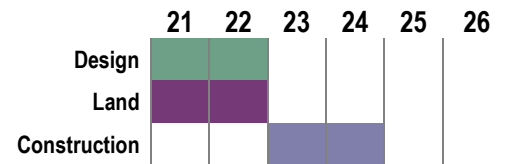
This project provides for the planning, design, right-of-way acquisition, and construction for widening and intersection improvements along Waxpool Road (Route 625) at Loudoun County Parkway (Route 607). The scope of work includes the development of triple left turn lanes from Westbound Waxpool Road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

The project is designed 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.

### Phase Costs in Millions



### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	660	-	-	-	-	-	-	-	-	660
Utility Relocation	1,453	-	-	-	-	-	-	-	-	1,453
Land	1,526	-	-	-	-	-	-	-	-	1,526
Construction	2,208	191	-	3,021	-	-	-	3,211	-	5,420
Personnel	-	114	-	-	-	-	-	114	-	114
Contingency	535	-	-	497	-	-	-	497	-	1,031
<b>Total – Costs</b>	<b>6,381</b>	<b>304</b>	<b>-</b>	<b>3,517</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,822</b>	<b>-</b>	<b>10,203</b>
Local Tax Funding	394	3	-	-	-	-	-	3	-	397
Local Tax Funding Roads	206	-	-	-	-	-	-	-	-	206
General Obligation Bonds	-	-	-	3,517	-	-	-	3,517	-	3,517
Cash Proffers	2,213	301	-	-	-	-	-	301	-	2,515
Smart Scale	277	-	-	-	-	-	-	-	-	277
CMAQ	3,291	-	-	-	-	-	-	-	-	3,291
<b>Total – Funding Sources</b>	<b>6,381</b>	<b>304</b>	<b>-</b>	<b>3,517</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,822</b>	<b>-</b>	<b>10,203</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	351	342	333	1,026
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>351</b>	<b>342</b>	<b>333</b>	<b>1,026</b>





## Westwind Drive – Loudoun County Parkway to Old Ox Road

### Details:

**Project Number:** C02210

**Election District:** Dulles

**Length:** 1.2 miles

**Project Type:** Widening and New Roadway

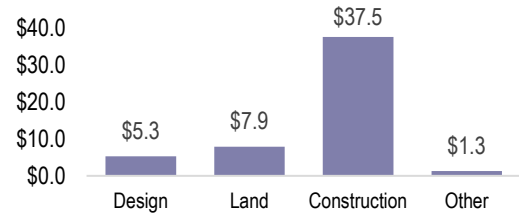
**Estimated Completion Year:** FY 2028

**Referendum:** November 2019

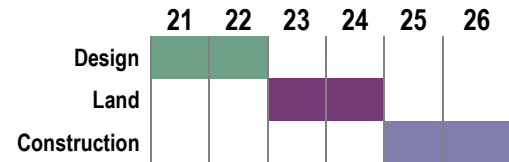
### Background:

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

### Phase Costs in Millions



### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	5,253	-	-	-	-	-	-	-	-	5,253
Land	-	-	-	7,900	-	-	-	7,900	-	7,900
Construction	7,977	-	5,212	14,609	-	9,750	-	29,571	-	37,548
Personnel	-	182	519	-	-	-	-	701	-	701
Payments to State	600	-	-	-	-	-	-	-	-	600
<b>Total – Costs</b>	<b>13,830</b>	<b>182</b>	<b>5,731</b>	<b>22,509</b>	<b>-</b>	<b>9,750</b>	<b>-</b>	<b>38,172</b>	<b>-</b>	<b>52,002</b>
Local Tax Funding	201	4	277	-	-	-	-	281	-	482
Local Tax Funding Roads	10,565	-	242	-	-	-	-	242	-	10,807
General Obligation Bonds	-	-	-	7,900	-	9,750	-	17,650	-	17,650
Cash Proffers	-	177	-	-	-	-	-	177	-	177
Smart Scale	-	-	5,212	14,609	-	-	-	19,821	-	19,821
NVTA 30% Local	3,064	-	-	-	-	-	-	-	-	3,064
<b>Total – Funding Sources</b>	<b>13,830</b>	<b>182</b>	<b>5,731</b>	<b>22,509</b>	<b>-</b>	<b>9,750</b>	<b>-</b>	<b>38,172</b>	<b>-</b>	<b>52,002</b>

Operating Impacts (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	318	310	774	1,402
<b>Total – Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>318</b>	<b>310</b>	<b>774</b>	<b>1,402</b>





## VDOT Administered Roads

## George Washington Boulevard Overpass

**Details:****Project Number:** C02053**Election District:** Algonkian and Broad Run**Length:** .028 miles**Project Type:** New Bridge**Estimated Completion Year:** FY 2022**Referendum:** n/a**Phase Costs in Millions**

\$1.0

\$0.5

\$0.0

\$0.0

\$0.0

\$0.0

\$0.0

Design

Land

Construction

Other

**Background:**

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 roadway with associated turn lanes and a shared use path.

The Virginia Department of Transportation (VDOT) will administer the design, construction, and funding of this project under UPC 105584. The County does not manage the budget or schedule for the project.

The County provided \$8,694,000 of funding in prior years. In addition, VDOT has programmed \$18,646,000 of Regional Surface Transportation Program (RSTP) grant funds, which will be received and administered by VDOT. The current VDOT Six-Year Improvement Program (SYIP) estimate is \$27,339,000 for the project.

**Project Phase Timeline by FY**

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	8,694	-	-	-	-	-	-	-	-	8,694
<b>Total Cost</b>	<b>8,694</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,694</b>
Local Gas Tax	8,694	-	-	-	-	-	-	-	-	8,694
<b>Total Financing</b>	<b>8,694</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8,694</b>

MONTGOMERY  
COUNTY, MD



**George Washington  
Blvd Overpass**

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

Map Number 2018-495

0 1,200 2,400 3,600  
Feet



## VDOT Administered Roads

## Route 50 Corridor Improvements

## Details:

Project Number: C02208

Election District: Dulles

Length: .5 mile

Project Type: Intersection Improvements

Estimated Completion Year: FY 2025

Referendum: n/a

## Phase Costs in Millions

\$1.0

\$0.5

\$0.0

\$0.0

\$0.0

\$0.0

\$0.0

Design

Land

Construction

Other

## Background:

This project provides for the planning, design, and construction of two intersection improvements along Route 50. At Route 50 and Loudoun County Parkway, an Eastbound left turn lane will be added, and Route 50 at Pleasant Valley Road will be improved to increase capacity.

This project will be administered by the Virginia Department of Transportation (VDOT) under UPC 114827, and the project is funded with federal Highway Infrastructure Program (HIP) funding which is being administered by VDOT. The County does not manage the budget or schedule for the project.

## Project Phase Timeline by FY

21 22 23 24 25 26

Design

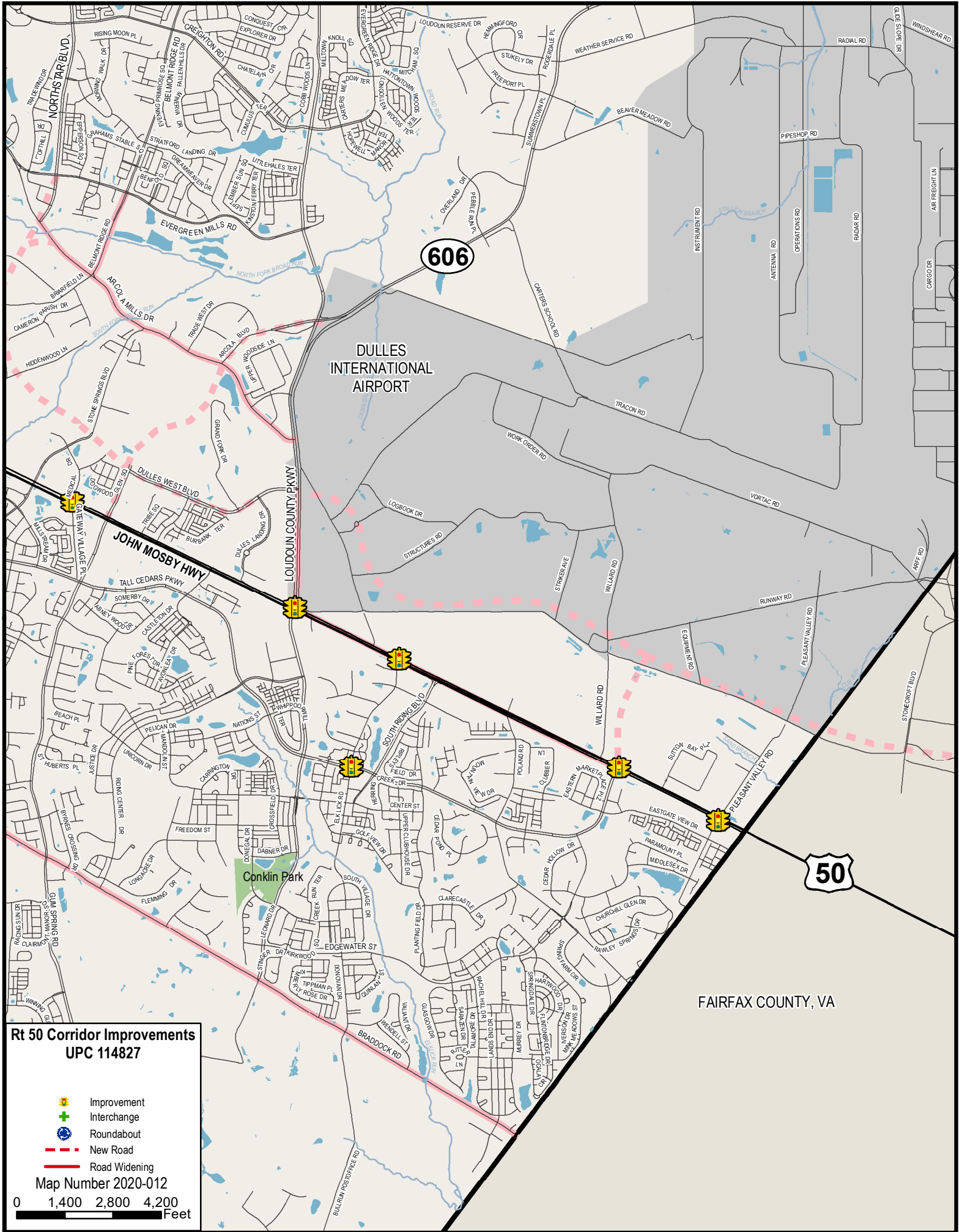
Land

Construction

The scope of work and budget for this project was originally included in the FY 2020 CIP project entitled *Route 50 Intersection Improvements*. As part of the FY 2021 CIP development process, the *Route 50 Intersection Improvements* project was re-segmented to more effectively administer the project, and the planned funding that made up the original project budget was reallocated to align the budgets for the newly created segments.

The County provided \$3,008,000 of funding in prior years. In addition, VDOT has programmed \$1,993,000 of HIP funding for this project. The current VDOT Six-Year Improvement Program (SYIP) estimate is \$5,000,000 for the project.

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	2,801	-	-	-	-	-	-	-	-	2,801
Personnel	207	-	-	-	-	-	-	-	-	207
<b>Total Cost</b>	<b>3,008</b>	-	-	-	-	-	-	-	-	<b>3,008</b>
Local Gas Tax	3,008	-	-	-	-	-	-	-	-	3,008
<b>Total Financing</b>	<b>3,008</b>	-	-	-	-	-	-	-	-	<b>3,008</b>





## VDOT Administered Roads

## Route 50 Corridor Improvements – Loudoun and Fairfax

## Details:

Project Number: C02287

Election District: Dulles

Length: 1.0 miles

Project Type: Intersection Improvements

Estimated Completion Year: FY 2025

Referendum: n/a

## Phase Costs in Millions

\$1.0

\$0.5

\$0.0

\$0.0

\$0.0

\$0.0

\$0.0

Design

Land

Construction

Other

## Background:

This project provides for the planning, design, and construction of four intersection improvements along Route 50. Two intersections will be improved in both Loudoun and Fairfax County. The improvements are capacity enhancements to address congestion stemming from a November 2017 Route 50 Corridor study.

This project will be administered by the Virginia Department of Transportation (VDOT) under UPC 114828, and the project is funded with federal Highway Infrastructure Program (HIP) funding which is being administered by VDOT. The County does not manage the budget or schedule for the project.

## Project Phase Timeline by FY

21 22 23 24 25 26

Design

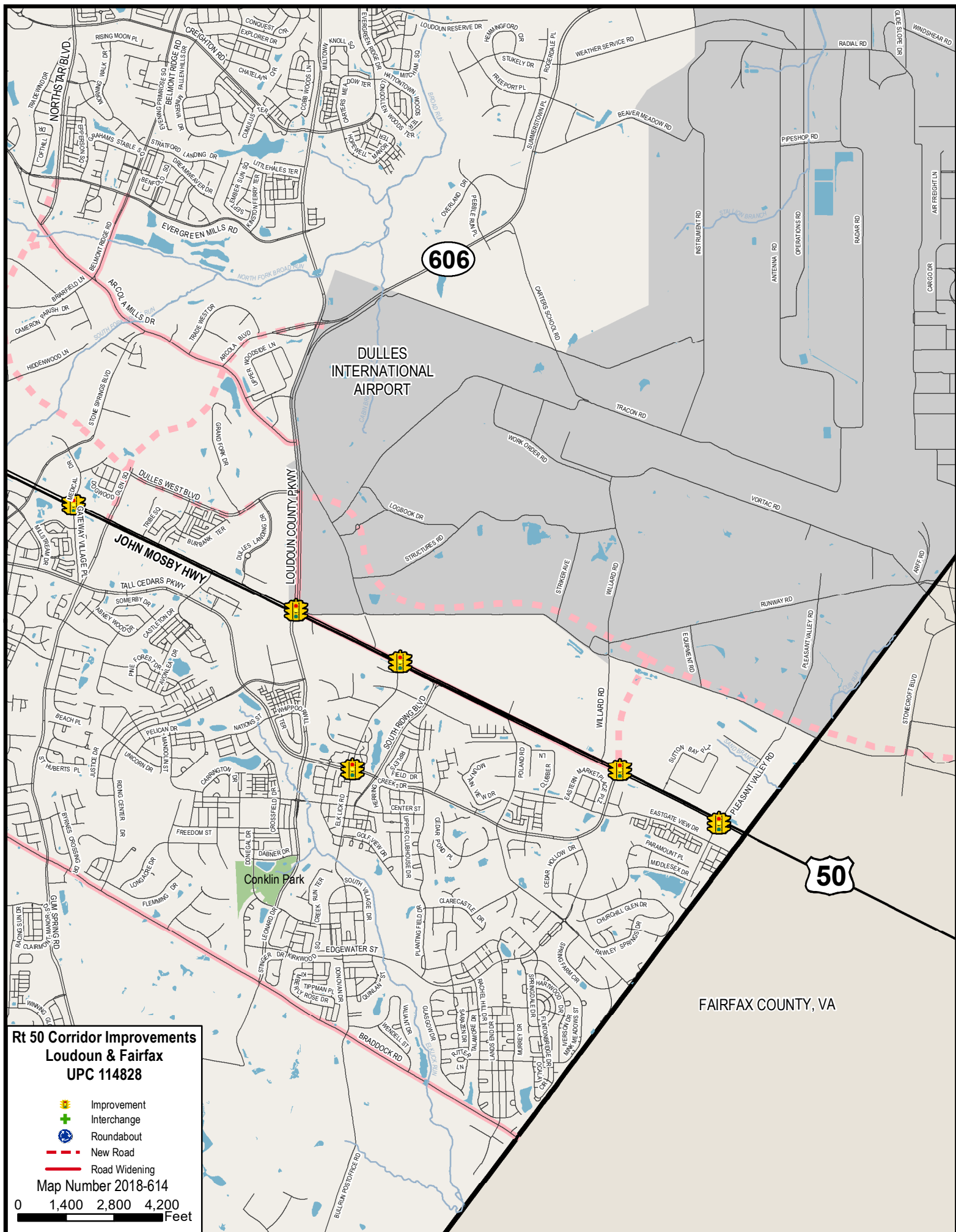
Land

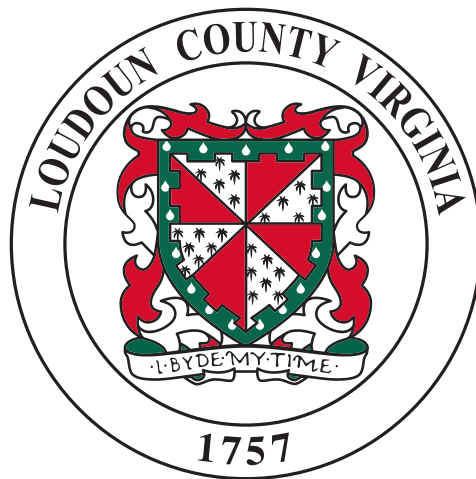
Construction

The scope of work and budget for this project was originally included in the FY 2020 CIP project entitled *Route 50 Intersection Improvements*. As part of the FY 2021 CIP development process, the *Route 50 Intersection Improvements* project was re-segmented to more effectively administer the project, and the planned funding that made up the original project budget was reallocated to align the budgets for the newly created segments.

The County provided \$2,457,000 of funding in prior years. In addition, VDOT has programmed \$3,273,000 of HIP funding for this project. The current VDOT Six-Year Improvement Program (SYIP) project estimate is \$5,731,000.

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to State	2,457	-	-	-	-	-	-	-	-	2,457
<b>Total Cost</b>	<b>2,457</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,457</b>
Local Tax Funding Roads	2,081	-	-	-	-	-	-	-	-	2,081
Cash Proffers	259	-	-	-	-	-	-	-	-	259
Local Gas Tax	117	-	-	-	-	-	-	-	-	117
<b>Total Financing</b>	<b>2,457</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,457</b>







# Capital Improvement Program Sidewalks, Signals, and Traffic Calming

## Contents

Sidewalks, Signals, and Traffic Calming Summary	10-115
Belmont Ridge Road/Legacy Park Drive	10-116
Contingency Accounts: Sidewalk and Trail, Traffic Calming, Traffic Signal	10-117
Harmony Middle School Sidewalk	10-118
Intersection Improvement Program	10-119
Loudoun County Parkway – Shared-Use Path	10-121
River Creek Parkway-Sidewalk	10-122
Route 7 Pedestrian Crossings	10-123
Sidewalk and Trail Program	10-124
Sterling Boulevard/W&OD Trail Overpass	10-126
Traffic Sign Replacement Program	10-127
VDOT Administered Metro Station Pedestrian Improvements	10-128
W&OD At-Grade Crossings Improvements	10-129



## Sidewalk, Signals, and Traffic Calming

Capital Improvement Program											
Sidewalks, Signals, and Traffic Calming											
	Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Projects											
Belmont Ridge Road/Legacy Park Drive Traffic Signal	-	-	-	-	298	-	291	589	1,092	1,681	
Contingency - Sidewalk and Trails	1,768	1,000	1,500	1,000	1,000	1,000	1,000	1,000	6,500	4,000	12,268
Contingency - Traffic Calming	43	250	750	500	500	500	500	500	3,000	2,000	5,043
Contingency - Traffic Signal	820	750	1,250	1,000	1,000	1,000	1,000	1,000	6,000	4,000	10,820
Harmony Middle School Sidewalk	-	-	1,379	680	249	4,471	-	6,779	-	6,779	
Intersection Improvement Program	1,854	3,700	15,067	15,290	15,835	14,235	14,235	78,362	57,340	137,556	
Loudoun County Parkway - Shared-Use Path	-	-	-	-	-	1,202	461	1,663	7,020	8,682	
Oakgrove Road - Pedestrian Improvements	967	21	-	-	-	-	-	21	-	988	
River Creek Parkway - Sidewalk	-	-	531	283	224	1,324	-	2,362	-	2,362	
Route 7 Pedestrian Crossings	855	1,406	992	608	-	-	8,042	11,048	-	11,903	
Sidewalk and Trail Program	185	1,316	976	1,925	11,085	12,435	10,020	37,757	40,080	78,022	
Sterling Boulevard/W&OD Trail - Overpass	500	794	-	599	16,989	-	-	18,382	-	18,882	
Traffic Sign Replacement Program	-	-	1,000	-	-	1,000	-	2,000	1,000	3,000	
VDOT Administered Metro Station Area Pedestrian Improvements	275	-	-	-	-	-	-	-	-	275	
W&OD At-Grade Crossing Improvements	-	453	174	338	2,661	-	-	3,625	-	3,625	
Total – Cost	7,267	9,690	23,618	22,223	49,840	37,167	35,549	178,087	116,532	301,885	
Funding Source											
Local Tax Funding	736	4,753	2,297	-	1,000	4,746	14,235	27,031	2,446	30,213	
Local Tax Funding Roads	3,077	2,944	4,402	2,500	1,500	3,225	2,500	17,071	20,330	40,478	
General Obligation Bonds	500	989	15,401	18,097	43,068	28,259	10,433	116,246	93,756	210,501	
Lease Revenue Financing	855	-	-	-	-	-	-	-	-	855	
Cash Proffers	-	564	-	-	298	121	339	1,322	-	1,322	
NVTA 30% Local	1,368	440	1,518	1,626	3,975	816	8,042	16,417	-	17,785	
Local Gas Tax	732	-	-	-	-	-	-	-	-	732	
Total – Funding Sources	7,267	9,690	23,618	22,223	49,840	37,167	35,549	178,087	116,532	301,885	



## Sidewalks, Traffic Signals, and Traffic Calming

### Belmont Ridge Road and Legacy Park Drive – Traffic Signal

#### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

**Project Type:** Traffic Signal

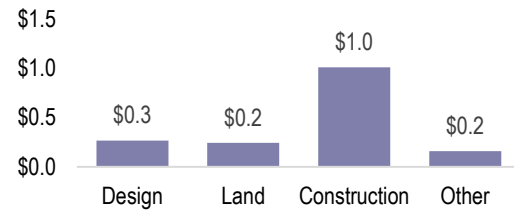
**Estimated Completion Year:** FY 2028

**Referendum:** n/a

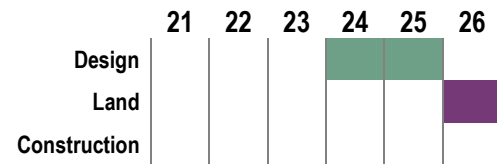
#### Background:

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

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	267	-	-	267	-	267
Utility Relocation	-	-	-	-	-	-	185	185	-	185
Land	-	-	-	-	-	-	60	60	-	60
Construction	-	-	-	-	-	-	-	-	1,009	1,009
Contingency	-	-	-	-	31	-	46	77	83	160
<b>Total Cost</b>	-	-	-	-	<b>298</b>	-	<b>291</b>	<b>589</b>	<b>1,092</b>	<b>1,681</b>
Local Tax Funding Roads	-	-	-	-	-	-	-	-	1,092	1,092
Cash Proffers	-	-	-	-	298	-	291	589	-	589
<b>Total Financing</b>	-	-	-	-	<b>298</b>	-	<b>291</b>	<b>589</b>	<b>1,092</b>	<b>1,681</b>



## Sidewalks, Traffic Signals, and Traffic Calming

### Contingency Accounts

#### Details:

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

**Election District:** Countywide

**Estimated Completion Year:** Ongoing

**Referendum:** n/a

#### Background:

This project provides funding for the sidewalks and trails, traffic signals, and traffic calming contingency accounts:

#### Sidewalk and Trails Contingency

Provides \$1,000,000 in funding in FY 2021 and in FY 2023 - FY 2026 of the CIP planning period to be used Countywide for the design and construction of missing sidewalk and trail segments. For FY 2022, it provides funding of \$1,500,000 for these same project types.

#### Traffic Calming Contingency

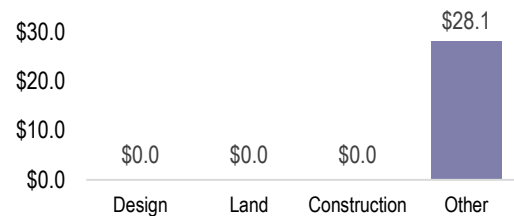
Provides \$250,000 in funding in FY 2021, \$750,000 in FY 2022, and \$500,000 in funding in FY 2023-FY 2026 of the CIP planning period to be used Countywide for the study, design, and construction of traffic calming measures.

#### Traffic Signal Contingency

Provides \$750,000 in funding in FY 2021, \$1,250,000 in FY 2022, and \$1,000,000 in funding in FY 2023- FY 2026 of the CIP planning period to be used Countywide for the study, design, and construction of traffic signals.

Funding was increased for the Traffic Calming and Signal contingencies starting with FY 2022 to reflect additional needs and recent usage patterns for the two contingency accounts and their related projects.

#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Contingency	2,631	2,000	3,500	2,500	2,500	2,500	2,500	15,500	10,000	28,131
<b>Total Cost</b>	<b>2,631</b>	<b>2,000</b>	<b>3,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>15,500</b>	<b>10,000</b>	<b>28,131</b>
Local Tax Funding	461	-	1,000	-	1,000	275	-	2,275	-	2,736
Local Tax Funding Roads	523	2,000	2,500	2,500	1,500	2,225	2,500	13,225	10,000	23,748
NVTA 30% Local	1,368	-	-	-	-	-	-	-	-	1,368
Local Gas Tax	279	-	-	-	-	-	-	-	-	279
<b>Total Financing</b>	<b>2,631</b>	<b>2,000</b>	<b>3,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>2,500</b>	<b>15,500</b>	<b>10,000</b>	<b>28,131</b>



## Sidewalks, Traffic Signals, and Traffic Calming

### Harmony Middle School Sidewalk

#### Details:

**Project Number:** C02383

**Election District:** Catoctin

**Length:** 1 mile

**Project Type:** New Sidewalk and Drainage Improvements

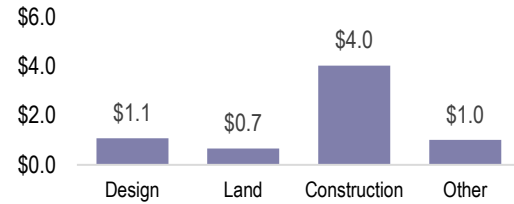
**Estimated Completion Year:** FY 2026

**Referendum:** n/a

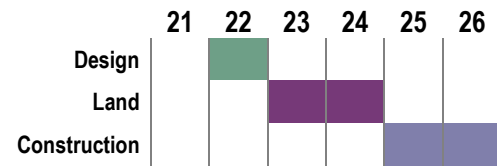
#### Background:

This project provides funding to develop missing sidewalk segments and to make storm drainage improvements. In addition, it provides funding to connect the existing sidewalk along Colonial Highway (Route 7 Business), in front of the Kenneth W. Culbert Elementary school, from the existing shared-use path located near Greentop Drive, just east of Route 287 in the Town of Purcellville, to the existing sidewalk east of South Hughes Street (Route 709) in the Town of Hamilton.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	1,077	-	-	-	-	1,077	-	1,077
Utility Relocation	-	-	-	-	249	-	-	249	-	249
Land	-	-	-	415	-	-	-	415	-	415
Construction	-	-	-	-	-	4,029	-	4,029	-	4,029
Personnel	-	-	125	-	-	-	-	125	-	125
Contingency	-	-	177	265	-	442	-	884	-	884
<b>Total Cost</b>	-	-	<b>1,379</b>	<b>680</b>	<b>249</b>	<b>4,471</b>	-	<b>6,779</b>	-	<b>6,779</b>
Local Tax Funding	-	-	125	-	-	4,471	-	4,596	-	4,596
NVTA 30% Local	-	-	1,254	680	249	-	-	2,183	-	2,183
<b>Total Financing</b>	-	-	<b>1,379</b>	<b>680</b>	<b>249</b>	<b>4,471</b>	-	<b>6,779</b>	-	<b>6,779</b>



## Sidewalks, Traffic Signals, and Traffic Calming

### Intersection Improvement Program

#### Details:

**Project Number:** C02204

**Election District:** Countywide

**Length:** n/a

**Project Type:** Traffic Signal/Channelization/Roundabout Construction

**Estimated Completion Year:** Ongoing

**Referendum:** November 2022

#### Background:

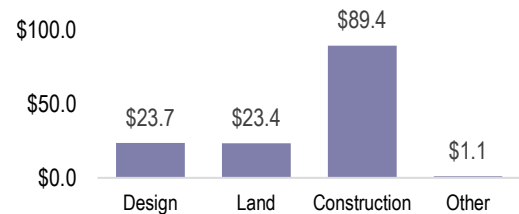
This program provides funding to initiate various intersection improvements each year based on Board direction and the size and scope of the needed improvement(s). Traffic signals typically require one year for design and one/two year(s) for land acquisition and utility relocation, with construction starting in year three/four. Roundabouts typically require two years for design, one/two year(s) for land acquisition, and two years for construction. Project development times vary by project location.

The proposed funding plan addresses the most urgent intersections in the first six years of the program. Prioritization of intersections is based on a Board-endorsed ranking of intersections that considers both the frequency of accidents and traffic volume at intersections of interest. The prioritized projects included on the next page represent those projects that received a ranking of 5 (on a five-point scale), indicating the level of highest need as determined in past intersection studies from 2017 to 2020. This parent project serves as a funding source account and funds will be moved to specific intersection improvement projects once they are identified. More prioritized intersections will be added to this program based on Board direction in subsequent fiscal years.

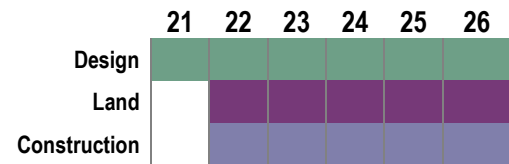
Prioritized project totals are for the list of projects prioritized to-date and do not directly align with the individual fiscal year or aggregate project totals for the program. Remaining capacity for the program will be allocated to new prioritized projects approved by the Board in future fiscal years.

As the program fully ramps up, additional project staff in the Department of Transportation and Capital Infrastructure may be needed.

**Phase Costs in Millions**



**Project Phase Timeline by FY**



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	1,854	3,700	2,700	1,900	1,900	1,900	1,900	14,000	7,800	23,654
Land	-	-	2,500	2,500	2,600	2,600	2,600	12,800	10,600	23,400
Construction	-	-	8,765	10,890	11,335	9,735	9,735	50,460	38,940	89,400
Personnel	-	-	1,102	-	-	-	-	1,102	-	1,102
<b>Total Cost</b>	<b>1,854</b>	<b>3,700</b>	<b>15,067</b>	<b>15,290</b>	<b>15,835</b>	<b>14,235</b>	<b>14,235</b>	<b>78,362</b>	<b>57,340</b>	<b>137,556</b>
Local Tax Funding	-	3,700	1,102	-	-	-	14,235	19,037	1,444	20,481
Local Tax Funding Roads	1,854	-	-	-	-	-	-	-	4,292	6,146
General Obligation Bonds	-	-	13,965	15,290	15,835	14,235	-	59,325	51,604	110,929
<b>Total Financing</b>	<b>1,854</b>	<b>3,700</b>	<b>15,067</b>	<b>15,290</b>	<b>15,835</b>	<b>14,235</b>	<b>14,235</b>	<b>78,362</b>	<b>57,340</b>	<b>137,556</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
FTE	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Personnel	-	104	107	110	114	117	552
Debt Service	-	-	1,398	2,893	4,401	5,710	14,403
<b>Total Impact</b>	<b>-</b>	<b>104</b>	<b>1,505</b>	<b>3,003</b>	<b>4,515</b>	<b>5,827</b>	<b>14,955</b>



## Sidewalks, Traffic Signals, and Traffic Calming

## Intersection Improvement Program (Prioritized Projects List)

Prioritized Project (Project ID) <sup>1</sup> Description	Intersection ID	Election District	Beginning FY	Ending FY	Project Total (\$ in 1000s)
<b>Sterling Blvd. (Route 846) and Glenn Drive ((C02408)</b> Provides for traffic signal installation at the intersection with lane configuration changes on the northbound approach with a dedicated left turn lane and a shared thru/right lane.	2017-2	Broad Run, Sterling	FY 2022	FY 2028	\$2,725
<b>Claiborne Parkway (Route 901) and Marshfield Dr. (C02406)</b> Provides for the conversion of the intersection to a right-in, right-out, left-in configuration and the addition of a U-turn lane on the northbound approach of the Claiborne Pkwy/Wayside Court intersection.	2017-4	Ashburn	FY 2022	FY 2025	\$1,773
<b>Tall Cedars Parkway (Rt. 2200) (C02305)</b> Provides for the conversion of the intersection at Tall Cedars Parkway and Nations Street to a right-in, right-out, left-in configuration.	2017-5	Dulles	FY 2022	FY 2025	\$357
<b>Ashburn Road (Route 641) (C02409)</b> Provides for the installation of a traffic signal at the intersection of Ashburn Road and Faulkner Parkway. Additionally, provides for the creation of dedicated right and left turn lanes in the east and westbound directions.	2017-3	Ashburn	FY 2022	FY 2026	\$6,760
<b>Old Ox Road (Route 606) and Douglas Court (C02410)</b> Provides for the conversion of the intersection to a right-in, right-out, left-in configuration.	2017-9	Broad Run	FY 2022	FY 2025	\$1,021
<b>Old Ox Road (Route 606) and Dulles Summit Ct. (C02411)</b> Provides for various minor improvements at the intersection including: repositioning the stop bar, extending the median nose, modifying the curb ramps, and installing additional warning signs. The project will also include new curb and gutter, and mill and overlay of all legs of the intersection.	2017-10	Broad Run, Dulles	FY 2022	FY 2025	\$542
<b>Ryan Road (Route 772) and Cotton Grass Way (C02412)</b> Provides for improvements to pavement markings in order to update the northbound approach lane configurations to a shared left/through lane and a dedicated right turn lane and therefore align the northbound lanes with the matching receiver lanes.	2017-19	Blue Ridge, Dulles	FY 2022	FY 2024	\$94
<b>Sugarland Road (Route 604)</b> Provides for an installation of the mini roundabout at the intersection of Sugarland Road & Church Road/Frederick Drive. Additional, related work will be required to reconfigure existing approach lanes and to provide ADA upgrades to pedestrian ramps.	2017-20	Sterling	FY 2023	FY 2027	\$3,473
<b>Claiborne Parkway (Route 901) and Dulles Greenway</b> Provides for the installation of a traffic signal at the intersection while retaining existing lane configurations.	2017-8	Ashburn	FY 2023	FY 2027	\$1,381
<b>Sterling Blvd. (Route 846) and West Laurel Ave.</b> Provides for the installation of a traffic signal at the intersection, while preserving the existing lane configurations, and upgrades to the existing curb and gutter system.	2017-15	Sterling	FY 2023	FY 2027	\$2,092
<b>Waxpool Road (Route 2119) and Shellhorn Road (Route 643) (C02290)<sup>2</sup></b> Provides for interim safety improvements at the Waxpool Road and Shellhorn Road intersection to include tree trimming and vegetation removal, as well as the installation of advanced intersection warning signs.	2017-21	Broad Run	FY 2021	FY 2023	\$2
<b>Waxpool Road (Route 2119) and Ashburn Road (Route 641) (C02426)<sup>2</sup></b> Provides for interim and long-term safety improvements at the intersection of Ashburn Road/Waxpool Road/Ryan Corner Place. Interim improvements include the installation of All Ways Stop (AWS) signage and minor pavement marking updates. Long-term improvements would include the installation of a traffic signal at the intersection.	2017-12	Broad Run	FY 2021	FY 2026	\$1,762
<b>Total Cost</b>					<b>\$21,983<sup>3</sup></b>

<sup>1</sup> Project IDs have been provided for those prioritized projects receiving funding in FY 2022 or that have previously received funding.

<sup>2</sup> This project is part of the Waxpool Road Corridor Study as presented to the Board at the Nov. 7, 2019 Business Meeting as part of *Item 6 BMI: Traffic Analysis and Safety Study of Waxpool Road between Faulkner Parkway and Demott Drive*.

<sup>3</sup> The current prioritized project list total does not match the six-year total for the program because the current list of projects reflects the initial iteration of projects prioritized for funding in FY 2022 and 2023. Remaining capacity in the six-year period will be absorbed by additional projects once those have been identified and prioritized by the Board in subsequent fiscal years.



## Sidewalks, Traffic Signals, and Traffic Calming

### Loudoun County Parkway – Shared-Use Path

#### Details:

**Project Number:** n/a

**Election District:** Dulles

**Length:** 1.30 miles

**Project Type:** New Shared-Use Path

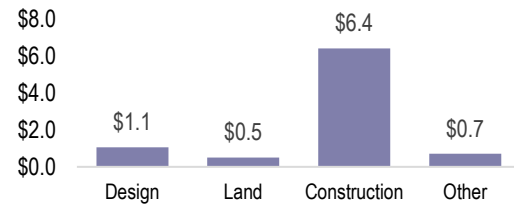
**Estimated Completion Year:** FY 2029

**Referendum:** November 2023

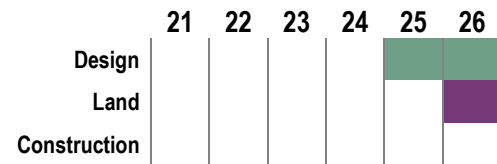
#### Background:

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 Route 50, and Dulles West Boulevard and Evergreen Mills Road. The section of the shared-use path between Route 50 and Dulles West Boulevard is being constructed as part of the scope of work included in the FY 2020 CIP project entitled *Loudoun County Parkway -Dulles West to Route 50*.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	1,059	-	1,059	-	1,059
Utility Relocation	-	-	-	-	-	-	-	-	261	261
Land	-	-	-	-	-	-	247	247	-	247
Construction	-	-	-	-	-	-	-	-	6,402	6,402
Contingency	-	-	-	-	-	143	214	357	357	713
<b>Total Cost</b>	-	-	-	-	-	<b>1,202</b>	<b>461</b>	<b>1,663</b>	<b>7,020</b>	<b>8,682</b>
Local Tax Funding Roads	-	-	-	-	-	-	-	-	940	940
General Obligation Bonds	-	-	-	-	-	1,081	413	1,494	6,080	7,573
Cash Proffers	-	-	-	-	-	121	48	169	-	169
<b>Total Financing</b>	-	-	-	-	-	<b>1,202</b>	<b>461</b>	<b>1,663</b>	<b>7,020</b>	<b>8,682</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	109	109
<b>Total Impact</b>	-	-	-	-	-	<b>109</b>	<b>109</b>



## Sidewalks, Traffic Signals, and Traffic Calming

### River Creek Parkway – Sidewalk

#### Details:

**Project Number:** C02384

**Election District:** Leesburg, Catoctin

**Length:** 1,800 feet

**Project Type:** New Sidewalk

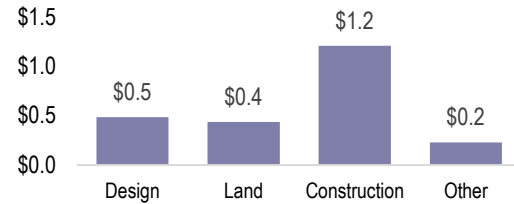
**Estimated Completion Year:** FY 2026

**Referendum:** November 2020

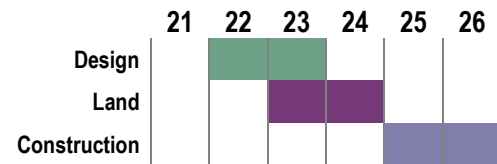
#### Background:

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

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	485	-	-	-	-	485	-	485
Utility Relocation	-	-	-	-	224	-	-	224	-	224
Land	-	-	-	214	-	-	-	214	-	214
Construction	-	-	-	-	-	1,209	-	1,209	-	1,209
Contingency	-	-	46	69	-	115	-	230	-	230
<b>Total Cost</b>	-	-	<b>531</b>	<b>283</b>	<b>224</b>	<b>1,324</b>	-	<b>2,362</b>	-	<b>2,362</b>
General Obligation Bonds	-	-	531	283	224	1,324	-	2,362	-	2,362
<b>Total Financing</b>	-	-	<b>531</b>	<b>283</b>	<b>224</b>	<b>1,324</b>	-	<b>2,362</b>	-	<b>2,362</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	52	79	99	227	457
<b>Total Impact</b>	-	-	<b>52</b>	<b>79</b>	<b>99</b>	<b>227</b>	<b>457</b>



## Sidewalks, Traffic Signals, and Traffic Calming

### Route 7 Pedestrian Crossings

#### Details:

**Project Number:** C02202

**Election District:** Sterling

**Length:** n/a

**Project Type:** Intersection and Safety Improvements

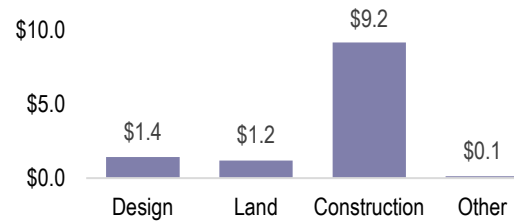
**Estimated Completion Year:** FY 2026

**Referendum:** November 2019

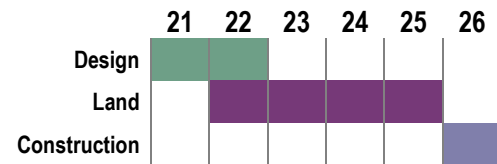
#### Background:

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

**Phase Costs in Millions**



**Project Phase Timeline by FY**



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	269	1,161	-	-	-	-	-	1,161	-	1,430
Utility Relocation	-	-	-	608	-	-	-	608	-	608
Land	-	-	579	-	-	-	-	579	-	579
Construction	586	-	-	-	-	-	7,503	7,503	-	8,089
Personnel	-	29	90	-	-	-	-	119	-	119
Contingency	-	216	323	-	-	-	539	1,078	-	1,078
<b>Total Cost</b>	<b>855</b>	<b>1,406</b>	<b>992</b>	<b>608</b>	<b>-</b>	<b>-</b>	<b>8,042</b>	<b>11,048</b>	<b>-</b>	<b>11,903</b>
Local Tax Funding	-	1	27	-	-	-	-	28	-	28
Local Tax Funding Roads	-	388	902	-	-	-	-	1,290	-	1,290
General Obligation Bonds	-	989	-	-	-	-	-	989	-	989
Lease Revenue Financing	855	-	-	-	-	-	-	-	-	855
Cash Proffers	-	28	-	-	-	-	-	28	-	28
NVTA 30% Local	-	-	63	608	-	-	8,042	8,713	-	8,713
<b>Total Financing</b>	<b>855</b>	<b>1,406</b>	<b>992</b>	<b>608</b>	<b>-</b>	<b>-</b>	<b>8,042</b>	<b>11,048</b>	<b>-</b>	<b>11,903</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	99	97	94	92	89	472
<b>Total Impact</b>	<b>-</b>	<b>99</b>	<b>97</b>	<b>94</b>	<b>92</b>	<b>89</b>	<b>472</b>



## Sidewalks, Traffic Signals, and Traffic Calming

### Sidewalk and Trail Program

#### Details:

**Project Number:** C02236

**Election District:** Countywide

**Length:** 3 miles per year (average)

**Project Type:** New Sidewalk and Trail Construction

**Estimated Completion Year:** Ongoing

**Referendum:** November 2020

#### Background:

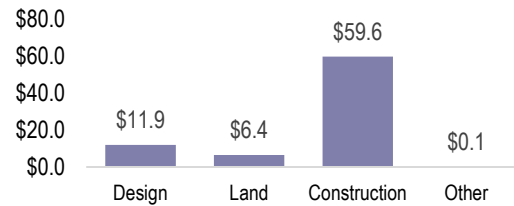
This project provides for planning, design, right-of-way acquisition, and construction of improvements for approximately three to five miles of sidewalks and trails per year. Construction and improvements will vary depending on the project. Annual mileage will vary based on the degree of land acquisition and utility relocations the improvements require.

This parent project serves as a funding source account. Once specific sidewalk and trail projects are identified, funds are moved to the specific project account. A list of prioritized projects is provided on the next page with estimated costs and durations. More prioritized sidewalk or trail projects will be added to this program based on Board direction and review of qualifying future projects in subsequent fiscal years.

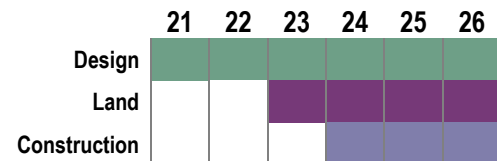
Projects were identified in 2019 through extensive analysis of missing sidewalk segments countywide using a collaboratively developed methodology and scoring system for ranking the relative importance of segments (with 17 prioritization criteria involved). Categories used to assess missing segments included proximity to pedestrian generators (school facilities for example), proximity to transit, roadway characteristics (e.g., traffic volume, crash records involving pedestrians), and network characteristics (e.g. ability to connect to existing pedestrian infrastructure).

The total estimated cost for the prioritized sidewalk and trail program will not directly align with the estimated project total for the funding project because additional projects will be programmed in future fiscal years based on Board direction and updated analysis of the County sidewalk system.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	185	1,256	905	1,155	1,200	1,200	1,200	6,915	4,800	11,900
Land	-	-	-	770	800	800	800	3,170	3,200	6,370
Construction	-	-	-	-	9,085	10,435	8,020	27,540	32,080	59,620
Personnel	-	61	71	-	-	-	-	132	-	132
<b>Total Cost</b>	<b>185</b>	<b>1,316</b>	<b>976</b>	<b>1,925</b>	<b>11,085</b>	<b>12,435</b>	<b>10,020</b>	<b>37,757</b>	<b>40,080</b>	<b>78,022</b>
Local Tax Funding	-	1,052	26	-	-	-	-	1,078	1,002	2,080
Local Tax Funding Roads	185	-	-	-	-	-	-	-	3,006	3,191
General Obligation Bonds	-	-	905	1,925	10,020	11,619	10,020	34,489	36,072	70,561
Cash Proffers	-	265	-	-	-	-	-	265	-	265
NVTA 30% Local	-	-	45	-	1,065	816	-	1,926	-	1,926
<b>Total Financing</b>	<b>185</b>	<b>1,316</b>	<b>976</b>	<b>1,925</b>	<b>11,085</b>	<b>12,435</b>	<b>10,020</b>	<b>37,757</b>	<b>40,080</b>	<b>78,022</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	90	279	1,273	2,402	4,045
<b>Total Impact</b>	<b>-</b>	<b>-</b>	<b>90</b>	<b>279</b>	<b>1,273</b>	<b>2,402</b>	<b>4,045</b>



## Sidewalks, Signals, and Traffic Calming

## Prioritized Projects List (Sidewalk and Trail Program)

Prioritized Project Name (Project ID) Description	Project Number	Election District	Beginning FY	Ending FY	Project Total (\$ in 1000s)
<b>Sterling Blvd. (W&amp;OD Trail to Glenn Dr.; Glenn Dr. to Shaw Rd.) (C02416)</b>	1	Sterling	FY 2022	FY 2027	\$5,831
Provides for the construction of 0.56 miles of sidewalk links along Sterling Blvd. Of this, 0.13 miles will be constructed between the W&OD Trail Crossing to Davis Drive, 0.25 Miles will be constructed between Davis Drive and Glenn Drive, and 0.18 miles will be constructed between Glenn Drive and Shaw Road.					
<b>Potomac View Road (South of River Meadows Terrace to Route 7) (C02415)</b>	2	Algonkian	FY 2022	FY 2028	\$6,869
Provides for the construction of 0.55 miles of shared use path along Potomac View Road. Of this, 0.23 miles will be constructed between south of River Meadows Terrace and S. Cottage Road and 0.32 miles will be constructed between S. Cottage Road and Route 7.					
<b>E. Maple Avenue (Enterprise Street to S. Sterling Blvd.) (C02414)</b>	3	Sterling	FY 2022	FY 2026	\$887
Provides for the construction of 0.15 miles sidewalk segments along E. Maple Ave. between Enterprise Street and South Sterling Blvd.					
<b>Church Road (Magnolia Road to west of W. Holly Ave.) (C02424)</b>	4	Sterling	FY 2022	FY 2027	\$950
Provides for the construction of 0.35 miles of sidewalk between Magnolia Road to west of W. Holly Avenue.					
<b>Ashburn Village Boulevard (Tippecanoe Terr. to the W&amp;OD Trail Crossing) (C02423)</b>	5	Broad Run	FY 2023	FY 2027	\$780
Provides for the construction of 0.06 miles of shared use path segments between Tippecanoe Terrace and the W&OD Trail Crossing.					
<b>Waxpool Road (Claiborne Parkway to Faulkner Parkway) (C02421)<sup>1</sup></b>	6	Ashburn, Broad Run	FY 2021	FY 2027	\$3,300
Provides for the construction of 0.69 miles of shared use path and sidewalk segments along Waxpool Rd. Of this, 0.53 miles will be constructed between Faulkner Pkwy. and Liverpool St., 0.04 miles will be constructed between Pagoda Terr. and Demott Dr., and 0.12 miles between Demott Dr. and Claiborne Pkwy.					
<b>Ashburn Road (Within Ashburn Village to Gloucester Pkwy.) (C02425)<sup>2</sup></b>	7	Ashburn, Broad Run	FY 2024	FY 2029	\$9,641
Provides for the construction of 0.53 miles of sidewalks and shared-use paths along the Ashburn Road Corridor. 0.12 miles will be constructed between the W&OD Trail Crossing and Gloucester Parkway on the western side of Ashburn Road. On the other side, 0.38 miles of shared-use path and sidewalk will be constructed. Finally, 0.03 miles of shared-use path will be constructed between Ashburn Road to West of Amity Place.					
<b>Blossom Drive (Victoria Station to Drive Magnolia Rd.) (C02422)</b>	8	Sterling	FY 2023	FY 2028	\$1,367
Provides for the construction of 0.33 miles of sidewalk between Victoria Station Drive and Magnolia Road. Of this, 0.25 miles will be constructed between Regents Park Circle and Magnolia Road and 0.08 miles between Victoria Station Drive and Regents Park Circle.					
<b>Pacific Boulevard (Waxpool Rd. to W&amp;OD Trail Connection) (C02420)</b>	9	Broad Run	FY 2023	FY 2029	\$2,848
Provides for the construction of 0.38 miles of pedestrian facilities (type to be determined) between Waxpool Road and the W&OD Trail Crossing. Of this, 0.07 miles would be between Towlern Place and the sidewalk South of the W&OD Crossing, 0.04 miles would be between Towlern Place and Commercial Drive, 0.11 miles would be between Commercial Drive and Columbia Place, and 0.16 miles would be between Columbia Place and Waxpool Rd.					
<b>Potomac View Road (Cascades Pkwy to First Baptist Church Driveway) (C02418)</b>	10	Sterling	FY 2023	FY 2029	\$1,967
Provides for the construction of 0.35 miles of pedestrian facilities (type to be determined) between Cascades Parkway and the driveway at First Baptist Church.					
<b>Potomac View Road (Cascades Pkwy Intersection Improvements) (C02419)</b>	10a	Sterling	FY 2023	FY 2029	\$484
Provides for pedestrian improvements at the Cascades Parkway intersection in conjunction with the above project.					
<b>Shellhorn Road (Blossom Hill Terr. to Ashburn Village Blvd.) (C02417)</b>	11	Broad Run	FY 2023	FY 2028	\$1,323
Provides for the construction of 0.29 miles of sidewalk segments from south of Blossom Hill Terrace to Ashburn Village Blvd. Of this, 0.08 miles would be from south of Blossom Hill Terrace to Blossom Hill Terr., 0.09 miles would be from Blossom Hill Terrace to Greenway Corporate Drive, and 0.12 miles would be from Greenway Corporate Drive to Ashburn Village Blvd.					
<b>Davis Drive (S. Sterling Blvd. to W. Church Road)<sup>3</sup></b>	12	Broad Run	FY 2024	FY 2030	\$8,083
Provides for the construction of 1.2 miles of sidewalk segments along Davis Drive. Of this, 0.46 miles would be on the eastern side of Davis Drive from South Sterling Blvd. to Great Trail Terrace and 0.73 miles would be on the western side of Davis Drive between Shaw Road and South Sterling Blvd.					
<b>Total Cost</b>					<b>\$44,329<sup>4</sup></b>

<sup>1</sup> Project includes elements or improvements from the related Waxpool Road Corridor Study (*Item 6 BMI: Traffic Analysis and Safety Study of Waxpool Road between Faulkner Parkway and Demott Drive*) presented at the Nov. 7, 2019 Business Meeting.

<sup>2</sup> Project includes elements or improvements from the related Ashburn Road Corridor Study (*Item 4: Response to BMI- Traffic Study of Ashburn Road from Gloucester Parkway to Ashburn Farm Parkway/Farmwell Road*) presented at the Oct. 6, 2020 Business Meeting.

<sup>3</sup> Project includes elements or improvements from a related Davis Drive Corridor Study item that will be coming before the Board in spring 2021.

<sup>4</sup> The current prioritized project list total does not match the six-year total for the program because the current list of projects reflects the total estimated cost for this initial iteration of projects inclusive of expenditures in the Future Fiscal Year(s) period. Remaining capacity will be absorbed and programmed for additional projects once those have been identified and prioritized by the Board in subsequent fiscal years.



## Sidewalks, Traffic Signals, and Traffic Calming

### Sterling Boulevard/ W&OD Trail Overpass

#### Details:

**Project Number:** C02270

**Election District:** Sterling

**Length:** 1,950 feet

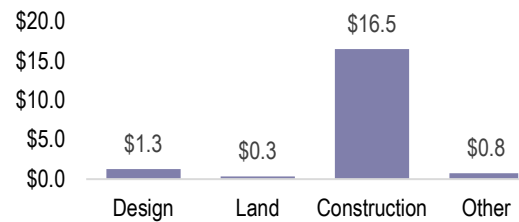
**Estimated Completion Year:** FY 2027

**Referendum:** November 2022

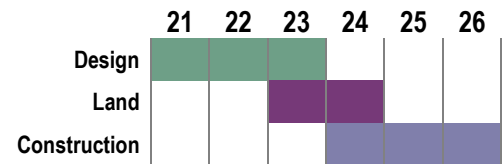
#### Background:

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

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	500	777	-	-	-	-	-	777	-	1,277
Utility Relocation	-	-	-	174	-	-	-	174	-	174
Land	-	-	-	149	-	-	-	149	-	149
Construction	-	-	-	-	16,529	-	-	16,529	-	16,529
Personnel	-	17	-	-	-	-	-	17	-	17
Contingency	-	-	-	276	460	-	-	736	-	736
<b>Total Cost</b>	<b>500</b>	<b>794</b>	<b>-</b>	<b>599</b>	<b>16,989</b>	<b>-</b>	<b>-</b>	<b>18,382</b>	<b>-</b>	<b>18,882</b>
Local Tax Funding Roads	-	556	-	-	-	-	-	556	-	556
General Obligation Bonds	500	-	-	599	16,989	-	-	17,588	-	18,088
Cash Proffers	-	238	-	-	-	-	-	238	-	238
<b>Total Financing</b>	<b>500</b>	<b>794</b>	<b>-</b>	<b>599</b>	<b>16,989</b>	<b>-</b>	<b>-</b>	<b>18,382</b>	<b>-</b>	<b>18,882</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	60	58	397	515
<b>Total Impact</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>60</b>	<b>58</b>	<b>397</b>	<b>515</b>



## Sidewalks, Traffic Signals, and Traffic Calming

### Traffic Sign Replacement Program

#### Details:

**Project Number:** C02382

**Election District:** Countywide

**Length:** n/a

**Project Type:** Traffic Sign Replacement

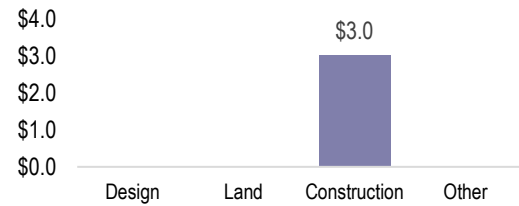
**Estimated Completion Year:** Ongoing

**Referendum:** n/a

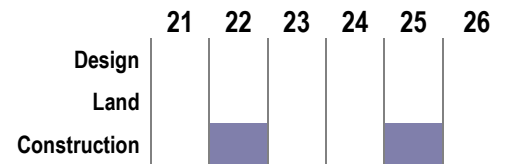
#### Background:

This program provides a funding source for traffic sign replacement needs unrelated to other capital projects. These needs arise when major road name changes occur as the result of developer-built roads, or notification of road name changes from the Office of Mapping and Geographic Information Systems. The scope of work associated with the replacement of signage for major roads is significant and includes custom-designed traffic poles.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	-	1,000	-	-	1,000	-	2,000	1,000	3,000
<b>Total Cost</b>	-	-	<b>1,000</b>	-	-	<b>1,000</b>	-	<b>2,000</b>	<b>1,000</b>	<b>3,000</b>
Local Tax Funding Roads	-	-	1,000	-	-	1,000	-	2,000	1,000	3,000
<b>Total Financing</b>	-	-	<b>1,000</b>	-	-	<b>1,000</b>	-	<b>2,000</b>	<b>1,000</b>	<b>3,000</b>



## Sidewalks, Traffic Signals, and Traffic Calming

## Metro Station Area Pedestrian Improvements

## Details:

Project Number: C02159

Election District: Countywide

Project Type: Pedestrian Improvements

Estimated Completion Year: FY 2026

Referendum: n/a

## Phase Costs in Millions

\$1.0				
\$0.5				
\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	Design	Land	Construction	Other

## Background:

This project provides for sidewalks, shared-use trails, crosswalks, and intersection improvements to enhance pedestrian access to Silver Line Metro Stations in Loudoun County. The Virginia Department of Transportation (VDOT) will administer the design, construction, and funding of this project under UPC 112296.

## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

The County provided \$274,725 of funding in prior years. In addition, VDOT has programmed \$41,203,000 of grant funding for this project. The project is funded using Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) grant funds which will be received and administered by VDOT. The current VDOT Six-Year Improvement Program (SYIP) estimate is \$41,569,000 for the project, inclusive of the County's contribution.

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Other	275	-	-	-	-	-	-	-	-	275
<b>Total Cost</b>	<b>275</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>275</b>
Local Tax Funding	275	-	-	-	-	-	-	-	-	275
<b>Total Financing</b>	<b>275</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>275</b>



## Sidewalks, Traffic Signals, and Traffic Calming

### W&OD At-Grade Crossing Improvements

#### Details:

**Project Number:** C02313

**Election District:** Countywide

**Length:** n/a

**Project Type:** Shared Use Path Improvements

**Estimated Completion Year:** FY 2025

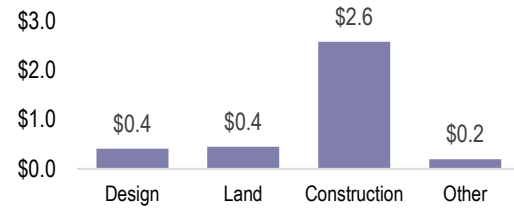
**Referendum:** n/a

#### Background:

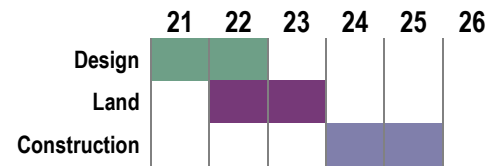
This project provides funding for various improvements at several Washington and Old Dominion (W&OD) trail crossings spanning the length of the W&OD within the unincorporated areas of the County. Improvements may include the realignment of trail crossings, the construction of a median refuge, the installation of flashing warning signs, tree trimming and clearing, and the restriction of parking.

Other W&OD trail crossing improvements are being constructed as part of the FY 2022 CIP project entitled *Route 7 Improvements, Phase 1: Route 7 and Route 287 Interchange*, and the *Sterling Boulevard/W&OD Trail Overpass*.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	407	-	-	-	-	-	407	-	407
Utility Relocation	-	-	-	338	-	-	-	338	-	338
Land	-	-	107	-	-	-	-	107	-	107
Construction	-	-	-	-	2,578	-	-	2,578	-	2,578
Personnel	-	13	17	-	-	-	-	30	-	30
Contingency	-	33	50	-	83	-	-	165	-	165
<b>Total Cost</b>	-	<b>453</b>	<b>174</b>	<b>338</b>	<b>2,661</b>	-	-	<b>3,625</b>	-	<b>3,625</b>
Local Tax Funding	-	0	17	-	-	-	-	17	-	17
Cash Proffers	-	12	-	-	-	-	-	12	-	12
NVTA 30% Local	-	440	157	338	2,661	-	-	3,595	-	3,595
<b>Total Financing</b>	-	<b>453</b>	<b>174</b>	<b>338</b>	<b>2,661</b>	-	-	<b>3,625</b>	-	<b>3,625</b>



## Capital Improvement Program Transit

### Table

Transit Summary	10-131
Metro Capital Contribution	10-132
Transit Buses - Acquisition	10-133
Western Loudoun Park and Ride Lot	10-134



## Transit

Capital Improvement Program										
Transit										
	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Local Fixed-Route Bus Stop Improvements	4,000	24	-	-	-	-	-	24	-	4,024
Metro Capital Contribution	-	7,759	5,887	6,108	6,076	6,379	6,878	39,087	29,049	68,136
Transit Buses - Acquisition	31,417	2,550	2,450	-	-	-	-	5,000	-	36,417
Western Loudoun Park and Ride Lot	4,526	739	1,429	1,633	-	-	-	3,801	-	8,327
<b>Total – Cost</b>	<b>39,943</b>	<b>11,072</b>	<b>9,766</b>	<b>7,741</b>	<b>6,076</b>	<b>6,379</b>	<b>6,878</b>	<b>47,911</b>	<b>29,049</b>	<b>116,903</b>
Local Tax Funding	3,655	2	129	-	-	-	-	131	-	3,786
Local Tax Funding Roads	2,500	-	-	-	-	-	-	-	-	2,500
Cash Proffers	5,635	61	-	-	-	-	-	61	-	5,696
State Capital Assistance	18,077	-	-	-	-	-	-	-	-	18,077
Smart Scale	2,200	3,250	3,750	1,633	-	-	-	8,633	-	10,833
CMAQ	3,971	-	-	-	-	-	-	-	-	3,971
NVTA 70% Regional	2,740	-	-	-	-	-	-	-	-	2,740
NVTA 30% Local	-	2,736	5,887	6,108	6,076	6,379	6,878	34,064	29,049	63,113
Local Gas Tax	1,165	-	-	-	-	-	-	-	-	1,165
<b>Total – Funding Sources</b>	<b>39,943</b>	<b>11,072</b>	<b>9,766</b>	<b>7,741</b>	<b>6,076</b>	<b>6,379</b>	<b>6,878</b>	<b>47,911</b>	<b>29,049</b>	<b>116,903</b>



## Transit

### Metro Capital Contribution

#### Details:

**Project Number:** C02333

**Election District:** Countywide

**Estimated Completion Year:** Ongoing

**Referendum:** n/a

#### Background

Loudoun County entered into a Capital Funding Agreement (CFA) with the Washington Metropolitan Area Transit Authority (WMATA) to bring the Silver Line, Phase 2 into Loudoun County. The CFA outlines the obligations between the County and WMATA and includes the annual contribution for capital and operating subsidy payments.

This project provides funding for an annual capital contribution to WMATA beginning in FY 2021 as well as an annual subsidy payment to the Virginia Department of Rail and Public Transportation.

In FY 2021, WMATA received CARES Act funding due to the COVID – 19 pandemic and applied a portion of the funding to the County's capital and operating subsidy payments. The amount applied against the County's capital subsidy payment is reflected in the financial table as Other Federal Grants.

#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Regional Orgs.	-	7,759	5,887	6,108	6,076	6,379	6,878	39,087	29,049	68,136
<b>Total Cost</b>	-	<b>7,759</b>	<b>5,887</b>	<b>6,108</b>	<b>6,076</b>	<b>6,379</b>	<b>6,878</b>	<b>39,087</b>	<b>29,049</b>	<b>68,136</b>
NVTA 30% Local	-	2,736	5,887	6,108	6,076	6,379	6,878	34,064	29,049	63,113
Other Federal Grants	-	5,023	-	-	-	-	-	5,023	-	5,023
<b>Total Financing</b>	-	<b>7,759</b>	<b>5,887</b>	<b>6,108</b>	<b>6,076</b>	<b>6,379</b>	<b>6,878</b>	<b>39,087</b>	<b>29,049</b>	<b>68,136</b>



## Transit

## Transit Buses – Acquisition

## Details:

Project Number: C02324

Election District: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

## Background:

This project provides funding for the acquisition of buses and the equipment needed to outfit the bus such as fareboxes and clever devices in support of the County's transit service. 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 Metro stations.

Transit buses will transport passengers to the most convenient Metro Stations on the Silver Line including the Ashburn and Loudoun Gateway Metro stations in Loudoun County.

The Prior Years funding amount reflects project budgets that funded the acquisition of Transit Buses and the equipment for outfitting buses from FY 2013 – FY 2020. The Oracle project numbers include: C00158, C00216, C02005, C02006, C02058, C02033, C02088, C02135, C02161, C02219, C02235, C02351, C02062, and C02156.

## Phase Costs in Millions



## Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Payments to Other	31,417	2,550	2,450	-	-	-	-	5,000	-	36,417
<b>Total Cost</b>	<b>31,417</b>	<b>2,550</b>	<b>2,450</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000</b>	<b>-</b>	<b>36,417</b>
Local Tax Funding	1,600									1,600
Cash Proffers	5,635	-	-	-	-	-	-	-	-	5,635
State Capital Assistance	18,077	-	-	-	-	-	-	-	-	18,077
Smart Scale	2,200	2,550	2,450	-	-	-	-	5,000	-	7,200
NVTA 70% Regional	2,740	-	-	-	-	-	-	-	-	2,740
Local Gas Tax	1,165	-	-	-	-	-	-	-	-	1,165
<b>Total Financing</b>	<b>31,417</b>	<b>2,550</b>	<b>2,450</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5,000</b>	<b>-</b>	<b>36,417</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
O&M	258	521	526	532	537	542	2,916
<b>Total Impact</b>	<b>258</b>	<b>521</b>	<b>526</b>	<b>532</b>	<b>537</b>	<b>542</b>	<b>2,916</b>



## Transit

## Western Loudoun Park and Ride Lot

## Details

Project Number: C02085

Election District: Blue Ridge

Location: A site adjacent to the proposed Fields Farm Park.

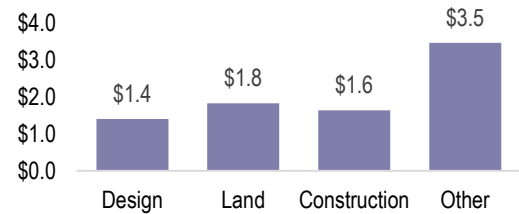
Estimated Completion Year: FY 2024

Referendum: n/a

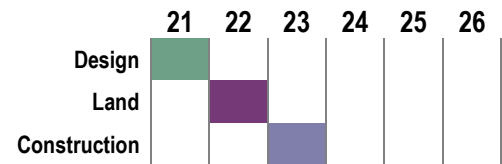
## Background

This project provides funding for the design and construction of a surface park and ride lot with a minimum of 250 parking spaces.

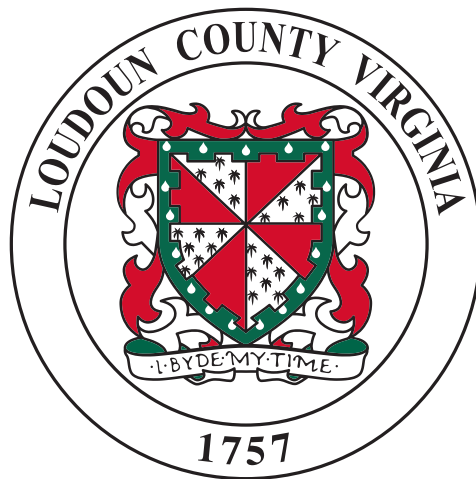
## Phase Costs in Millions



## Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	701	700	-	-	-	-	-	700	-	1,401
Land	530	-	1,300	-	-	-	-	1,300	-	1,830
Construction	-	-	-	1,633	-	-	-	1,633	-	1,633
Personnel	-	39	129	-	-	-	-	168	-	168
Contingency	3,295	-	-	-	-	-	-	-	-	3,295
<b>Total Cost</b>	<b>4,526</b>	<b>739</b>	<b>1,429</b>	<b>1,633</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,801</b>	<b>-</b>	<b>8,327</b>
Local Tax Funding	555	1	129	-	-	-	-	130	-	685
Cash Proffers	-	38	-	-	-	-	-	38	-	38
Smart Scale	-	700	1,300	1,633	-	-	-	3,633	-	3,633
CMAQ	3,971	-	-	-	-	-	-	-	-	3,971
<b>Total Financing</b>	<b>4,526</b>	<b>739</b>	<b>1,429</b>	<b>1,633</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,801</b>	<b>-</b>	<b>8,327</b>





# Capital Improvement Program School Projects

## Contents

School Projects Summary	11-1
Elementary Schools	11-2
Middle Schools	11-6
High Schools	11-10
Other School Projects	11-14



## School Projects

Capital Improvement Program										
School Projects										
Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Elementary Schools	88,470	-	-	7,250	56,290	-	10,075	73,615	66,785	228,870
Middle Schools	-	8,460	90,680	-	-	-	13,585	112,725	99,620	212,345
High Schools	198,431	-	-	-	-	21,985	169,300	191,285	11,605	401,321
Other School Facilities	55,564	78,815	73,310	80,060	100,025	59,745	60,280	452,235	54,745	562,544
<b>Total – Cost</b>	<b>342,465</b>	<b>87,275</b>	<b>163,990</b>	<b>87,310</b>	<b>156,315</b>	<b>81,730</b>	<b>253,240</b>	<b>829,860</b>	<b>232,755</b>	<b>1,405,080</b>
<b>Funding Source</b>										
Local Tax Funding	42,824	24,420	14,364	16,850	15,629	12,199	22,845	106,307	11,605	160,736
General Obligation Bonds	289,491	54,115	139,206	61,705	131,451	59,786	220,115	666,378	166,405	1,122,274
Lease Revenue Financing	8,400	8,740	10,420	8,755	9,235	9,745	10,280	57,175	54,745	120,320
Cash Proffers	1,750	-	-	-	-	-	-	-	-	1,750
<b>Total – Funding Sources</b>	<b>342,465</b>	<b>87,275</b>	<b>163,990</b>	<b>87,310</b>	<b>156,315</b>	<b>81,730</b>	<b>253,240</b>	<b>829,860</b>	<b>232,755</b>	<b>1,405,080</b>



# Capital Improvement Program Elementary Schools

## Contents

Elementary Schools Summary	11-3
ES-32 Dulles South	11-4
ES-34 Dulles North	11-5



## Elementary Schools

Capital Improvement Program											
Elementary Schools											
	Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>											
ES-23 Dulles North		44,235	-	-	-	-	-	-	-	-	44,235
ES-29 Dulles South		44,235	-	-	-	-	-	-	-	-	44,235
ES-32 Dulles South		-	-	-	7,250	56,290	-	-	63,540	-	63,540
ES-34 Dulles North		-	-	-	-	-	-	10,075	10,075	66,785	76,860
<b>Total – Cost</b>		<b>88,470</b>	<b>-</b>	<b>-</b>	<b>7,250</b>	<b>56,290</b>	<b>-</b>	<b>10,075</b>	<b>73,615</b>	<b>66,785</b>	<b>228,870</b>
<b>Funding Source</b>											
Local Tax Funding		-	-	-	-	5,629	-	2,519	8,148	-	8,148
General Obligation Bonds		88,470	-	-	7,250	50,661	-	7,556	65,467	66,785	220,722
<b>Total – Funding Sources</b>		<b>88,470</b>	<b>-</b>	<b>-</b>	<b>7,250</b>	<b>56,290</b>	<b>-</b>	<b>10,075</b>	<b>73,615</b>	<b>66,785</b>	<b>228,870</b>



## Elementary Schools

### Elementary School (ES-32) Dulles South

#### Details:

**Project Number:** n/a

**Election District:** Dulles

**Square Feet:** 106,323

**LCPS Planning District:** Dulles South

**Estimated Completion Year:** FY 2026

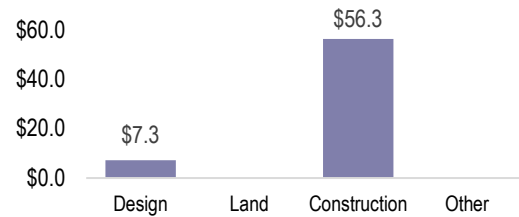
**Referendum:** November 2021

#### Background:

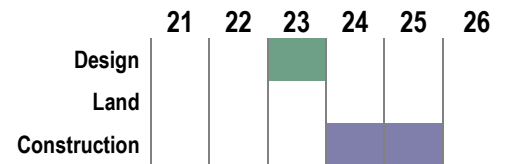
The elementary school will be built using a multi-story design. The estimated 106,323 square foot building will serve students in kindergarten through grade five. With an anticipated program capacity of 960, the elementary school will include classrooms, a media center, cafeteria, multipurpose room, and unlighted outdoor physical education fields.

A site will need to be acquired for ES-32 in the Dulles South Planning District.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	7,250	-	-	-	7,250	-	7,250
Construction	-	-	-	-	56,290	-	-	56,290	-	56,290
<b>Total Cost</b>	-	-	-	<b>7,250</b>	<b>56,290</b>	-	-	<b>63,540</b>	-	<b>63,540</b>
Local Tax Funding	-	-	-	-	5,629	-	-	5,629		5,629
General Obligation Bonds	-	-	-	7,250	50,661	-	-	57,911	-	57,911
<b>Total Financing</b>	-	-	-	<b>7,250</b>	<b>56,290</b>	-	-	<b>63,540</b>	-	<b>63,540</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	421	4,876	5,904	11,201
<b>Total Impact</b>	-	-	-	<b>421</b>	<b>4,876</b>	<b>5,904</b>	<b>11,201</b>



## Elementary Schools

### Elementary School (ES-34) Dulles North

#### Details:

**Project Number:** n/a

**Election District:** Dulles

**Square Feet:** 106,323

**LCPS Planning District:** Dulles North

**Estimated Completion Year:** FY 2029

**Referendum:** November 2024

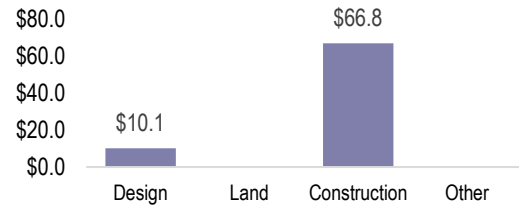
#### Background:

The elementary school will be built using a multi-story design. The estimated 106,323 square foot building will serve students in kindergarten through grade five. With an anticipated program capacity of 960, the elementary school will include classrooms, a media center, cafeteria, multipurpose room, and unlighted outdoor physical education fields.

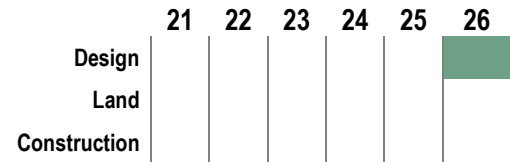
Additional funding is provided in the project budget for a structured parking facility on the site, to serve the school.

ES-34 is planned to be in the Dulles North Planning District, on a proffered site in the Silver District West development.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	-	10,075	10,075	-	10,075
Construction	-	-	-	-	-	-	-	-	66,785	66,785
<b>Total Cost</b>	-	-	-	-	-	-	<b>10,075</b>	<b>10,075</b>	<b>66,785</b>	<b>76,860</b>
Local Tax Funding	-	-	-	-	-	-	2,519	2,519	-	2,519
General Obligation Bonds	-	-	-	-	-	-	7,556	7,556	66,785	74,341
<b>Total Financing</b>	-	-	-	-	-	-	<b>10,075</b>	<b>10,075</b>	<b>66,785</b>	<b>76,860</b>



# Capital Improvement Program

## Middle Schools

### Contents

Middle Schools Summary	11-7
Middle School (MS 14) Dulles North	11-8
Middle School (MS 19) Undesignated Location	11-9



## Middle Schools

Capital Improvement Program										
Middle Schools										
Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
Middle School (MS-14) Dulles North	-	8,460	90,680	-	-	-	-	99,140	-	99,140
Middle School (MS-19) Undesignated Location	-	-	-	-	-	-	13,585	13,585	99,620	113,205
<b>Total Cost</b>	-	<b>8,460</b>	<b>90,680</b>	-	-	-	<b>13,585</b>	<b>112,725</b>	<b>99,620</b>	<b>212,345</b>
<b>Funding Source</b>										
Local Tax Funding	-	-	10,370	-	-	-	3,396	13,766	-	13,766
General Obligation Bonds	-	8,460	80,310	-	-	-	10,189	98,959	99,620	198,579
<b>Total Financing</b>	-	<b>8,460</b>	<b>90,680</b>	-	-	-	<b>13,585</b>	<b>112,725</b>	<b>99,620</b>	<b>212,345</b>



## Middle Schools

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

#### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

**Square Feet:** 184,593

**LCPS Planning District:** Dulles North

**Estimated Completion Year:** FY 2025

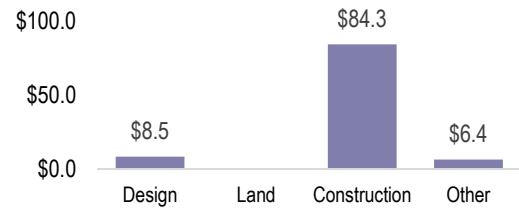
**Referendum:** November 2019

#### Background:

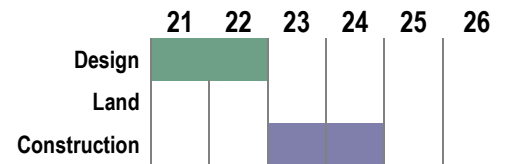
The middle school will be built using a two-story middle school design. The estimated 184,593-square-foot building will serve students in grades six through eight. With an anticipated program capacity of 1,445, the middle school design will utilize the 'house' concept for each grade and will include classrooms, a media center, cafeteria, auditorium, gymnasium, auxiliary gymnasium, and unlighted outdoor physical education fields.

FY 2022 includes additional funding for extraordinary site costs identified for the future site of MS-14 including site preparation earthwork, right-of-way acquisition, and road development. The identified site will also be the future location for HS-14, an elementary school, and the Field House/Indoor Track Facility.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	8,460	-	-	-	-	-	8,460	-	8,460
Construction	-	-	84,280	-	-	-	-	84,280	-	84,280
Furniture, Fixtures & Equip	-	-	6,400	-	-	-	-	6,400	-	6,400
<b>Total Cost</b>	-	<b>8,460</b>	<b>90,680</b>	-	-	-	-	<b>99,140</b>	-	<b>99,140</b>
Local Tax Funding	-	-	10,370	-	-	-	-	10,370	-	10,370
General Obligation Bonds	-	8,460	80,310	-	-	-	-	88,770	-	88,770
<b>Total Financing</b>	-	<b>8,460</b>	<b>90,680</b>	-	-	-	-	<b>99,140</b>	-	<b>99,140</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	2,730	7,556	8,606	8,367	27,258
<b>Total Impact</b>	-	-	<b>2,730</b>	<b>7,556</b>	<b>8,606</b>	<b>8,367</b>	<b>27,258</b>



## Middle Schools

### Middle School (MS- 19) Undesignated Location

#### Details:

**Project Number:** n/a

**Election District:** n/a

**Square Feet:** 184,593

**LCPS Planning District:** n/a

**Estimated Opening Year:** FY 2030

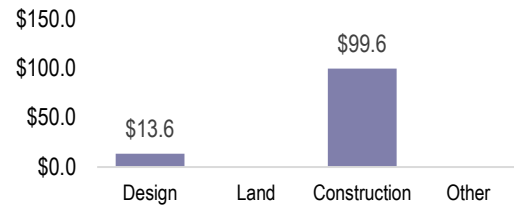
**Referendum:** November 2024

#### Background:

The middle school will be built using a 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 1,445, the middle school design will use the 'house' concept for each grade and will include classrooms, a media center, cafeteria, auditorium, gymnasium, auxiliary gymnasium, and unlighted outdoor physical education fields.

A site will need to be acquired for MS-19.

#### Phase Costs in Millions



#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	-	13,585	13,585	-	13,585
Construction	-	-	-	-	-	-	-	-	99,620	99,620
<b>Total Cost</b>	-	-	-	-	-	-	<b>13,585</b>	<b>13,585</b>	<b>99,620</b>	<b>113,205</b>
Local Tax Funding	-	-	-	-	-	-	3,396	3,396	-	3,396
General Obligation Bonds	-	-	-	-	-	-	10,189	10,189	99,620	109,809
<b>Total Financing</b>	-	-	-	-	-	-	<b>13,585</b>	<b>13,585</b>	<b>99,620</b>	<b>113,205</b>



# Capital Improvement Program High Schools

## Contents

High Schools Summary	11-11
High School (HS 14) Dulles North	11-12



## High Schools

Capital Improvement Program										
High Schools										
Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
<b>Projects</b>										
CS Monroe Center Replacement/North Star School	64,943	-	-	-	-	-	-	-	-	64,943
HS-9 Lightridge High School	125,540	-	-	-	-	-	-	-	-	125,540
High School (HS-14) Dulles North	-	-	-	-	-	21,985	169,300	191,285	11,605	202,890
HS Stadium Synthetic Turf and Track Resurfacing	7,948	-	-	-	-	-	-	-	-	7,948
<b>Total Cost</b>	<b>198,431</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>21,985</b>	<b>169,300</b>	<b>191,285</b>	<b>11,605</b>	<b>401,321</b>
<b>Funding Source</b>										
Local Tax Funding	17,300	-	-	-	-	2,199	16,930	19,129	11,605	48,034
General Obligation Bonds	179,381	-	-	-	-	19,786	152,370	172,156	-	351,537
Cash Proffers	1,750	-	-	-	-	-	-	-	-	1,750
<b>Total Financing</b>	<b>198,431</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>21,985</b>	<b>169,300</b>	<b>191,285</b>	<b>11,605</b>	<b>401,321</b>



## High Schools

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

#### Details:

**Project Number:** n/a

**Election District:** Blue Ridge

**Square Feet:** 305,254

**LCPS Planning District:** Dulles North

**Estimated Opening Year:** FY 2029

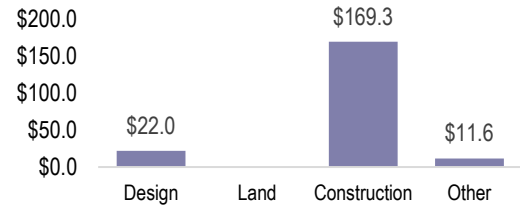
**Referendum:** November 2023

#### Background:

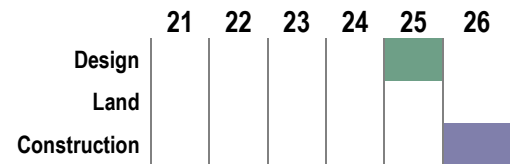
The high school will be built using a two-story high school design. The estimated 305,254-square-foot building will serve students in grades nine through twelve. With an anticipated program capacity of 2,100, the high school will include classrooms, a media center, cafeteria, auditorium, gymnasium, auxiliary gymnasium, outdoor physical education fields, and other associated spaces to support the high school program.

Funding has been added to FY 2026 to address additional development needs for the HS-14 site, including for road development beyond what was originally anticipated. HS-14 will be located in close proximity to MS-14, a future elementary school, and the Field House/Indoor Track Facility.

#### Phase Costs in Millions

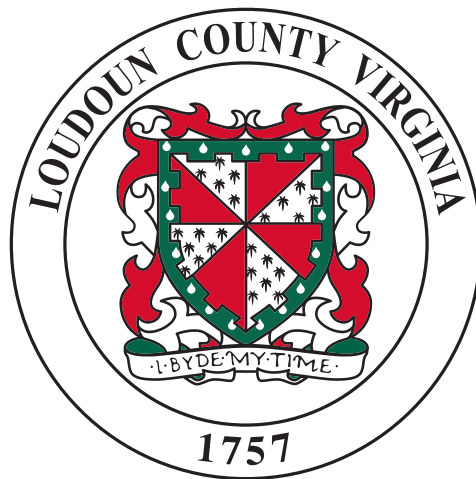


#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	21,985	-	21,985	-	21,985
Construction	-	-	-	-	-	-	169,300	169,300	-	169,300
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	11,605	11,605
<b>Total Cost</b>	-	-	-	-	-	<b>21,985</b>	<b>169,300</b>	<b>191,285</b>	<b>11,605</b>	<b>202,890</b>
Local Tax Funding	-	-	-	-	-	2,199	16,930	19,129	11,605	30,734
General Obligation Bonds	-	-	-	-	-	19,786	152,370	172,156	-	172,156
<b>Total Financing</b>	-	-	-	-	-	<b>21,985</b>	<b>169,300</b>	<b>191,285</b>	<b>11,605</b>	<b>202,890</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	-	858	858
<b>Total Impact</b>	-	-	-	-	-	<b>858</b>	<b>858</b>





# Capital Improvement Program

## Other School

### Contents

Other School Summary	11-15
Broadband Infrastructure	11-16
Douglass School Renewal	11-17
John W. Tolbert, Jr. Elementary School / Keystone Drive	11-18
Joint Use Dry Bulk Storage Facility	11-19
LCPS Facility Renewals and Alterations	11-20
School Bus Radio Replacements and UHF System Upgrade	11-21
School Bus Replacement and Acquisition	11-22
School Security Improvements	11-23
Student Welcome Center at Sterling Elementary School	11-24
Valley Service Center and Kenneth W. Culbert Elementary School Bus Parking	11-25
Valley Service Center Traffic Signal	11-26



## Other School

Capital Improvement Program											
Other School Projects											
	Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Projects											
Broadband Infrastructure		3,250	1,750	-	-	-	-	-	1,750	-	5,000
Douglass School Renewal		-	-	9,320	-	-	-	-	9,320	-	9,320
John W. Tolbert, Jr. Elementary School / Keystone Drive		-	1,000	-	-	-	-	-	1,000	-	1,000
Joint Use Dry Bulk Storage Facility		-	8,200	-	-	-	-	-	8,200	-	8,200
LCPS Facility Renewals and Alterations		6,490	30,120	29,110	49,425	52,985	50,000	50,000	261,640	-	268,130
School Bus Radio Replacements and UHF System Upgrade		-	-	10,420	-	-	-	-	10,420	13,625	24,045
School Bus Replacement and Acquisition		19,990	7,865	800	8,755	9,235	9,745	10,280	46,680	41,120	107,790
School Security Improvements		25,834	29,880	22,800	11,615	2,875	-	-	67,170	-	93,004
Student Welcome Center at Sterling ES		-	-	860	6,850	-	-	-	7,710	-	7,710
Valley Service Center & Kenneth W. Culbert Elementary School Bus Parking		-	-	-	3,415	34,275	-	-	37,690	-	37,690
Valley Service Center Traffic Signal		-	-	-	-	655	-	-	655	-	655
Total Cost		55,564	78,815	73,310	80,060	100,025	59,745	60,280	452,235	54,745	562,544
Funding Source											
Local Tax Funding		25,524	24,420	3,994	16,850	10,000	10,000	-	65,264	-	90,788
General Obligation Bonds		21,640	45,655	58,896	54,455	80,790	40,000	50,000	329,796	-	351,436
Lease Revenue Financing		8,400	8,740	10,420	8,755	9,235	9,745	10,280	57,175	54,745	120,320
Total Financing		55,564	78,815	73,310	80,060	100,025	59,745	60,280	452,235	54,745	562,544



## Other School Projects

### Broadband Infrastructure

#### Details:

**Project Number:** n/a

**Election District:** Countywide

**Square Feet:** n/a

**LCPS Planning District:** Countywide

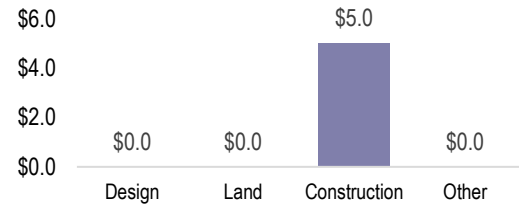
**Estimated Opening Year:** Ongoing

**Referendum:** n/a

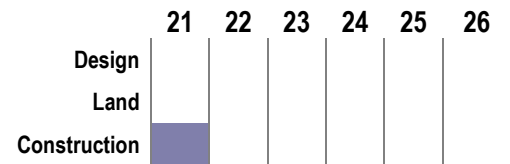
#### Background:

To meet the increasing demands for bandwidth, Loudoun County Public Schools (LCPS) plans to upgrade its network infrastructure and improve services. LCPS will engage a contractor to install school-dedicated fiber connectivity to all LCPS locations. The project will be more cost effective, as the new networks will be a one-time purchase for installation with minimal yearly recurring costs for maintenance. The project will help ensure LCPS has the capacity to scale as bandwidth demands grow. By having dedicated critical fiber infrastructure between all LCPS locations, LCPS will be able to increase bandwidth as needed at a much lower operational cost.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	3,250	1,750	-	-	-	-	-	1,750	-	5,000
<b>Total Cost</b>	<b>3,250</b>	<b>1,750</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,750</b>	<b>-</b>	<b>5,000</b>
Local Tax Funding	2,375	875	-	-	-	-	-	875	-	3,250
Lease Revenue Financing	875	875	-	-	-	-	-	875	-	1,750
<b>Total Financing</b>	<b>3,250</b>	<b>1,750</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,750</b>	<b>-</b>	<b>5,000</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	22	88	85	83	81	79	438
<b>Total Impact</b>	<b>22</b>	<b>88</b>	<b>85</b>	<b>83</b>	<b>81</b>	<b>79</b>	<b>438</b>



## Other School Projects

### Douglass School Renewal

#### Details:

**Project Number:** n/a

**Election District:** Leesburg

**Square Feet:** 50,000

**Location:** Central Loudoun

**Estimated Opening Year:** FY 2023

**Referendum:** November 2020

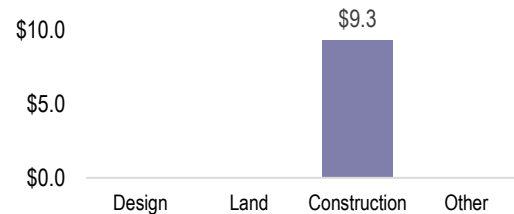
#### Background:

The Douglass School Renewal was originally part of a project, with the CS Monroe Center, to renovate both buildings. The CS Monroe building has been demolished and will be replaced with a new school, now known as the North Star School. This project provides funding for the renovation of the Douglass School through historic preservation, while providing a combination of needed educational programming and community uses. The building will provide space for the English Learners, Welcome Center, Head Start, Starting Towards Excellence in Preschool, and Child Find programs, as well as limited administrative office space.

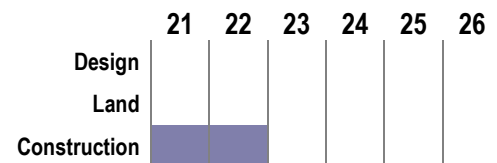
The historic restoration, including systems infrastructure, will follow the Secretary of the Interior's Standards for the Treatment of Historic Properties, and will uphold the significance of the building through historic preservation. Careful consideration of materials, design, and layout will be balanced with respect to the historic property. Site improvements will continue to provide recreational uses, event and/or rental opportunities, and parking. Commemorative opportunities within the building and site will be considered based on input from the community.

The Douglass School was constructed in 1941 to serve as the first and only black high school in the county until the end of segregation in 1968. The land was purchased by the African American community and transferred to the Loudoun County School Board to secure a place for the secondary education of their children. The building is listed in the Virginia Landmarks Register and the National Register of Historic Places.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years <sup>1</sup>	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	-	9,320	-	-	-	-	9,320	-	9,320
<b>Total Cost</b>	-	-	<b>9,320</b>	-	-	-	-	<b>9,320</b>	-	<b>9,320</b>
General Obligation Bonds	-	-	9,320	-	-	-	-	9,320	-	9,320
<b>Total Financing</b>	-	-	<b>9,320</b>	-	-	-	-	<b>9,320</b>	-	<b>9,320</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	2,991	3,254	3,166	3,078	12,490
<b>Total Impact</b>	-	-	<b>2,991</b>	<b>3,254</b>	<b>3,166</b>	<b>3,078</b>	<b>12,490</b>

<sup>1</sup> The Loudoun County Public Schools (LCPS) Adopted FY 2022-2027 CIP shows prior year funding for this project not reflected here. This sum relates to funds from the overall CS Monroe Project not otherwise apportioned to the related North Star School.



## Other School Projects

### John W. Tolbert, Jr. Elementary School / Keystone Drive

#### Details:

**Project Number:** n/a

**Election District:** Leesburg

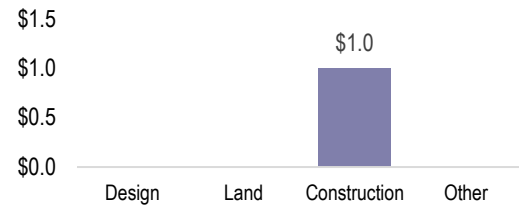
**Square Feet:** n/a

**LCPS Planning District:** Central Loudoun

**Estimated Opening Year:** FY 2021

**Referendum:** n/a

#### Phase Costs in Millions

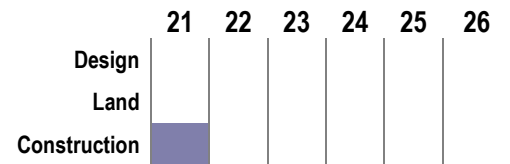


#### Background:

The Town of Leesburg and the Virginia Department of Transportation (VDOT) are designing a grade-separated interchange at the intersection of Route 7 and Battlefield Parkway. Once constructed, access from Route 7 to the properties currently fronting on Route 7 will be eliminated and provided by a new road, Keystone Drive, which will traverse the western boundary of John W. Tolbert, Jr. Elementary School.

Keystone Drive was a proffered improvement for the elementary school, requiring Loudoun County Public Schools (LCPS) to design and construct the road. In lieu of developing the road, LCPS will provide a required cash contribution to VDOT for the Battlefield Parkway interchange project, which includes the development of Keystone Drive, to fulfill the proffer requirement.

#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	1,000	-	-	-	-	-	1,000	-	1,000
<b>Total Cost</b>	-	<b>1,000</b>	-	-	-	-	-	<b>1,000</b>	-	<b>1,000</b>
Local Tax Funding	-	1,000	-	-	-	-	-	1,000	-	1,000
<b>Total Financing</b>	-	<b>1,000</b>	-	-	-	-	-	<b>1,000</b>	-	<b>1,000</b>



## Other School Projects

### Joint Use Dry Bulk Storage Facility

#### Details:

**Project Number:** n/a

**Election District:** Catoclin

**Square Feet:** 26,000

**LCPS Planning District:** Central Loudoun

**Estimated Opening Year:** FY 2023

**Referendum:** n/a

#### Background:

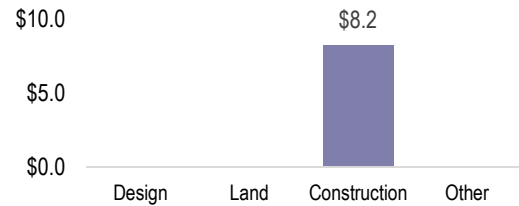
This project provides funding to develop a dry bulk storage facility, small engine repair shop, two pole barns, loader parking bays, and associated parking and storm water management on a County-owned site.

The dry bulk storage facility and two-bay garage will be used by both Loudoun County Public Schools (LCPS) and Loudoun County's Department of General Services. The facility will include dry storage for approximately 6,000 tons of winter road-mix materials and sand/manufactured sand, to be used on LCPS and County-owned facility parking lots and driveways, as needed, to improve traction during inclement weather. The facility will include a covered, lighted, and paved loading area for plow trucks with salt/sand spreaders.

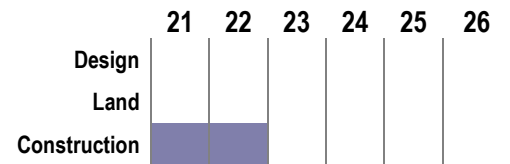
The project also provides for a small engine repair shop and two pole barns to be used by LCPS. The location of the pole barns and small engine repair shop at this location frees up space at the Transportation Facility.

A site will need to be acquired for the facility, preferably in the Central Loudoun Planning District.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	8,200	-	-	-	-	-	8,200	-	8,200
<b>Total Cost</b>	-	<b>8,200</b>	-	-	-	-	-	<b>8,200</b>	-	<b>8,200</b>
Local Tax Funding	-	8,200	-	-	-	-	-	8,200	-	8,200
<b>Total Financing</b>	-	<b>8,200</b>	-	-	-	-	-	<b>8,200</b>	-	<b>8,200</b>



## Other School Projects

### LCPS Facility Renewals and Alterations

#### Details:

**Project Number:** n/a

**Election District:** Countywide

**Square Feet:** n/a

**LCPS Planning District:** Countywide

**Estimated Opening Year:** Ongoing

**Referendum:** Annually

#### Background:

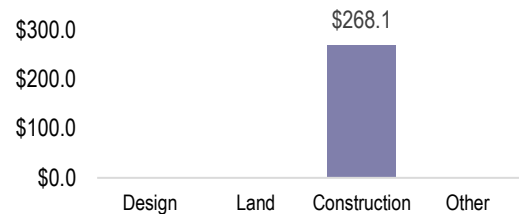
For capital maintenance expenditures, a percentage of the Loudoun County Public Schools' (LCPS) Current Replacement Value (CRV) may be appropriated each year to cover capital facility renewals and alterations. This funding is crucial to contain overall long-term facility costs for maintenance, system replacements, and facility renewals and alterations.

Replacements, repairs, and updates may be undertaken to critical systems (including heat, air conditioning, ventilation, boiler and water systems, in addition to pipes, lighting fixtures, switchgears, fire sprinklers, fire alarms, emergency generators, and other related infrastructure), along with renewals and restorations (typically surfaces, roofs, carpet, painting, windows, and similar aspects of a facility), as needed.

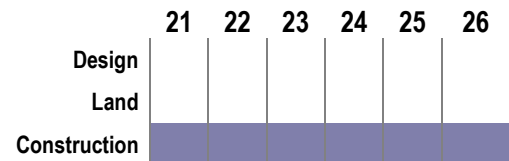
The purpose is to protect the capital investment in the school facility, avoid the loss of academic time due to critical system failure, reduce deferred maintenance costs, and create optimum learning environments for students and staff.

Additional funding has been added in FY 2022, through funding reductions to the *School Bus Replacement and Acquisitions* project, for various projects as outlined in the Schools' Adopted FY 2022-2027 CIP.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	6,490	30,120	29,110	49,425	52,985	50,000	50,000	261,640	-	268,130
<b>Total Cost</b>	<b>6,490</b>	<b>30,120</b>	<b>29,110</b>	<b>49,425</b>	<b>52,985</b>	<b>50,000</b>	<b>50,000</b>	<b>261,640</b>	<b>-</b>	<b>268,130</b>
Local Tax Funding	6,490	14,345	3,194	10,000	10,000	10,000	-	47,539	-	54,029
General Obligation Bonds	-	15,775	25,916	39,425	42,985	40,000	50,000	214,101	-	214,101
<b>Total Financing</b>	<b>6,490</b>	<b>30,120</b>	<b>29,110</b>	<b>49,425</b>	<b>52,985</b>	<b>50,000</b>	<b>50,000</b>	<b>261,640</b>	<b>-</b>	<b>268,130</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	1,789	5,386	9,268	13,459	29,902
<b>Total Impact</b>	<b>-</b>	<b>-</b>	<b>1,789</b>	<b>5,386</b>	<b>9,268</b>	<b>13,459</b>	<b>29,902</b>



## Other School Projects

### School Bus Radio Replacements and UHF System Upgrade

#### Details:

**Project Number:** n/a

**Election District:** Countywide

**Square Feet:** n/a

**LCPS Planning District:** Countywide

**Estimated Opening Year:** n/a

**Referendum:** n/a

#### Phase Costs in Millions



#### Background:

This project provides for updating the radio system to the latest standards, providing a warranty, and establishing a system that is serviceable by multiple vendors.

Loudoun County Public Schools' (LCPS) radio infrastructure is comprised of eight separate radio sites that provide countywide radio coverage for over 1,000 users. The radio system handles an average of 60,000 radio transmissions per month for school buses alone, provides communications for support staff, and provides alert radio transmissions for schools.

The current system is aging. Many of the tower antenna systems are more than 10 years old, and the last major system update was seven years ago. Technology infrastructure improvements will enhance the service and coverage at LCPS radio sites and for end users of the system.

Additional funding has been estimated in the future fiscal year period to coincide with revised future fiscal year estimates included in the Schools' Adopted FY 2022-2027 CIP for the next major update cycle.

#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	-	10,420	-	-	-	-	10,420	13,625	24,045
<b>Total Cost</b>	-	-	<b>10,420</b>	-	-	-	-	<b>10,420</b>	<b>13,625</b>	<b>24,045</b>
Lease Revenue Financing	-	-	10,420	-	-	-	-	10,420	13,625	24,045
<b>Total Financing</b>	-	-	<b>10,420</b>	-	-	-	-	<b>10,420</b>	<b>13,625</b>	<b>24,045</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	261	1,974	1,899	1,825	1,750	7,709
<b>Total Impact</b>	-	<b>261</b>	<b>1,974</b>	<b>1,899</b>	<b>1,825</b>	<b>1,750</b>	<b>7,709</b>



## Other School Projects

### School Bus Replacement and Acquisition

#### Details:

**Project Number:** n/a

**Election District:** Countywide

**Square Feet:** n/a

**LCPS Planning District:** Countywide

**Estimated Opening Year:** Ongoing

**Referendum:** n/a

#### Phase Costs in Millions



#### Background:

This project provides funding for the replacement and acquisition of school buses on an annual basis.

FY 2022 funding has been reduced for this project to reflect revised school bus acquisition priorities and the redirection of funding to the *LCPS Facility Renewals and Alterations* project.

#### Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	14,725	7,865	800	8,755	9,235	9,745	10,280	46,680	41,120	102,525
Payments to Other	5,265	-	-	-	-	-	-	-	-	5,265
<b>Total Cost</b>	<b>19,990</b>	<b>7,865</b>	<b>800</b>	<b>8,755</b>	<b>9,235</b>	<b>9,745</b>	<b>10,280</b>	<b>46,680</b>	<b>41,120</b>	<b>107,790</b>
Local Tax Funding	9,549	-	800	-	-	-	-	800	-	10,349
General Obligation Bonds	2,916	-	-	-	-	-	-	-	-	2,916
Lease Revenue Financing	7,525	7,865	-	8,755	9,235	9,745	10,280	45,880	41,120	94,525
<b>Total Financing</b>	<b>19,990</b>	<b>7,865</b>	<b>800</b>	<b>8,755</b>	<b>9,235</b>	<b>9,745</b>	<b>10,280</b>	<b>46,680</b>	<b>41,120</b>	<b>107,790</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	219	1,887	3,586	5,314	11,006
<b>Total Impact</b>	<b>-</b>	<b>-</b>	<b>219</b>	<b>1,887</b>	<b>3,586</b>	<b>5,314</b>	<b>11,006</b>



## Other School Projects

### School Security Improvements

#### Details:

**Project Number:** n/a

**Election District:** Countywide

**Square Feet:** n/a

**LCPS Planning District:** Countywide

**Estimated Opening Year:** Ongoing

**Referendum:** November 2020

#### Background:

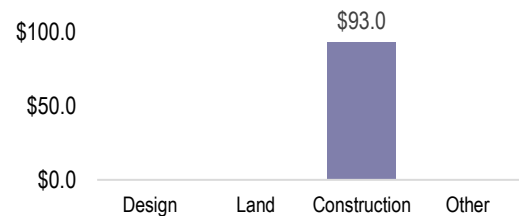
Prior appropriations were approved in FY 2019 and FY 2020 to provide secure vestibules, upgraded intrusion detection systems, and exterior-door, electronic access locks at 51 elementary schools, 11 middle schools, and 13 high schools throughout the County. This project provides funding for additional enhanced security improvements at all LCPS schools.

Additional work not identified in the original project scope will provide enhanced security at school campuses to include: 1.enhanced door hardware, 2. electronics and controls at building entrances to manage visitor access, 3. additional cameras and Aiphones, 4. modified office configurations, 5. access deterrent measures, and 6. Interim secure vestibules to provide enhanced security until permanent work can be finished. Additional enhanced visitor management hardware, controls, and access deterrent measures also need to be applied to other facilities that already have the necessary vestibule configuration.

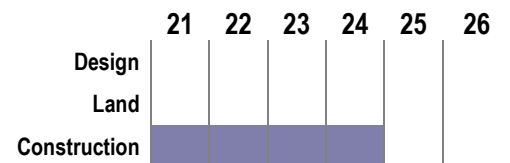
Significant interior modifications of office and media center spaces at nine (9) high schools are proposed to better align staff resources with enhanced entrance security systems.

FY 2024 includes additional funding to reflect further security enhancements (secure vestibules) for other LCPS facilities beyond those addressed above.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	25,834	29,880	22,800	11,615	2,875	-	-	67,170	-	93,004
<b>Total Cost</b>	<b>25,834</b>	<b>29,880</b>	<b>22,800</b>	<b>11,615</b>	<b>2,875</b>	<b>-</b>	<b>-</b>	<b>67,170</b>	<b>-</b>	<b>93,004</b>
Local Tax Funding	7,110	-	-	-	-	-	-	-	-	7,110
General Obligation Bonds	18,724	29,880	22,800	11,615	2,875	-	-	67,170	-	85,894
<b>Total Financing</b>	<b>25,834</b>	<b>29,880</b>	<b>22,800</b>	<b>11,615</b>	<b>2,875</b>	<b>-</b>	<b>-</b>	<b>67,170</b>	<b>-</b>	<b>93,004</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	2,187	3,503	4,267	4,154	14,111
<b>Total Impact</b>	<b>-</b>	<b>-</b>	<b>2,187</b>	<b>3,503</b>	<b>4,267</b>	<b>4,154</b>	<b>14,111</b>



## Other School Projects

### Student Welcome Center

#### Details:

**Project Number:** n/a

**Election District:** Sterling

**Square Feet:** 7,500

**LCPS Planning District:** Eastern Loudoun

**Estimated Opening Year:** FY 2024

**Referendum:** November 2020

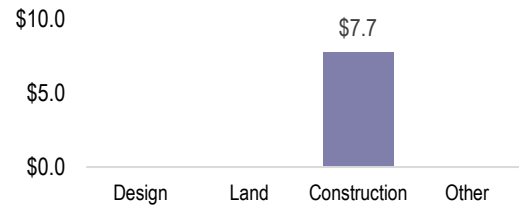
#### Background:

This project provides funding to design and construct an addition at Sterling Elementary School to provide space for a Student Welcome Center.

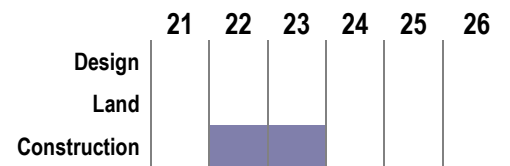
The establishment of a Student Welcome Center in eastern Loudoun will provide for a more efficient and effective delivery of services to Loudoun's limited English-proficient public-school students. The Welcome Center will provide a centralized location for various instructional program registration needs and provide a site for instructional and/or pupil services support staff.

The addition to Sterling Elementary School, for the Welcome Center, will total 7,500 square feet. The project also provides funding to renovate 5,000 square feet of existing space for school use that will not increase the base capacity of the school. Additional on-site parking will be expanded to accommodate the co-located uses.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	-	860	6,850	-	-	-	7,710	-	7,710
<b>Total Cost</b>	-	-	<b>860</b>	<b>6,850</b>	-	-	-	<b>7,710</b>	-	<b>7,710</b>
Local Tax Funding	-	-	-	6,850	-	-	-	6,850	-	6,850
General Obligation Bonds	-	-	860	-	-	-	-	860	-	860
<b>Total Financing</b>	-	-	<b>860</b>	<b>6,850</b>	-	-	-	<b>7,710</b>	-	<b>7,710</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	88	86	84	81	339
<b>Total Impact</b>	-	-	<b>88</b>	<b>86</b>	<b>84</b>	<b>81</b>	<b>339</b>



## Other School Projects

### Valley Service Center and Kenneth W. Culbert Elementary School Bus Parking

#### Details:

**Project Number:** n/a

**Election District:** Catoctin

**Square Feet:** 22,800

**LCPS Planning District:** Western Loudoun

**Estimated Opening Year:** FY 2026

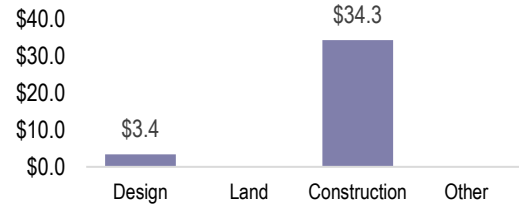
**Referendum:** November 2021

#### Background:

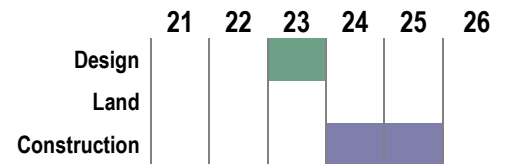
The Valley Service Center has been in operation with Loudoun County Public Schools (LCPS) for over a decade under a lease. The Loudoun County School Board purchased the property in FY 2018. LCPS bus maintenance utilizes a single bay repair garage in the facility.

This project provides for the replacement of the structure with a modern bus maintenance facility with multiple repair bays, and the site will be redesigned to more efficiently use the property. The new facility will include a vehicle maintenance and repair structure, LCPS/County fuel station, storage for LCPS and County materials and equipment, and bus parking. In addition, bus parking improvements at Kenneth W. Culbert Elementary School will be completed in conjunction with the project.

#### Phase Costs in Millions



#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	3,415	-	-	-	3,415	-	3,415
Construction	-	-	-	-	34,275	-	-	34,275	-	34,275
<b>Total Cost</b>	-	-	-	<b>3,415</b>	<b>34,275</b>	-	-	<b>37,690</b>	-	<b>37,690</b>
General Obligation Bonds	-	-	-	3,415	34,275	-	-	37,690	-	37,690
<b>Total Financing</b>	-	-	-	<b>3,415</b>	<b>34,275</b>	-	-	<b>37,690</b>	-	<b>37,690</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	241	2,941	3,878	7,059
<b>Total Impact</b>	-	-	-	<b>241</b>	<b>2,941</b>	<b>3,878</b>	<b>7,059</b>



## Other School Projects

### Valley Service Center Traffic Signal

#### Details:

**Project Number:** n/a

**Election District:** Catoclin

**Square Feet:** n/a

**LCPS Planning District:** Western Loudoun

**Estimated Opening Year:** FY 2025

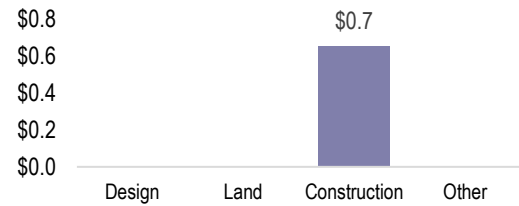
**Referendum:** November 2022

#### Background:

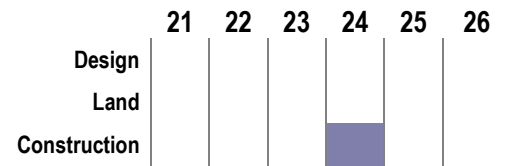
This project provides for the installation of a traffic signal at the intersection of the Valley Service Center entrance, West Colonial Highway, and the entrance to Harmony Middle School and Kenneth W. Culbert Elementary School. The funding for the traffic signal is programmed to coincide with the replacement of the Valley Service Center facility.

As part of the approved proffers for the rezoning completed for the purchase of the Valley Service Center property, a traffic signal warrant study was completed in 2017 for the intersection of the Valley Service Center entrance, West Colonial Highway, and the entrance to Harmony Middle School and Kenneth W. Culbert Elementary School. The study determined that a traffic signal is needed at the intersection.

#### Phase Costs in Millions

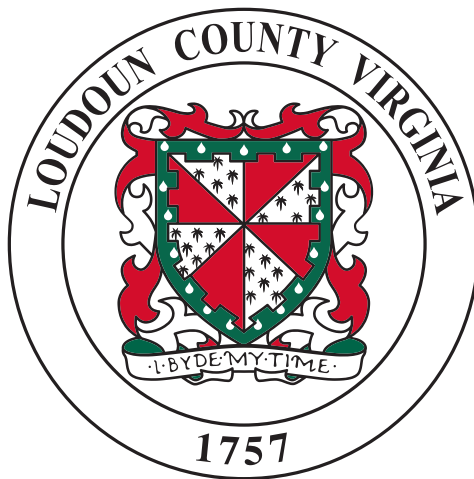


#### Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6 Year Total	Future FYs	Project Total
Construction	-	-	-	-	655	-	-	655	-	655
<b>Total Cost</b>	-	-	-	-	<b>655</b>	-	-	<b>655</b>	-	<b>655</b>
General Obligation Bonds	-	-	-	-	655	-	-	655	-	655
<b>Total Financing</b>	-	-	-	-	<b>655</b>	-	-	<b>655</b>	-	<b>655</b>

Operating Impact (\$ in 1000s)	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
Debt Service	-	-	-	-	68	66	134
<b>Total Impact</b>	-	-	-	-	<b>68</b>	<b>66</b>	<b>134</b>



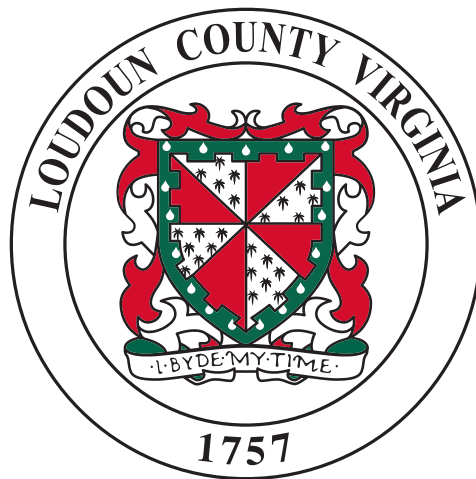


# Debt Service Fund FY 2022 Proposed Budget

## Contents

Debt Service Fund

12-2





# Debt Service Fund

## Debt Management and Capital Financing

Debt Management is the active implementation of a variety of strategies to manage the County's debt. These strategies include debt policies, issuance limits and guidelines, long-term capital planning, disclosure and compliance policies and procedures, and general management practices. The Loudoun County Board of Supervisors' adopted fiscal policy contains debt policies, which govern how and the extent to which, the County issues debt. Throughout the development of the County's Capital Improvement Program (CIP), the proposed use of debt financing for projects must be evaluated to ensure compliance with the debt policies. These policies contain several important debt ratios, which are among the information analyzed by the bond rating agencies each time the County seeks to sell bonds. Loudoun is one of 47 counties 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, except for lease purchase financing for vehicles and equipment entered into by the Schools. Of the above-mentioned financing types, general obligation bonds, is 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, debt policies, the impact of the CIP on debt ratios and guidelines, the planned schedule of financing for capital projects over the CIP period, and information about the County's outstanding debt and referendum authority.

## Debt Service Fund Budget

Local tax funding and other resources used for the payment of principal and interest costs (i.e., debt service) of all financed capital improvement projects reside in the Debt Service Fund. The FY 2022 Proposed Debt Service Fund expenditures are shown in *Table 1* on the following page. Expenditures are comprised of the actual amount of principal and interest payments due on debt issued in prior years, the projected amount of principal and interest payments due in FY 2022 on debt scheduled to be issued in FY 2022, and certain costs of issuance incurred on that debt.

Expenditures in the Debt Service Fund budget are offset by fund balance, earned interest, and in prior years, interest rebates from the federal government for Build America Bonds issued in FY 2011, which were refunded in FY 2020. Periodically, the Fund receives monies in the form of transfers from other funds such as the County and School Capital Project Funds as projects are closed out; landfill fees and rental income designated for debt service; or proceeds/premiums from the sale of bonds. Refunding proceeds, bond premiums, and transfers for project close-outs are unpredictable and are therefore not budgeted. If these resources become available, they become part of the Debt Service Fund balance and are used on other eligible projects to reduce future debt issuances, or are used to make future debt service payments, in accordance with rules and regulations governing municipal borrowing.

**Debt Service Fund****Table 1. Debt Service Fund Financial Summary**

	FY 2019 Actual	FY 2020 Actual	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Expenditures</b>					
Debt Service on County Projects	\$56,723,409	\$63,973,429	\$70,634,371	\$89,255,820	\$98,795,068
Debt Service on School Projects	154,822,013	165,814,234	149,545,510	143,034,799	143,453,093
Transfers to Other Funds <sup>1</sup>	4,829,007	10,901,737	153,487	421,358	433,999
Costs of Issuance and Other Fees <sup>2</sup>	1,806,883	2,064,000	640,000	640,000	640,000
Payment to Refunded Bond Escrow Agent	-	313,120,577			
<b>Total – Expenditures</b>	<b>\$218,181,312</b>	<b>\$555,873,977</b>	<b>\$220,973,368</b>	<b>\$233,351,977</b>	<b>\$243,322,160</b>
<b>Revenues</b>					
Use of Fund Balance	\$13,155,215	\$6,484,554	\$10,200,000	\$7,000,000	\$5,000,000
Interest Earnings	5,296,371	3,595,584	225,000	807,204	807,204
Interest Rebate – Build America Bonds <sup>3</sup>	914,882	922,051	542,665	-	-
Estimated Lease Revenue – Stadium Project <sup>4</sup>	-	310,616	1,246,233	1,249,670	1,255,810
Transfers from Other Funds <sup>5</sup>	6,269,194	10,498,429	9,913,272	25,624,271	26,447,174
Bond Issuance Premium and Refunding Proceeds <sup>6</sup>	22,868,365	345,673,862	-	-	-
<b>Total – Revenues</b>	<b>\$48,504,026</b>	<b>\$367,485,096</b>	<b>\$22,127,170</b>	<b>\$34,681,145</b>	<b>\$33,510,188</b>
<b>Local Tax Funding</b>	<b>\$169,677,286</b>	<b>\$188,388,881</b>	<b>\$198,846,198</b>	<b>\$198,670,832</b>	<b>\$209,811,971</b>

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 2022-FY 2026. *Figure 1* presents this same information through 2048, when the last payment will be made on debt issued through FY 2026.

<sup>1</sup> Transfers from the Debt Service Fund are primarily to the Capital Projects Fund or to the General Fund.

<sup>2</sup> Cost of Issuance 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> The Series 2010A GO, Build America Bonds were refunded in FY 2020, therefore the subsidy will no longer be received.

<sup>4</sup> Per the lease agreement with DC Soccer, the team will make rental payments to the County for the use of facilities at Bolen Park, which will pay the debt service on the bonds issued to construct the facilities.

<sup>5</sup> Transfers into the Debt Service Fund are primarily from the Capital Project Fund for debt service associated with Landfill construction, the General Fund for facility lease fees, and the Transportation District Fund for Metrorail tax revenue to cover debt service associated with the construction of the Metrorail project, Metrorail Parking Garages.

<sup>6</sup> Represents bond premium received from issuances in FY 2019 and FY 2020, as well as refunding proceeds in FY 2020.



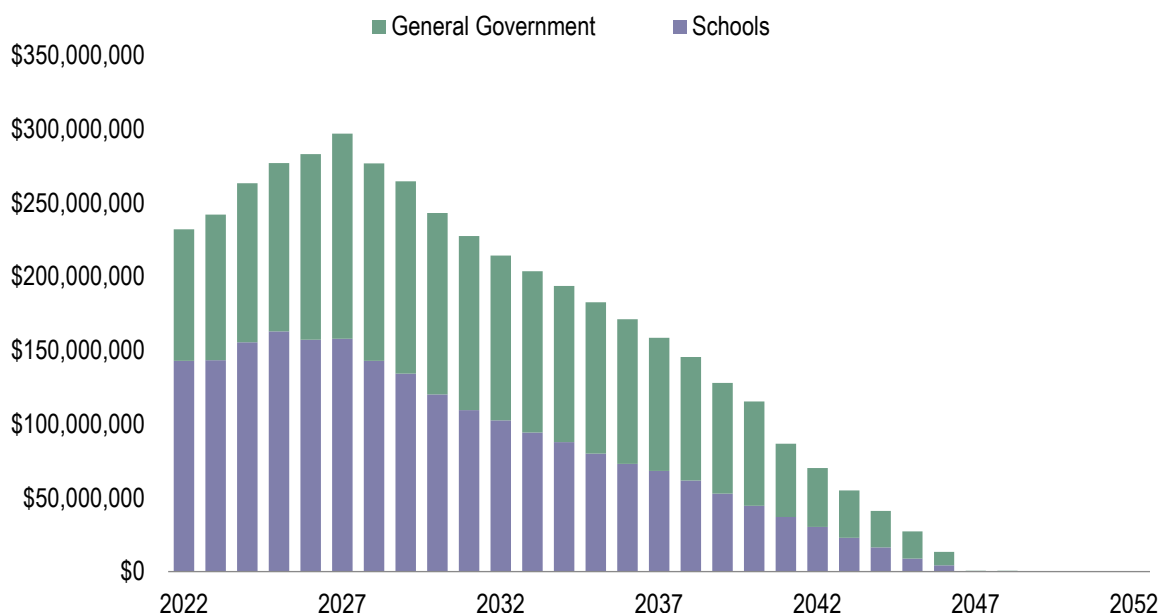
## Debt Service Fund

**Table 2. FY 2022-2026 Debt Service Expenditures**

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
<b>General Government</b>					
Actual Debt Service Due	\$73,477,908	\$70,258,839	\$67,018,813	\$63,236,628	\$59,894,228
Projected Debt Service	15,777,912	28,536,229	40,960,004	50,947,351	65,980,716
<b>Subtotal</b>	<b>\$89,255,820</b>	<b>\$98,795,068</b>	<b>\$107,978,817</b>	<b>\$114,183,979</b>	<b>\$125,874,944</b>
<b>Schools</b>					
Actual Debt Service Due	\$130,666,400	\$112,932,981	\$109,346,387	\$98,873,687	\$81,522,422
Projected Debt Service	12,368,399	30,520,112	46,181,927	63,978,372	75,886,962
<b>Subtotal</b>	<b>\$143,034,799</b>	<b>\$143,453,093</b>	<b>\$155,528,314</b>	<b>\$162,852,059</b>	<b>\$157,409,384</b>
<b>Total – Debt Service</b>	<b>\$232,290,619</b>	<b>\$242,248,161</b>	<b>\$263,507,131</b>	<b>\$277,036,037</b>	<b>\$283,284,327</b>

\*Totals may not add due to rounding.

**Figure 1: Total Debt Service Expenditure Forecast**



## 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 percent of its assessed value of taxable real and personal property as well as several other debt ratio guidelines through its Fiscal Policy.<sup>1</sup> On the following pages, the County's debt ratios are explained along with a graphic illustrating how the debt programmed in the CIP complies with each policy target.

<sup>1</sup> The Fiscal Policy is provided in the Volume 1 of this document in the Executive Summary.

**Debt Service Fund****Loudoun County Debt Ratios**

(Revised and adopted by the Board of Supervisors on September 15, 2020)

The County's debt capacity shall be maintained within the following primary goals:

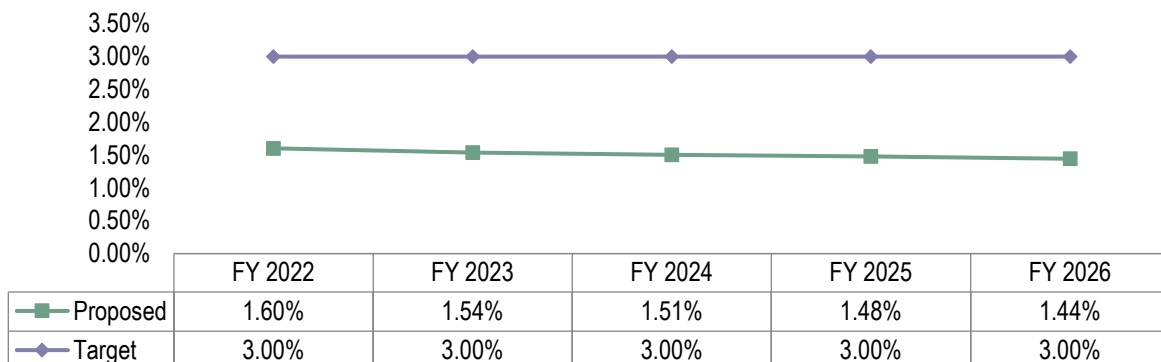
- *Annual debt issuance guideline will be set at \$250 million beginning with FY 2022 through FY 2024, and \$260 million for FY 2025, to be reviewed by the Board in FY 2025. For planning purposes, \$260 million is assumed to remain in effect for FY 2026.*

This guideline represents the maximum amount of “new” debt that can be issued each year, excluding debt for projects supported by a specific revenue source, major economic development projects, or the purchase of assets demonstrated to produce net present value savings. Establishing an annual debt issuance guideline allows the County to actively manage the annual growth of its debt burden. The FY 2022 Proposed Capital Budget abides by all County fiscal policies and debt ratios.

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Debt Issuance Guideline	\$250,000,000	\$250,000,000	\$250,000,000	\$260,000,000	\$260,000,000
Debt Issuance Projected	\$248,983,647	\$248,990,058	\$249,190,336	\$259,241,913	\$259,081,768
Remaining Debt Capacity	\$1,016,353	\$1,009,942	\$809,664	\$758,087	\$918,232

- *Net debt as a percentage of estimated market value of taxable property should not exceed 3.0 percent.*

This ratio means that the amount of outstanding debt cannot exceed 3.0 percent of the value of the County's taxable real and personal property. The assessed value of taxable property is an indication of the County's ability to generate revenue. This ratio ensures that the County's outstanding debt is not too high compared to the assessed value, which can lead to overburdening the tax base and reducing the County's flexibility to use revenues for operations, or to meet future capital needs. The bond rating agencies consider this ratio to be very important and often cite the County's adherence to this ratio in their ratings reports.

**Figure 2: Debt to Estimated Property Value**

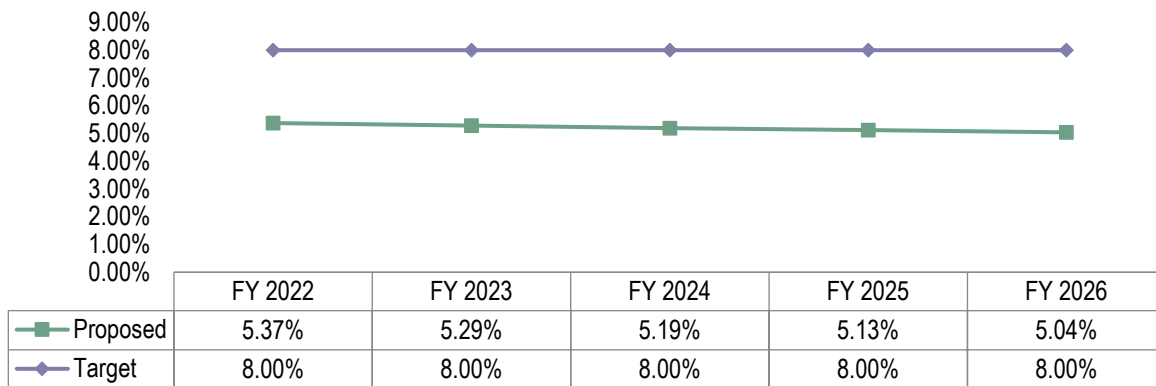


## Debt Service Fund

- *Net debt per capita as a percentage of income per capita should not exceed 8.0 percent.*

This ratio means the amount of outstanding debt per person, cannot exceed 8.0 percent of the estimated income for each person based on population and income projections. This indicator measures the community's ability to support existing and additional indebtedness.

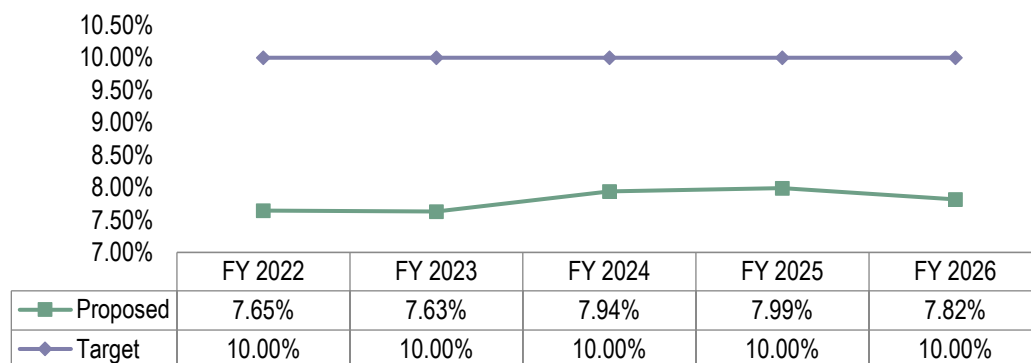
**Figure 3: Debt to Per Capita Income**



- *Debt service expenditures as a percentage of governmental fund expenditures should not exceed 10.0 percent.*

This ratio means the amount of debt service (principal and interest payments) in each fiscal year, cannot exceed 10.0 percent of total governmental funds expenditures. This includes all appropriated funds, not just the General Fund. Because debt service is considered a fixed cost (i.e., not discretionary) the established ratio ensures that the County does not lose budgetary flexibility to maintain or increase service levels by having a significant portion of its budget dedicated to debt service payments. This ratio works in tandem with the debt to assessed value ratio. The bond rating agencies also consider this ratio to be very important and often cite the County's adherence to this policy target as a measure of the County's ability to maintain an affordable debt burden.

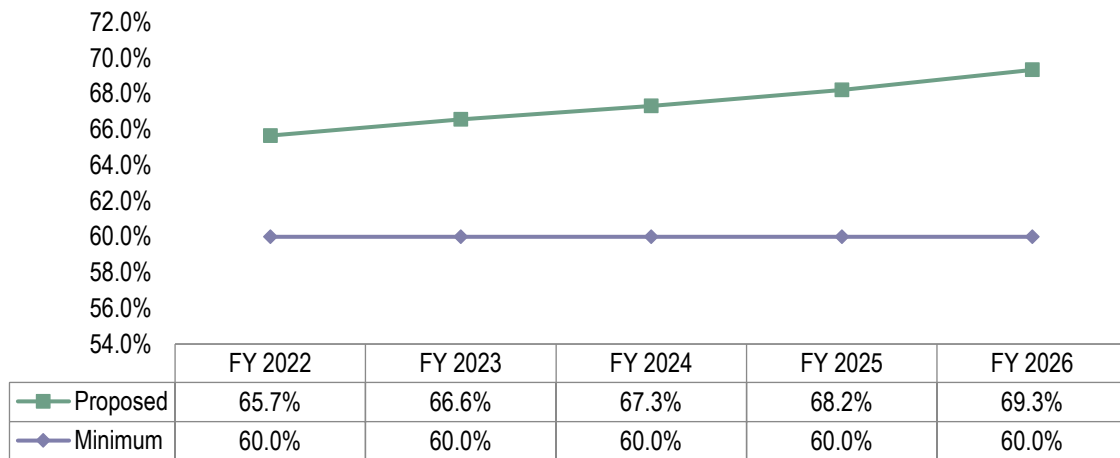
**Figure 4: Debt Service to Expenditures**



**Debt Service Fund**

- *Ten-year debt payout ratio should be above 60.0 percent.*

This ratio means the amount of principal paid off in a ten-year period should be more than 60.0 percent of the projected debt outstanding. Per the Fiscal Policy, the County uses a level principal repayment structure for debt service whenever possible; thus, allowing the County to pay down principal faster.

**Figure 5: Ten Year Debt Payout Ratio**



## 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 to ensure the inclusion of the new projects complies with the County's fiscal and debt policies. The results are shown on the *Impact on Future Debt Ratios* table on the following page (Table 3).

Table 3 begins with the projected amount of tax supported debt outstanding, and then shows the impact of adding the debt-financed capital projects contained in the Amended FY 2021 – FY 2026 CIP to the existing debt for projects appropriated and financed in prior years. In addition, the table depicts vital demographic and economic indicators for Loudoun County that are necessary in assessing the County's ability to retire old debt and issue new debt.

### Beginning Net Tax Supported Debt and Ending Net Tax Supported Debt

The Beginning Net Tax Supported Debt is the amount of principal projected to be outstanding at the beginning of each fiscal year. The Ending Net Tax Supported Debt is the amount of principal projected to be outstanding at the end of each fiscal year. The New Debt Issued, represents the amount of all new debt scheduled to be issued for the projects contained in the CIP. Retired Old Debt is the actual amount of principal on existing debt scheduled to be paid during that fiscal year. Retired New Debt is the projected amount of principal to be paid on the new debt that is issued during the fiscal year. Note that principal on new debt issued in the first year will not be paid in that year but will commence the following year. The Ending Net Tax Supported Debt represents the outstanding existing debt, plus new debt issued, less the retired debt.

### Debt Service

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 budget document.

### Annual Debt Issuance Guideline

The Board's fiscal policy has an annual debt issuance guideline of \$250 million through FY 2024, increasing to \$260 million in FY 2025, excluding debt issued for projects supported by a specific revenue source, certain economic development projects, and the purchase of assets demonstrated to produce net present value savings. This section of the table shows the amount of debt projected to be issued each year and the remaining capacity under the guideline.



## Debt Service Fund

Table 3: IMPACT ON FUTURE DEBT RATIOS					
Proposed FY 2022 - FY 2026					
	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Beginning Net Tax Supported Debt	\$1,837,919,486	\$1,960,465,713	\$2,059,384,132	\$2,149,273,637	\$2,241,226,993
Plus:					
New Debt Issued	279,409,330	259,270,058	266,345,336	276,396,913	269,361,768
Less:					
Retired Debt (Old)	156,863,104	142,211,639	141,420,830	132,898,558	117,365,000
Retired Debt (New)	0	18,140,000	35,035,000	51,545,000	68,770,000
Ending Net Tax Supported Debt	\$1,960,465,713	\$2,059,384,132	\$2,149,273,637	\$2,241,226,993	\$2,324,453,761
Debt Service (1)	\$232,285,619	\$242,248,161	\$263,507,131	\$277,036,037	\$283,284,327
Population	438,756	448,001	457,810	466,897	476,318
Public School Enrollment	87,619	88,523	89,870	90,667	91,127
Estimated Property Value (in Millions)	\$122,308	\$133,724	\$142,709	\$151,569	\$160,968
Per Capita Income	\$83,142	\$86,969	\$90,479	\$93,611	\$96,826
Expenditures	\$3,037,932,974	\$3,174,639,958	\$3,317,498,756	\$3,466,786,200	\$3,622,791,579
<b>Ratios:</b>					
Debt to Estimated Property Value (Fiscal Policy Target = <3%)	1.60%	1.54%	1.51%	1.48%	1.44%
Debt to Per Capita Income (Fiscal Policy Target = <8%)	5.37%	5.29%	5.19%	5.13%	5.04%
Debt Service to Expenditures (Fiscal Policy Target =<10%)	7.65%	7.63%	7.94%	7.99%	7.82%
Ten-Year Debt Payout Ratio (Fiscal Policy Target=>60%)	65.7%	66.6%	67.3%	68.2%	69.3%
<b>Annual Debt Issuance Guideline:</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>
Debt Issuance Guideline	\$250,000,000	\$250,000,000	\$250,000,000	\$260,000,000	\$260,000,000
Less:					
Debt Issuance Projected	\$248,983,647	\$248,990,058	\$249,190,336	\$259,241,913	\$259,081,768
Remaining Debt Capacity	\$1,016,353	\$1,009,942	\$809,664	\$758,087	\$918,232
(1) Debt Includes general obligation bonds and appropriation-backed financing.					
Note: The \$250 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, the County Landfill, and certain economic development projects.					



## Debt Service Fund

### Debt Issuance by Category

The Board of Supervisors places a major emphasis on transportation, while developing a CIP that also addresses Loudoun's education, public safety, health and welfare, and recreational needs within its own self-imposed debt issuance guidelines. 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, sidewalks, signals, traffic calming, and transit projects. The Schools category contains elementary, middle, and high school projects as well as other school facility projects.

**Figure 6: New Debt Issuance by Category**

Proposed New Debt Financing For FY 2022- FY 2026 Capital Improvement Program					
Fiscal Year	General Government	Transportation	Schools	Total County Proposed	Board Guideline
2022	\$ 75,137,470	\$ 34,819,420	\$ 139,026,757	\$ 248,983,647	\$ 250,000,000
2023	46,854,112	78,742,146	123,393,800	248,990,058	\$ 250,000,000
2024	26,760,600	75,898,343	146,531,393	249,190,336	\$ 250,000,000
2025	35,928,600	124,191,506	99,121,807	259,241,913	\$ 260,000,000
2026	62,881,267	104,470,825	91,729,676	259,081,768	\$ 260,000,000
<b>Total</b>	<b>\$ 247,562,049</b>	<b>\$ 418,122,240</b>	<b>\$ 599,803,433</b>	<b>\$ 1,265,487,722</b>	<b>\$ 1,270,000,000</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 2022 through FY 2026. 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 2021 - FY 2026 Amended Capital Improvement Program										
Capital Projects and Leases To Be Financed	Anticipated Sale or Closing Dates and Amounts									
Financing Type/Project	Total Project Cost	Amount to be Financed FY 2022 - FY 2026	Project Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
<b>General Obligation Bonds or Appropriation-Based:</b>										
<b>General Government Projects:</b>										
County Renovation Program- Government Center	9,544,000	3,075,000 (2)	2021	N/A	Not Required B	535,000	572,000	612,000	655,000	701,000
County Renovation Program-Waterford Space Renovation	2,000,000	2,000,000 (2)	2022	N/A	Not Required	2,000,000	0	0	0	0
Eastern Services Center	17,250,000	13,750,000 (2)	2024	N/A	Not Required	0	0	6,875,000	6,875,000	0
General Government Office Space-Sycolin Road Phase I	13,252,000	12,762,000 (2)	2023	N/A	Not Required B	0	0	0	5,380,000	7,382,000
Landfill Sequence 1A Cap	3,290,000	3,290,000 (2)	2020	N/A	Not Required	3,290,000	0	0	0	0
Landfill Sequence V Closure	6,410,000	6,410,000 (2)	2020	N/A	Not Required A	6,410,000	0	0	0	0
Subtotal, General Government Projects	51,746,000	41,287,000				12,235,000	572,000	7,487,000	12,910,000	8,083,000
<b>Health &amp; Welfare Projects:</b>										
DS Group Residence - Eastern Loudoun	3,379,000	1,665,000 (2)	2021	N/A	Not Required	1,665,000	0	0	0	0
MH Group Home Replacements	4,926,000	2,216,500 (2)	2026	4,433,000	Nov. 2024 B	0	0	0	0	2,216,500
Subtotal, Health & Welfare Projects	8,305,000	3,881,500				1,665,000	0	0	0	2,216,500
<b>Parks &amp; Recreation and Library Services Projects:</b>										
Ashburn Recreation & Community Center	86,072,000	27,152,607 (1)	2017	44,270,000	Nov. 2016 A	20,715,076	6,437,531	0	0	0
Children's Science Center	15,000,000	10,445,683 (2)	2020	N/A	Not Required A	10,445,683	0	0	0	0
Dulles Adult Day Center	16,464,000	5,236,000 (1)	2025	5,236,000	Nov. 2023	0	0	0	2,618,000	2,618,000
Fields Farm Park	39,745,000	16,190,800 (1)	2021	8,668,000	Nov. 2023 B	1,672,000	2,235,000	2,800,000	3,423,000	6,060,800
Hal & Berni Hanson Regional Park	98,367,000	18,845,000 (1)	2010	31,845,000	Nov. 2016 A	15,250,000	3,595,000	0	0	0
Philip Bolen Park Phase II	11,761,000	7,700,000 (1)	2021	3,310,000	Nov. 2020	4,972,727	2,727,273	0	0	0
Scott Jenkins Memorial Park Phase III	3,054,000	2,270,000 (1)	2021	515,000	Nov. 2020	0	0	2,270,000	0	0
Western Loudoun Recreation Center	83,660,000	21,658,667 (1)	2025	64,976,000	Nov. 2024 B	0	0	0	0	21,658,667
Subtotal, Parks & Recreation and Library Services Projects	354,123,000	109,498,757				53,055,486	14,994,804	5,070,000	6,041,000	30,337,467
Notes on Amount to be Financed between FY 2022 - FY 2026										
A - Includes previously authorized, but unissued debt financing										
B - Remaining amount to be financed after FY 2026										
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 2021 - FY 2026 Amended Capital Improvement Program										
Capital Projects and Leases To Be Financed						Anticipated Sale or Closing Dates and Amounts				
Financing Type/Project	Total Project Cost	Amount to be Financed FY 2022 - FY 2026	Project Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
<b>General Obligation Bonds or Appropriation-Based:</b>										
<b>Public Safety Projects:</b>										
Courts Complex Phase III	100,167,000	17,966,000 (2)	2011	N/A	Not Required A	14,766,000	3,200,000	0	0	0
Courts Complex Phase IV Renovation	27,937,000	23,430,000 (2)	2021	N/A	Not Required	0	9,840,800	7,380,600	6,208,600	0
Fire and Rescue - Basic Training Facility	12,574,000	10,610,000 (1)	2021	6,515,000	Nov. 2021	0	5,305,000	5,305,000	0	0
Fire and Rescue - Station #04 - Round Hill Station Replacement	26,071,000	19,250,776 (1)	2019	5,490,776	Nov. 2022	2,000,000	1,100,776	5,383,000	5,383,000	5,384,000
Fire and Rescue - Station #07 - Aldie Station Replacement	18,871,000	3,411,399 (1)	2008	N/A	Not Required A	1,500,000	1,911,399	0	0	0
Fire and Rescue - Station #08 - Philomont Station Replacement	21,856,000	21,636,000 (1)	2022	21,636,000	Nov. 2020	1,271,667	2,543,333	0	6,692,000	11,129,000
Fire and Rescue - Station #28 - Leesburg South Station	21,134,000	17,175,000 (1)	2021	675,000	Nov. 2021	1,210,000	7,386,000	3,010,000	5,569,000	0
Fire and Rescue - Storage Sheds	717,000	525,000 (2)	2021	N/A	Not Required	525,000	0	0	0	0
Fire and Rescue - Training Academy Expansion	12,990,000	5,731,300 (1)	2026	5,110,000	Nov. 2024 B	0	0	0	0	5,731,300
Juvenile Detention Center Phase I	8,000,000	3,000,000 (2)	2009	N/A	Not Required A	3,000,000	0	0	0	0
Lovettsville Fire Station Replacement	5,750,000	1,750,000 (1)	2016	13,500,000	Nov. 2016 A	1,750,000	0	0	0	0
Sterling Fire Station Replacement	7,420,000	2,305,000 (1)	2015	14,430,000	Nov. 2014 A	2,305,000	0	0	0	0
Subtotal, Public Safety Projects	263,487,000	126,790,475				28,327,667	31,287,308	21,078,600	23,852,600	22,244,300
<b>Transit Projects:</b>										
Loudoun Cty Pkwy Shared-Use Path	7,573,000	1,493,500 (1)	2021	1,493,500	Nov. 2023	0	0	0	1,080,600	412,900
River Creek Parkway Sidewalk	2,362,000	2,362,000 (1)	2022	2,362,000	Nov. 2020	531,000	283,000	224,000	1,324,000	0
Subtotal, Transit Projects	9,935,000	3,855,500				531,000	283,000	224,000	2,404,600	412,900
<b>Road Projects:</b>										
Arcola Mills - Segment 1 - Belmont Ridge to Stone Springs	49,717,000	8,904,000 (1)	2024	24,917,000	Nov. 2022 B	0	0	4,000,000	3,365,000	1,539,000
Arcola Mills - Segment 2 - Stone Springs to LCP	44,081,000	9,013,250 (1)	2024	25,069,000	Nov. 2022 B	0	0	1,164,000	2,164,000	5,685,250
Braddock Rd Segment 1 - Royal Hunter to Gum Spring	4,741,000	3,636,000 (1)	2020	1,832,000	Nov. 2020	2,238,000	1,398,000	0	0	0
Braddock Rd Segment 2 - Paul VI East Entrance to LCP	33,446,000	3,135,000 (1)	2025	3,135,000	Nov. 2023 B	0	0	0	3,135,000	0
Croscon Lane Widening - Claiborne to Old Ryan Road	18,855,000	6,750,046 (1)	2025	9,643,923	Nov. 2023 B	0	0	0	3,857,169	2,892,877
Crosstrail Blvd - Segment C Sycolin to Dulles Greenway	88,436,000	11,045,400 (1)	2024	11,045,400	Nov. 2022	0	0	4,418,160	5,313,620	1,313,620
Dulles West Blvd - Northstar Blvd to Arcola Blvd	81,626,000	6,544,500 (1)	2025	6,544,500	Nov. 2023	0	0	0	3,272,250	3,272,250
Evergreen Mills - (Reservoir and Watson)	25,315,000	6,780,334 (1)	2019	6,780,334	Nov. 2021	0	2,712,134	2,712,134	1,356,066	0
Farmwell Road Intersection Improvements	39,729,000	26,240,000 (1)	2019	7,005,000	Nov. 2021	0	14,264,972	8,127,028	3,848,000	0
Intersection Improvements	137,556,000	59,325,000 (1)	2019	9,665,000	Nov. 2023 B	13,965,000	15,290,000	15,835,000	14,235,000	0
Loudoun County Pkwy Widening (Ryan Road to Shellhorn Rd)	2,708,000	1,354,000 (1)	2021	2,708,000	Nov. 2020	1,354,000	0	0	0	0
Prentice Drive - LCP to Lockridge Road	110,455,000	61,924,400 (1)	2021	75,662,000	Nov. 2023 B	3,227,200	4,840,800	0	22,018,800	31,837,600
Route 15 Improvements, Phase 1 - Montessor to POR, Segm	22,734,000	12,124,333 (1)	2022	36,407,000	Nov. 2020 B	0	1,700,333	1,979,333	5,212,000	3,232,667
Route 15 Improvements, Phase 2 - Montessor to POR, Segm	9,154,000	5,863,000 (1)	2022	9,057,000	Nov. 2020 B	1,227,000	0	913,000	913,000	2,610,000
Route 15 Improvements, Phase 3 - Montessor to POR, Segm	55,301,000	12,525,667 (1)	2024	3,141,000	Nov. 2023 B	0	3,570,000	3,570,000	2,608,333	2,777,334
Route 15 Improvements, Phase 4 - Montessor to POR, Segm	47,229,000	11,457,000 (1)	2025	11,457,000	Nov. 2023 B	0	0	0	5,728,500	5,728,500
Route 15/Braddock Roundabout	7,862,000	1,128,600 (1)	2024	1,128,600	Nov. 2022 B	0	0	451,440	451,440	225,720
Route 50 North Collector Road (Tall Cedars Pkwy to Route 28)	110,848,000	12,567,500 (1)	2022	67,137,000	Nov. 2020 B	3,279,120	3,279,120	3,639,560	2,369,700	0
Route 50/Everfield Roundabout	8,000,000	765,000 (1)	2024	1,765,000	Nov. 2022 B	0	0	154,500	154,500	456,000
Route 50/Trailhead Roundabout	14,384,000	7,056,400 (1)	2020	4,275,000	Nov. 2020	3,573,600	2,932,600	550,200	0	0
Route 7 Easbound Widening - Loudoun County Pkwy to Route	6,160,000	813,000 (1)	2025	813,000	Nov. 2023 B	0	0	0	813,000	0
Route 7 Improvements Phase 2 - Route 7 & Route 690 Interch	41,264,000	18,061,000 (1)	2019	16,061,000	Nov. 2021	0	7,620,000	2,450,000	3,000,000	4,991,000
Route 9/Route 287 Roundabout	25,680,000	19,067,205 (1)	2020	7,767,000	Nov. 2021 A	4,520,000	7,576,882	3,000,000	3,970,323	0
Ryan Road - Evergreen Mills to Beaverdam Dr	22,939,000	1,473,000 (1)	2026	2,946,000	Nov. 2024 B	0	0	0	0	1,473,000
Safety Audit and Improvements - Evergreen Mills Rd and Arcol	11,051,000	1,931,000 (2)	2025	1,931,000	Nov. 2025 B	0	0	0	966,000	965,000
Shellhorn Rd - Loudoun County Parkway to MWAA Property - S	7,655,000	1,327,000 (1)	2023	1,327,000	Nov. 2021	0	1,327,000	0	0	0
Shellhorn Rd - MWAA Property to Moran (County Project)	50,342,000	41,847,000 (1)	2017	41,847,000	Nov. 2021	0	2,746,000	12,182,488	11,536,505	15,382,007
Sidewalk and Trail Program	34,488,500	34,488,500 (1)	2022	34,489,000	Nov. 2020 B	904,500	1,925,000	10,020,000	11,619,000	10,020,000
Sterling Boulevard/W&OD Overpass	9,093,500	9,093,500 (1)	2020	9,843,000	Nov. 2022 B	0	599,000	0	3,397,800	5,096,700
Sycolin Rd - Loudoun Center Pl to Crosstrail Blvd	42,596,000	2,468,800 (1)	2025	2,468,800	Nov. 2023 B	0	0	0	1,234,400	1,234,400
Trailhead/Braddock Roundabout	8,000,000	1,415,000 (1)	2024	3,015,000	Nov. 2022 B	0	0	507,500	507,500	400,000
Waxpool Road / Loudoun County Pkwy Intersection	10,203,000	3,517,305 (1)	2023	3,517,305	Nov. 2021	0	3,517,305	0	0	0
Westwind Drive - Loudoun County Pkwy to Old Ox Rd	52,002,000	10,825,000 (1)	2021	17,650,000	Nov. 2019 B	0	3,160,000	0	4,740,000	2,925,000
Subtotal, Road Projects	1,233,651,000	414,266,740				34,288,420	78,459,146	75,674,343	121,786,906	104,057,925
<b>SUBTOTAL - General Government</b>	<b>\$ 1,921,247,000</b>	<b>\$ 699,579,972</b>				<b>\$ 130,102,573</b>	<b>\$ 125,596,258</b>	<b>\$ 109,533,943</b>	<b>\$ 166,995,106</b>	<b>\$ 167,352,092</b>
Notes on Amount to be Financed between FY 2022 - FY 2026										
A - Includes previously authorized, but unissued debt financing										
B - Remaining amount to be financed after FY 2026										
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 2021 - FY 2026 Amended Capital Improvement Program										
Capital Projects and Leases To Be Financed						Anticipated Sale or Closing Dates and Amounts				
Financing Type/Project	Total Project Cost	Amount to be Financed FY 2022 - FY 2026	Project Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
<b>General Obligation Bonds or Appropriation-Based:</b>										
<b>School Administration Projects:</b>										
School Vehicle Lease	61,680,000	51,400,000 (2)		N/A	Not Required B	10,280,000	10,280,000	10,280,000	10,280,000	10,280,000
Subtotal, Administration Projects	61,680,000	51,400,000				10,280,000	10,280,000	10,280,000	10,280,000	10,280,000
<b>Elementary School Projects:</b>										
ES-23, North Dulles	44,235,000	8,820,000 (1)	2019	44,235,000	Nov. 2018 A	8,820,000	0	0	0	0
ES-29, Dulles South Area	44,235,000	8,820,000 (1)	2019	44,235,000	Nov. 2018 A	8,820,000	0	0	0	0
ES-32 Dulles South	63,540,000	57,911,000 (1)	2023	57,911,000	Nov. 2021	0	4,220,000	44,515,000	8,606,000	570,000
ES-34 Dulles North Area	76,860,000	5,105,000 (1)	2026	74,341,000	Nov. 2024 B	0	0	0	0	5,105,000
Subtotal, Elementary School Projects	228,870,000	80,656,000				17,640,000	4,220,000	44,515,000	8,606,000	5,675,000
<b>Middle School Projects:</b>										
MS-14, Dulles North	99,140,000	83,750,000 (1)	2021	88,770,000	Nov. 2019	27,290,000	45,988,800	10,471,200	0	0
MS-19	113,205,000	3,339,000 (1)	2026	109,809,000	Nov. 2024 B	0	0	0	0	3,339,000
Subtotal, Middle School Projects	212,345,000	87,089,000				27,290,000	45,988,800	10,471,200	0	3,339,000
<b>High School Projects:</b>										
CS Monroe Center Replacement/North Star School	64,943,000	11,494,000 (1)	2019	63,193,000	Nov. 2017 A	11,494,000	0	0	0	0
HS-14, Dulles North	202,890,000	32,161,000 (1)	2025	172,156,000	Nov. 2023 B	0	0	0	8,556,000	23,605,000
Subtotal, High School Projects	267,833,000	43,655,000				11,494,000	0	0	8,556,000	23,605,000
<b>Other School Projects:</b>										
Academies of Loudoun Supplemental Parking	3,060,000	300,000 (1)	2024	300,000	Nov. 2022	0	0	300,000	0	0
Capital Facility Renewals and Alterations	268,130,000	187,438,433 (1)	2020	164,821,000	Nov. 2021 B	17,887,757	36,420,000	40,155,193	44,259,807	48,715,676
Douglass School Renewal	9,320,000	31,465,000 (1)	2022	9,320,000	Nov. 2020	28,220,000	3,245,000	0	0	0
Land Acquisition (Various LCPS Projects)	250,437,000	40,395,000 (2)	2019	N/A	Not Required B	5,275,000	9,740,000	5,870,000	19,510,000	0
School Bus Radio Replacements	24,045,000	10,420,000 (2)	2022	N/A	Not Required	10,420,000	0	0	0	0
School Bus Replacement & Acquisition	107,790,000	38,015,000 (2)	2019	N/A	Not Required B	0	8,755,000	9,235,000	9,745,000	10,280,000
School Security Improvements	93,004,000	41,165,000 (1)	2019	64,295,000	Nov. 2020 A	19,940,000	12,615,000	8,610,000	0	0
Student Welcome and Adult Education Center	7,710,000	860,000 (1)	2022	860,000	Nov. 2020	860,000	0	0	0	0
Valley Service Center & Culbert ES Bus Parking	37,690,000	37,690,000 (1)	2023	37,690,000	Nov. 2021	0	2,410,000	26,720,000	8,445,000	115,000
Valley Service Center Traffic Signal	655,000	655,000 (1)	2024	655,000	Nov. 2022	0	0	655,000	0	0
Subtotal, Other School Projects	801,841,000	388,403,433				82,602,757	73,185,000	91,545,193	81,959,807	59,110,676
<b>SUBTOTAL - Schools</b>	<b>\$ 1,572,569,000</b>	<b>\$ 651,203,433</b>				<b>\$ 149,306,757</b>	<b>\$ 133,673,800</b>	<b>\$ 156,811,393</b>	<b>\$ 109,401,807</b>	<b>\$ 102,009,676</b>
<b>GRAND TOTAL</b>	<b>\$ 3,493,816,000</b>	<b>\$ 1,350,783,405</b>				<b>\$ 279,409,330</b>	<b>\$ 259,270,058</b>	<b>\$ 266,345,336</b>	<b>\$ 276,396,913</b>	<b>\$ 269,361,768</b>
Notes on Amount to be Financed between FY 2022 - FY 2026										
A - Includes previously authorized, but unissued debt financing										
B - Remaining amount to be financed after FY 2026										
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 2022-FY 2026

Projects	Principal	Interest	Total Debt Service	Debt Service Projections FY 2022 - FY 2026					
				FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
General Government Projects:									
County Renovation Program- Government Center	\$3,075,000	\$1,614,750	\$4,689,750	13,375	65,425	123,025	181,200	244,975	628,000
County Renovation Program-Waterford Space Renovation	2,000,000	1,050,000	3,050,000	50,000	197,500	192,500	187,500	182,500	810,000
Eastern Services Center	13,750,000	7,205,000	20,955,000	-	-	171,875	852,000	1,343,000	2,366,875
General Government Office Space-Sycolin Road Phase I	12,762,000	6,688,000	19,450,000	-	-	-	134,500	716,800	851,300
Landfill Sequence 1A Cap	6,410,000	3,369,000	9,779,000	-	640,500	624,500	608,500	592,500	2,466,000
Landfill Sequence V Closure	3,290,000	1,723,000	5,013,000	-	329,500	321,250	313,000	304,750	1,268,500
Subtotal, General Government Projects	\$41,287,000	\$21,649,750	\$62,936,750	\$63,375	\$1,232,925	\$1,433,150	\$2,276,700	\$3,384,525	\$8,390,675
Health & Welfare Projects:									
DS Group Residence - Eastern Loudoun	\$1,665,000	\$607,626	\$2,272,626	41,626	239,250	231,250	223,250	215,250	950,626
MH Group Home Replacements	2,216,500	1,169,250	3,385,750	-	-	-	-	-	-
Subtotal, Health & Welfare Projects	\$3,881,500	\$1,776,876	\$5,658,376	\$41,626	\$239,250	\$231,250	\$223,250	\$215,250	\$950,626
Parks & Recreation and Library Services Projects:									
Ashburn Recreation & Community Center	\$27,152,607	\$14,263,870	\$41,416,477	-	2,070,754	2,660,881	2,593,131	2,525,381	9,850,147
Children's Science Center	10,445,683	5,485,430	15,931,113	261,142	1,029,284	1,003,284	982,159	951,034	4,226,903
Dulles Adult Day Center	5,236,000	2,760,000	7,996,000	-	-	-	-	260,900	260,900
Fields Farm Park	16,190,800	8,500,050	24,690,850	-	168,600	386,100	656,350	980,750	2,191,800
Hal & Berni Hanson Regional Park	18,845,000	8,914,000	27,759,000	-	1,527,500	2,124,000	2,068,000	2,001,750	7,721,250
Philip Bolen Park Phase II	7,700,000	4,042,500	11,742,500	-	498,636	757,500	738,250	719,000	2,713,386
Scott Jenkins Memorial Park Phase III	2,270,000	1,185,000	3,455,000	-	-	-	228,500	222,750	451,250
Western Loudoun Recreation Center	21,658,667	11,367,160	33,025,827	-	-	-	-	-	-
Subtotal, Parks & Recreation and Library Services Projects	\$109,498,757	\$56,518,010	\$166,016,767	\$261,142	\$5,294,774	\$6,931,765	\$7,266,390	\$7,661,565	\$27,415,636
Public Safety Projects:									
Courts Complex Phase III	\$17,966,000	\$6,793,350	\$24,759,350	369,150	1,983,425	2,447,300	2,369,675	2,282,050	9,451,600
Courts Complex Phase IV Renovation	23,430,000	12,301,500	35,731,500	-	246,020	1,154,305	1,830,285	2,244,750	5,475,360
Fire and Rescue - Basic Training Facility	10,610,000	5,574,500	16,184,500	-	-	530,250	1,047,250	1,020,750	2,598,250
Fire and Rescue - Station #04- Round Hill Station Replacement	19,250,776	10,090,030	29,340,806	-	200,000	305,039	836,439	1,354,339	2,695,817
Fire and Rescue - Station #07 -Aldie Station Replacement	3,411,399	1,494,990	4,906,389	37,500	195,910	415,445	402,695	389,945	1,441,495
Fire and Rescue - Station #08- Philomont Station Replacement	21,636,000	10,644,350	32,280,350	-	128,583	377,500	368,000	1,028,100	1,902,183
Fire and Rescue - Station #28- Leesburg South Station	17,175,000	9,013,500	26,188,500	-	120,500	856,800	1,135,800	1,665,250	3,778,350
Fire and Rescue - Storage Sheds	525,000	281,250	806,250	13,125	50,625	49,375	48,125	46,875	208,125
Fire and Rescue - Training Academy Expansion	5,731,300	2,795,375	8,526,675	-	-	-	-	-	-
Juvenile Detention Center Phase I	3,000,000	1,575,000	4,575,000	75,000	296,250	288,750	281,250	273,750	1,215,000
Lovettsville Fire Station Replacement	1,750,000	917,500	2,667,500	-	177,500	168,000	168,750	159,250	673,500
Sterling Fire Station Replacement	2,305,000	786,500	3,091,500	-	350,250	338,500	326,750	320,000	1,335,500
Subtotal, Public Safety Projects	\$126,790,475	\$62,267,845	\$189,058,320	\$494,775	\$3,749,063	\$6,931,264	\$8,815,019	\$10,785,059	\$30,775,180



## Debt Service Fund

### Debt Service Projections FY 2022-FY 2026

Projects	Principal	Interest	Total Debt Service	Debt Service Projections FY 2022 - FY 2026					Total
				FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	
Transit Projects:									
Loudoun Cty Pkwy Shared-Use Path	\$1,493,500	\$782,500	\$2,276,000	-	-	-	-	109,030	109,030
River Creek Parkway Sidewalk	2,362,000	1,252,750	3,614,750	-	51,550	79,450	98,650	227,350	457,000
Subtotal, Transit Projects	\$3,855,500	\$2,035,250	\$5,890,750	-	\$51,550	\$79,450	\$98,650	\$336,380	\$566,030
Road Projects:									
Arcola Mills - Segment 1 - Belmont Ridge to Stone Springs	\$8,904,000	\$4,673,000	\$13,577,000	-	-	-	400,000	728,250	1,128,250
Arcola Mills - Segment 2 - Stone Springs to LCP	9,013,250	4,716,760	13,730,010	-	-	-	118,200	333,400	451,600
Braddock Rd Segment 1 - Royal Hunter to Gum Spring	3,636,000	1,912,000	5,548,000	-	221,900	356,300	347,300	338,300	1,263,800
Braddock Rd Segment 2- Paul VI East Entrance to LCP	3,135,000	1,650,250	4,785,250	-	-	-	-	311,750	311,750
Croscon Lane Widening- Claiborne to Old Ryan Road	6,750,046	3,538,290	10,288,336	-	-	-	-	387,858	387,858
Crosstrail Blvd - Segment C Sycolin to Dulles Greenway	11,045,400	5,814,400	16,859,800	-	-	-	440,908	960,589	1,401,497
Dulles West Blvd- Northstar Blvd to Arcola Blvd	6,544,500	3,424,520	9,969,020	-	-	-	-	328,613	328,613
Evergreen Mills -(Reservoir and Watson)	6,780,334	3,566,340	10,346,674	-	-	270,607	534,464	658,767	1,463,838
Farmwell Road Intersection Improvements	26,240,000	13,778,500	40,018,500	-	-	1,428,249	2,203,850	2,530,250	6,162,349
Intersection Improvements	59,325,000	31,144,000	90,469,000	-	1,398,250	2,892,750	4,401,250	5,710,250	14,402,500
Loudoun County Pkwy Widening (Ryan Road to Shellhorn Rd)	1,354,000	709,250	2,063,250	-	137,700	134,200	125,700	127,450	525,050
Prentice Drive -LCP to Lockridge Road	61,924,400	32,530,150	94,454,550	-	321,360	795,400	775,400	2,956,340	4,848,500
Route 15 Improvements, Phase 1 - Montessoro to POR, Segmen	12,124,333	6,369,340	18,493,673	-	-	170,017	364,734	876,084	1,410,835
Route 15 Improvements, Phase 2 - Montessoro to POR, Segmen	5,663,000	2,992,750	8,655,750	-	121,350	118,350	206,000	291,400	737,100
Route 15 Improvements, Phase 3 - Montessoro to POR, Segmen	12,525,667	6,560,180	19,085,847	-	-	358,500	708,000	950,417	2,016,917
Route 15 Improvements, Phase 4 - Montessoro to POR, Segmen	11,457,000	6,027,000	17,484,000	-	-	-	-	571,425	571,425
Route 15/Braddock Roundabout	1,128,600	597,350	1,725,950	-	-	-	47,572	88,894	136,466
Route 50 North Collector Road (Tall Cedars Pkwy to Route 28)	12,567,500	6,585,500	19,153,000	-	328,956	649,662	995,140	1,208,125	3,181,883
Route 50/Everfield Roundabout	765,000	396,000	1,161,000	-	-	-	17,725	34,950	52,675
Route 50/Trailhead Roundabout	7,056,400	3,702,150	10,758,550	-	358,680	641,310	682,570	659,820	2,342,380
Route 7 Easbound Widening - Loudoun County Pkwy to Route 2	813,000	431,500	1,244,500	-	-	-	-	80,650	80,650
Route 7 Improvements Phase 2 - Route 7 & Route 690 Interchar	18,061,000	9,482,500	27,543,500	-	-	761,000	989,500	1,259,250	3,009,750
Route 9/Route 287 Roundabout	19,067,205	10,003,200	29,070,405	-	451,000	1,198,594	1,468,344	1,829,110	4,947,048
Ryan Road - Evergreen Mills to Beaverdam Dr	1,473,000	766,750	2,239,750	-	-	-	-	-	-
Safety Audit and Improvements - Evergreen Mills Rd and Arcola	1,931,000	1,002,000	2,933,000	-	-	-	-	98,300	98,300
Shellhorn Rd - Loudoun County Parkway to MWAA Property - SI	1,327,000	703,250	2,030,250	-	-	131,350	128,100	124,850	384,300
Shellhorn Rd - MWAA Property to Moran (County Project)	41,847,000	21,965,480	63,812,480	-	-	272,300	1,484,674	2,604,249	4,361,223
Sidewalk and Trail Program	34,488,500	18,131,250	52,619,750	-	90,225	279,225	1,273,225	2,402,175	4,044,850
Sterling Boulevard/W&OD Overpass	9,093,500	4,771,000	13,864,500	-	-	59,950	58,450	396,840	515,240
Sycolin Rd - Loudoun Center Pl to Crosstrail Blvd	2,468,800	1,307,800	3,776,600	-	-	-	-	121,720	121,720
Trailhead/Braddock Roundabout	1,415,000	749,000	2,164,000	-	-	-	50,375	99,500	149,875
Waxpool Road / Loudoun County Pkwy Intersection	3,517,305	1,852,550	5,369,855	-	-	350,865	342,115	333,365	1,026,345
Westwind Drive - Loudoun County Pkwy to Old Ox Rd	10,825,000	5,686,750	16,511,750	-	-	318,000	310,000	774,000	1,402,000
Subtotal, Road Projects	\$414,266,740	\$217,540,760	\$631,807,500	-	\$3,429,421	\$11,186,629	\$18,473,596	\$30,176,941	\$63,266,587



## Debt Service Fund

### Debt Service Projections FY 2022-FY 2026

Projects	Principal	Interest	Total Debt Service	Debt Service Projections FY 2022 - FY 2026					
				FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	Total
<b>School Administration Projects:</b>									
School Vehicle Lease	\$51,400,000	\$6,425,000	\$57,825,000	-	3,084,000	6,039,500	8,866,500	11,565,000	29,555,000
Subtotal, Administration Projects	\$51,400,000	\$6,425,000	\$57,825,000	-	\$3,084,000	\$6,039,500	\$8,866,500	\$11,565,000	\$29,555,000
<b>Elementary School Projects:</b>									
ES-23, North Dulles	\$8,820,000	\$4,636,000	\$13,456,000	-	881,000	859,000	837,000	815,000	3,392,000
ES-29, Dulles South Area	8,820,000	4,636,000	13,456,000	-	881,000	859,000	837,000	815,000	3,392,000
ES-32, Dulles South	57,911,000	29,174,250	87,085,250	-	-	421,000	4,876,250	5,904,050	11,201,300
ES-34, Dulles North Area	5,105,000	2,682,250	7,787,250	-	-	-	-	-	-
Subtotal, Elementary School Projects	\$80,656,000	\$41,128,500	\$121,784,500	-	\$1,762,000	\$2,139,000	\$6,550,250	\$7,534,050	\$17,985,300
<b>Middle School Projects:</b>									
MS-14, Dulles North	\$83,750,000	\$42,229,470	\$125,979,470	-	2,729,500	7,555,690	8,606,250	8,367,000	27,258,440
MS-19	3,339,000	1,757,500	5,096,500	-	-	-	-	-	-
Subtotal, Middle School Projects	\$87,089,000	\$43,986,970	\$131,075,970	-	\$2,729,500	\$7,555,690	\$8,606,250	\$8,367,000	\$27,258,440
<b>High School Projects:</b>									
CS Monroe Center Replacement/North Star School	\$11,494,000	\$5,596,800	\$17,090,800	-	1,274,700	1,239,700	1,204,700	1,169,700	4,888,800
HS-14, Dulles North	32,161,000	16,883,750	49,044,750	-	-	-	-	857,800	857,800
Subtotal, High School Projects	\$43,655,000	\$22,480,550	\$66,135,550	-	\$1,274,700	\$1,239,700	\$1,204,700	\$2,027,500	\$5,746,600
<b>Other School Projects:</b>									
Academies of Loudoun Supplemental Parking	\$300,000	\$157,500	\$457,500	-	-	-	30,000	29,250	59,250
Capital Facility Renewals and Alterations	187,438,433	98,404,690	285,843,123	-	1,789,388	5,385,638	9,267,648	13,459,388	29,902,062
Douglass School Renewal	31,465,000	15,859,750	47,324,750	-	2,991,000	3,254,250	3,166,250	3,078,250	12,489,750
Land Acquisition (Various LCPS Projects)	40,395,000	21,200,500	61,595,500	131,875	765,625	1,615,500	2,500,125	3,886,250	8,899,375
School Bus Radio Replacements	10,420,000	2,083,000	12,503,000	260,500	1,973,750	1,899,250	1,824,750	1,750,250	7,708,500
School Bus Replacement & Acquisition	38,015,000	7,601,750	45,616,750	-	218,875	1,887,375	3,586,375	5,313,750	11,006,375
School Security Improvements	41,165,000	20,530,500	61,695,500	-	2,187,000	3,503,250	4,267,000	4,153,750	14,111,000
Student Welcome and Adult Education Center	860,000	446,500	1,306,500	-	88,000	85,750	83,500	81,250	338,500
Valley Service Center & Culbert ES Bus Parking	37,690,000	19,051,250	56,741,250	-	-	240,500	2,940,500	3,878,250	7,059,250
Valley Service Center Traffic Signal	655,000	340,500	995,500	-	-	-	67,750	66,000	133,750
Subtotal, Other School Projects	\$388,403,433	\$185,675,940	\$574,079,373	\$392,375	\$10,013,638	\$17,871,513	\$27,733,898	\$35,696,388	\$91,707,812
<b>Totals</b>	<b>\$ 1,350,783,405</b>	<b>\$ 661,485,451</b>	<b>\$ 2,012,268,856</b>	<b>\$ 1,253,293</b>	<b>\$ 32,860,821</b>	<b>\$ 61,638,911</b>	<b>\$ 90,115,203</b>	<b>\$ 117,749,658</b>	<b>\$ 445,135,933</b>



## Debt Service Fund

### Debt Service Projections FY 2022-FY 2026

Total Principal	Summary - Total County Projects						Summary - Total School Projects						Total County & School Projects
	Government & Administration Projects	Total Health & Welfare Services Projects	Total PRCS Projects	Total Public Safety Projects	Total Transportation Services Projects	Subtotal, County Government	Total School Administration Projects	Total Elementary School Projects	Total Middle School Projects	Total High School Projects	Total Other School Projects	Subtotal, School Projects	
	\$ 41,287,000	\$ 3,881,500	\$ 109,498,757	\$ 126,790,475	\$ 418,122,240	\$ 699,579,972	\$ 51,400,000	\$ 80,656,000	\$ 87,089,000	\$ 43,655,000	\$ 388,403,433	\$ 651,203,433	\$ 1,350,783,405
2022	63,375	41,626	261,142.00	494,775	-	860,918	-	-	-	-	392,375	392,375	1,253,293
2023	1,232,925	239,250	5,294,774	3,749,063	3,480,971	13,996,983	3,084,000	1,762,000	2,729,500	1,274,700	10,013,638	18,863,838	32,860,821
2024	1,433,150	231,250	6,931,765	6,931,264	11,266,079	26,793,508	6,039,500	2,139,000	7,555,690	1,239,700	17,871,513	34,845,403	61,638,911
2025	2,276,700	223,250	7,266,390	8,815,019	18,572,246	37,153,605	8,866,500	6,550,250	8,606,250	1,204,700	27,733,898	52,961,598	90,115,203
2026	3,384,525	215,250	7,661,565	10,785,059	30,513,321	52,559,720	11,565,000	7,534,050	8,367,000	2,027,500	35,696,388	65,189,938	117,749,658
2027	3,898,225	428,075	10,496,813	12,967,899	40,173,113	67,964,125	11,565,000	7,945,300	8,474,950	4,331,250	41,237,422	73,553,922	141,518,047
2028	3,794,725	409,700	10,193,938	12,589,649	39,133,363	66,121,375	8,481,000	7,731,300	8,222,200	4,215,750	40,010,797	68,661,047	134,782,422
2029	3,691,225	398,888	9,926,563	12,217,374	38,068,363	64,302,413	5,525,500	7,502,050	7,984,950	4,093,250	38,779,047	63,884,797	128,187,210
2030	3,587,725	275,825	9,623,438	10,961,838	37,039,363	61,488,189	2,698,500	7,298,300	7,737,450	3,790,100	35,514,547	57,038,897	118,527,086
2031	3,484,225	263,200	8,915,813	10,061,279	35,989,613	58,714,130	-	7,068,800	7,041,400	3,684,350	32,972,797	50,767,347	109,481,477
2032	3,380,725	260,575	8,634,438	9,746,529	34,970,113	56,992,380	-	6,829,800	6,520,640	3,578,600	30,579,547	47,508,587	104,500,967
2033	3,272,350	247,950	8,378,563	9,457,654	33,894,363	55,250,880	-	6,166,800	6,316,140	3,472,850	27,982,047	43,937,837	99,188,717
2034	3,173,975	245,325	8,102,438	8,727,254	32,885,113	53,134,105	-	5,896,050	6,111,640	3,367,100	25,613,547	40,988,337	94,122,442
2035	3,065,600	232,700	7,846,563	8,463,379	31,799,113	51,407,355	-	5,714,050	5,907,140	3,261,350	24,803,172	39,685,712	91,093,067
2036	2,962,350	230,075	7,570,438	8,158,754	30,800,113	49,721,730	-	5,516,550	5,702,640	3,155,600	23,957,047	38,331,837	88,053,567
2037	2,854,225	217,450	7,324,563	7,894,879	29,718,863	48,009,980	-	5,329,300	5,498,140	3,049,850	23,141,422	37,018,712	85,028,692
2038	2,756,100	214,825	7,037,938	7,585,379	28,704,363	46,298,605	-	5,131,800	5,293,640	2,944,100	22,290,297	35,659,837	81,958,442
2039	2,648,100	202,200	6,797,063	7,321,629	27,638,363	44,607,355	-	4,944,550	5,089,140	2,838,350	21,469,922	34,341,962	78,949,317
2040	2,539,975	199,575	6,510,188	7,012,379	26,618,363	42,880,480	-	4,747,050	4,874,640	2,732,600	20,634,297	32,988,587	75,869,067
2041	2,447,225	191,950	6,264,063	6,753,879	25,562,113	41,219,230	-	4,559,800	4,680,640	2,626,850	19,818,672	31,685,962	72,905,192
2042	2,333,975	181,638	5,977,657	6,446,296	24,545,783	39,485,349	-	4,362,300	4,466,140	2,522,100	18,970,179	30,320,719	69,806,068
2043	1,626,425	137,575	3,078,968	5,090,560	21,741,288	31,674,816	-	3,285,050	2,905,940	1,905,300	14,748,659	22,844,949	54,519,765
2044	1,529,700	126,825	2,340,423	3,503,210	16,833,127	24,333,285	-	2,927,050	630,950	1,830,050	10,935,477	16,323,527	40,656,812
2045	1,086,150	126,325	1,987,923	2,306,080	12,279,373	17,785,851	-	575,550	181,700	1,750,550	6,355,206	8,863,006	26,648,857
2046	413,075	117,075	1,593,340	1,017,240	5,471,367	8,612,097	-	267,750	177,450	1,239,000	2,557,460	4,241,660	12,853,757
<b>Total Principal &amp; Interest</b>	\$ 62,936,750	\$ 5,658,376	\$ 166,016,767	\$ 189,058,320	\$ 637,698,250	1,061,368,463	57,825,000	121,784,500	131,075,970	66,135,550	574,079,373	\$ 950,900,393	\$ 2,012,268,856



## Debt Service Fund

### Outstanding Debt and Referendum Authority

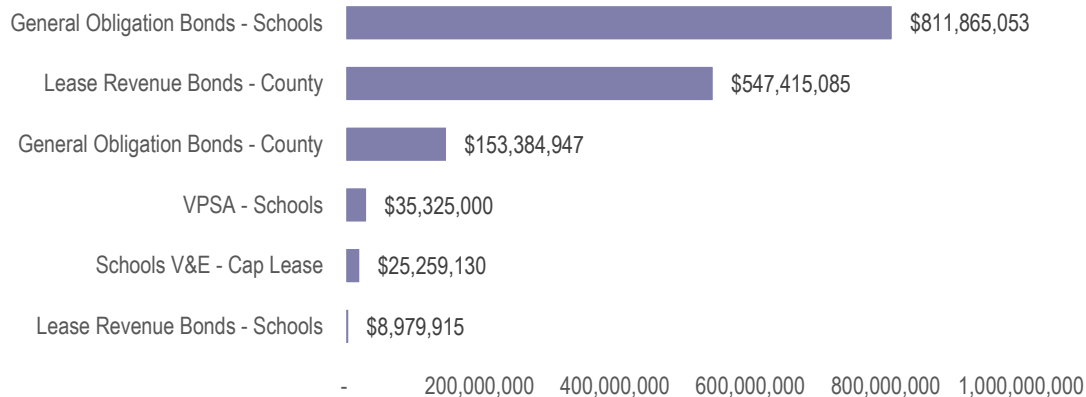
The charts and tables below summarize the outstanding debt attributable to the County and Schools by type. Outstanding debt represents the amount of existing debt (principal) the County is obligated to repay. The information in the following tables is as of December 31, 2020.

#### Outstanding Debt as of December 31, 2020

Type of Debt	General Government	Schools	Total
General Obligation Bonds	\$153,384,947	\$811,865,053	\$965,250,000
VPSA General Obligation Bonds	-	35,325,000	35,325,000.00
Lease Revenue Bonds	547,415,085	8,979,915	\$556,395,000
Capital Leases	-	25,259,130	25,259,130
<b>Total</b>	<b>\$700,800,032</b>	<b>\$881,429,099</b>	<b>\$1,582,229,130</b>

\*Totals may not add due to rounding.

**Figure 8. Outstanding Debt**



The following table displays the amount of general obligation bonds approved by voter referendum and the amount unissued. Referendum authority is valid for a period of eight years and may be extended to 10 years upon approval of a resolution by the Board of Supervisors requesting the Circuit Court to extend the period. This information is different from the table above because it represents general obligation debt the County has the authority to issue but has not issued; whereas the table above represents debt the County has issued and includes all types of debt. The table below is categorized by year and functional area.



## Debt Service Fund

### Outstanding Referendum Authority as of December 31, 2020

Referendum Year	Functional Area	Approved Referendum Amount	Amount Authorized and Unissued
2013	Parks and Rec	\$34,255,000	\$2,500,000
	Public Safety	14,175,000	1,945,000
	Schools	10,755,000	831,710
	<b>2013 Subtotal</b>	<b>\$59,185,000</b>	<b>\$5,276,710</b>
2014	Parks and Rec	\$10,935,000	\$5,084,000
	Public Safety	34,690,000	12,236,000
	Schools	162,900,000	11,085,290
	<b>2014 Subtotal</b>	<b>208,525,000</b>	<b>28,405,290</b>
2015	Public Safety	\$2,940,000	\$2,940,000
	Schools	150,995,000	9,821,000
	<b>2015 Subtotal</b>	<b>\$153,935,000</b>	<b>\$12,761,000</b>
2016	Parks and Rec	\$76,115,000	\$71,435,000
	Public Safety	17,500,000	10,500,000
	Transportation	18,000,000	2,000,000
	Schools	233,070,000	44,208,000
	<b>2016 Subtotal</b>	<b>\$344,685,000</b>	<b>\$128,143,000</b>
2017	Public Safety	\$15,660,000	\$13,760,000
	Schools	81,761,000	55,092,000
	<b>2017 Subtotal</b>	<b>\$97,421,000</b>	<b>68,852,000</b>
2018	Transportation	\$152,585,000	\$130,525,000
	Schools	98,820,000	56,400,000
	<b>2018 Subtotal</b>	<b>\$251,405,000</b>	<b>\$186,925,000</b>
2019	Schools	\$93,940,000	\$93,940,000
	Public Safety	22,870,000	22,870,000
	Parks and Rec	41,795,000	41,795,000
	Transportation	56,885,000	54,170,000
	<b>2019 Subtotal</b>	<b>\$215,490,000</b>	<b>\$212,775,000</b>
2020	Schools	\$123,755,000	\$123,755,000
	Public Safety	29,516,000	29,516,000
	Parks and Rec	3,825,000	3,825,000
	Transportation	151,210,000	151,210,000
	<b>2020 Subtotal</b>	<b>\$308,306,000</b>	<b>\$308,306,000</b>
<b>Totals</b>	<b>Schools</b>	<b>\$955,996,000</b>	<b>\$395,133,000</b>
	<b>County</b>	<b>682,956,000</b>	<b>556,311,000</b>
	<b>Total</b>	<b>\$1,638,952,000</b>	<b>\$951,444,000</b>

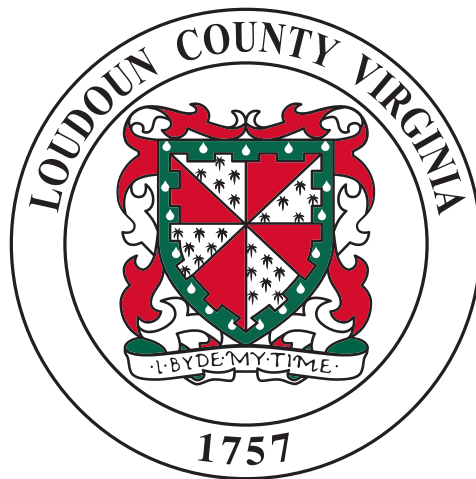


# Other Funds

## FY 2022 Proposed Budget

### Contents

Capital Asset Preservation Program Fund	13-2
Children’s Services Act Fund	13-6
County OPEB Trust Fund	13-8
Dulles Town Center Community Development Authority Fund	13-10
EMS Transport Fund	13-12
Greenlea Tax District Fund	13-17
Housing Fund	13-18
Legal Resource Center Fund (Law Library)	13-22
Major Equipment Replacement Fund	13-25
Metro Parking Garages Fund	13-26
Public Facilities Fund	13-28
Rental Assistance Program Fund	13-40
Restricted Use Transient Occupancy Tax Fund	13-44
Route 28 Special Improvements Fund	13-50
State and Federal Grant Fund	13-54
Tall Oaks Water and Sewer Fund	13-61
Transportation District Fund	13-62





## 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 and replacing major facility components and systems.

The County uses nationally promulgated standards as guidelines for the maintenance of, and financial investment in, aging facilities. 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. 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 2021 through FY 2026 reflect the funding required to support capital asset preservation.

The County CAPP and the School Capital Asset Preservation Program Fund are separate funds and are separate appropriations in the Appropriations Resolution. While the programs focus on the long-term needs of the County, only the current year (FY 2022) is appropriated. The County's CAPP includes funding for long-term maintenance of general government and court facilities, as well as computer system replacements.<sup>1</sup>

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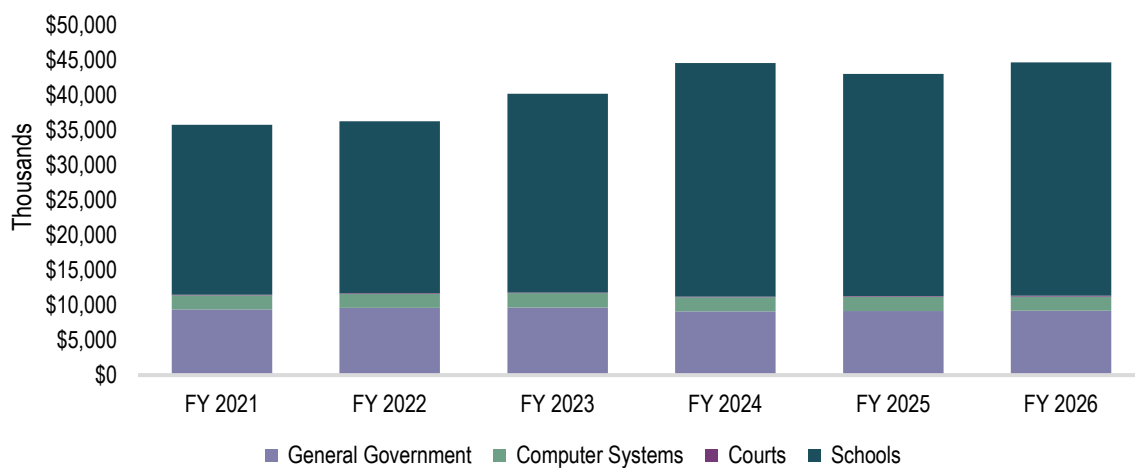
<sup>1</sup> In prior year Adopted Budgets, computer system replacements were displayed as a separate Computer System Replacement Fund, while still being appropriated under the CAPP Fund. Beginning with the FY 2020 Adopted Budget, these system replacements are displayed within their parent fund.



## Capital Asset Preservation Program

### Revenues and Expenditures<sup>1</sup>

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total
<b>Revenues – Transfer from General Fund</b>							
General Government	\$9,370,000	\$9,595,000	\$9,680,000	\$9,106,350	\$9,174,241	\$9,210,983	\$56,136,574
Computer Systems	2,025,000	2,025,000	2,025,000	2,025,000	2,025,000	2,025,000	12,150,000
Schools	24,261,000	24,543,000	28,390,500	33,354,000	31,717,000	33,358,000	175,623,500
<b>Subtotal</b>	<b>\$35,656,000</b>	<b>\$36,163,000</b>	<b>\$40,095,500</b>	<b>\$44,485,350</b>	<b>\$42,916,241</b>	<b>\$44,593,983</b>	<b>\$243,910,074</b>
<b>Revenues – Other Sources</b>							
Court Recordation Fees	100,000	100,000	100,000	100,000	100,000	100,000	600,000
<b>Subtotal</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$100,000</b>	<b>\$600,000</b>
<b>Total – Revenues</b>	<b>\$35,756,000</b>	<b>\$36,263,000</b>	<b>\$40,195,500</b>	<b>\$44,585,350</b>	<b>\$43,016,241</b>	<b>\$44,693,983</b>	<b>\$244,510,074</b>
<b>Expenditures</b>							
General Government	\$9,370,000	\$9,595,000	\$9,680,000	\$9,106,350	\$9,174,241	\$9,210,983	\$56,136,574
Courts Maintenance	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Computer Systems	2,025,000	2,025,000	2,025,000	2,025,000	2,025,000	2,025,000	12,150,000
<b>Subtotal – County CAPP</b>	<b>\$11,495,000</b>	<b>\$11,720,000</b>	<b>\$11,805,000</b>	<b>\$11,231,350</b>	<b>\$11,299,241</b>	<b>\$11,335,983</b>	<b>\$68,886,574</b>
Schools	\$24,261,000	\$24,543,000	\$28,390,500	\$33,354,000	\$31,717,000	\$33,358,000	\$175,623,500
<b>Subtotal – Schools CAPP</b>	<b>\$24,261,000</b>	<b>\$24,543,000</b>	<b>\$28,390,500</b>	<b>\$33,354,000</b>	<b>\$31,717,000</b>	<b>\$33,358,000</b>	<b>\$175,623,500</b>
<b>Total – Expenditures</b>	<b>\$35,756,000</b>	<b>\$36,263,000</b>	<b>\$40,195,500</b>	<b>\$44,585,350</b>	<b>\$43,016,241</b>	<b>\$44,693,983</b>	<b>\$244,510,074</b>



<sup>1</sup> Sums may not equal due to rounding.



## Capital Asset Preservation Program

### Expenditure Detail

#### Program Compared to Fixed Asset Value

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
<b>Fixed Asset Value (FAV)</b>						
General Government	\$1,728,482,336	\$1,901,330,569	\$2,091,463,626	\$2,300,609,989	\$2,530,670,988	\$2,783,738,086
Schools	2,367,538,403	2,604,292,243	2,864,721,467	3,151,193,614	3,466,312,975	3,812,944,273
<b>Total Fixed Asset Value</b>	<b>\$4,096,020,738</b>	<b>\$4,505,622,812</b>	<b>\$4,956,185,093</b>	<b>\$5,451,803,603</b>	<b>\$5,996,983,963</b>	<b>\$6,596,682,359</b>
<b>CAPP Projects as a Percent of FAV</b>						
General Government	0.55%	0.51%	0.47%	0.40%	0.37%	0.33%
Schools	1.02%	0.94%	0.99%	1.06%	0.92%	0.87%
<b>All CAPP Projects</b>	<b>0.82%</b>	<b>0.76%</b>	<b>0.77%</b>	<b>0.78%</b>	<b>0.68%</b>	<b>0.65%</b>

### Proposed FY 2022 County CAPP

During FY 2019, the County conducted a series of building assessments to develop a long-term maintenance strategy for County facilities. These assessments resulted in a level funding plan for select General Government expenditure categories (Building, Roofing, Mechanical/Electrical and Plumbing). Current and planned appropriations for these expenditures have been updated in FY 2021 through FY 2026 and represent a long-term strategy to provide sufficient and consistent annual funding for these types of expenditures over time. The assessments also helped identify the need for establishing a contingency within the CAPP Fund. Contingency funding will be used to address needs that may be accelerated due to unforeseen circumstances.



## Capital Asset Preservation Program

### Program by Functional Area and Repair Category<sup>1</sup>

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total
<b>General Government</b>							
Building	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$13,500,000
Mechanical/Electrical Plumbing	950,000	950,000	900,000	900,000	900,000	900,000	5,500,000
Parks/Recreation Facilities	1,500,000	1,500,000	1,545,000	1,591,350	1,639,091	1,655,482	9,430,923
Pavement/Site	2,320,000	2,545,000	2,635,000	2,015,000	2,035,150	2,055,502	13,605,652
CAPP Contingency	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	9,000,000
Roofing	850,000	850,000	850,000	850,000	850,000	850,000	5,100,000
<b>Subtotal – General Government</b>	<b>\$9,370,000</b>	<b>\$9,595,000</b>	<b>\$9,680,000</b>	<b>\$9,106,350</b>	<b>\$9,174,241</b>	<b>\$9,210,983</b>	<b>\$56,136,574</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>Computer Systems</b>							
Network Equipment	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$900,000	\$5,400,000
Windows & Enterprise Servicers	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
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>Subtotal – Computer Systems</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>\$2,025,000</b>	<b>\$12,150,000</b>
<b>Total – County CAPP</b>	<b>\$11,495,000</b>	<b>\$11,720,000</b>	<b>\$11,805,000</b>	<b>\$11,231,350</b>	<b>\$11,299,241</b>	<b>\$11,335,983</b>	<b>\$68,886,574</b>
<b>Schools</b>							
Electrical	\$1,564,250	\$2,120,000	\$3,585,000	\$2,494,000	\$2,494,000	\$2,494,000	\$14,751,250
HVAC	733,000	1,234,000	4,266,000	2,570,000	2,570,000	2,570,000	13,943,000
Plumbing	390,000	1,620,000	1,433,000	2,100,000	2,100,000	2,100,000	9,743,000
Resurfacing	5,274,000	5,701,000	2,233,000	3,027,000	3,027,000	3,027,000	22,289,000
Roofing	12,031,000	8,658,000	12,160,000	14,534,000	14,534,000	14,534,000	76,451,000
Structure Repair	3,637,000	4,804,000	4,213,500	8,129,000	6,492,000	8,133,000	35,408,500
Windows	631,750	406,000	500,000	500,000	500,000	500,000	3,037,750
<b>Subtotal – Schools</b>	<b>\$24,261,000</b>	<b>\$24,543,000</b>	<b>\$28,390,500</b>	<b>\$33,354,000</b>	<b>\$31,717,000</b>	<b>\$33,358,000</b>	<b>\$175,623,500</b>
<b>Total – All CAPP</b>	<b>\$35,756,000</b>	<b>\$36,263,000</b>	<b>\$40,195,500</b>	<b>\$44,585,350</b>	<b>\$43,016,241</b>	<b>\$44,693,983</b>	<b>\$244,510,074</b>

<sup>1</sup> Sums may not equal due to rounding.



## 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 and their families. The CSA Fund, managed by the Department of Family Services (DFS), accounts for the revenues and expenditures of the program. State funds are matched with local funds at varying rates depending on the type of service being provided, from 23.82 percent (community-based services) to 59.54 percent (residential treatment services). The youth supported by CSA funds often struggle with behavioral or emotional problems; typical services include community-based services, residential facilities, 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 the County 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.

### Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>

	FY 2019 Actual <sup>2</sup>	FY 2020 Actual <sup>3</sup>	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Beginning Fund Balance</b>	<b>\$5,379,382</b>	<b>\$5,791,977</b>	<b>\$5,314,995</b>	<b>\$4,576,571</b>	<b>\$4,159,902</b>
<b>Revenues</b>					
Recovered Costs	\$631,198	\$613,882	\$1,004,310	\$1,004,310	\$1,004,310
Intergovernmental – Commonwealth	3,685,897	4,655,543	4,373,766	4,448,214	4,448,214
Transfer from the General Fund	3,685,000	3,685,000	3,185,000	3,685,000	3,685,000
<b>Total – Revenues</b>	<b>\$8,002,095</b>	<b>\$8,954,425</b>	<b>\$8,563,076</b>	<b>\$9,137,524</b>	<b>\$9,137,524</b>
<b>Expenditures</b>					
Medicaid Expenditures	\$1,035,424	\$1,029,367	\$1,718,620	\$1,718,620	\$1,718,620
CSA Expenditures	6,479,238	8,316,145	7,492,880	7,745,573	7,745,573
Operating and Maintenance	74,838	85,895	90,000	90,000	90,000
<b>Total – Expenditures</b>	<b>\$7,589,500</b>	<b>\$9,431,407</b>	<b>\$9,301,500</b>	<b>\$9,554,193</b>	<b>\$9,554,193</b>
<b>Estimated Ending Fund Balance</b>	<b>\$5,791,977</b>	<b>\$5,314,995</b>	<b>\$4,576,571</b>	<b>\$4,159,902</b>	<b>\$3,743,233</b>
Percent Change	8%	(8%)	(14%)	(9%)	(10%)

<sup>1</sup> Sums may not equal due to rounding.

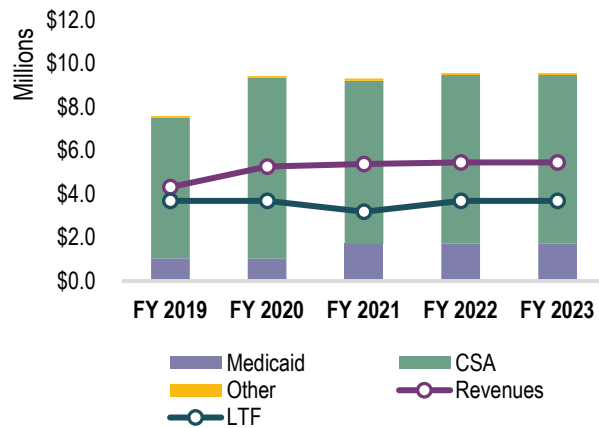
<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).

<sup>3</sup> Source: Loudoun County FY 2020 CAFR.



## Children's Services Act Fund

### Revenue and Expenditure History



#### Revenue/Local Tax Funding

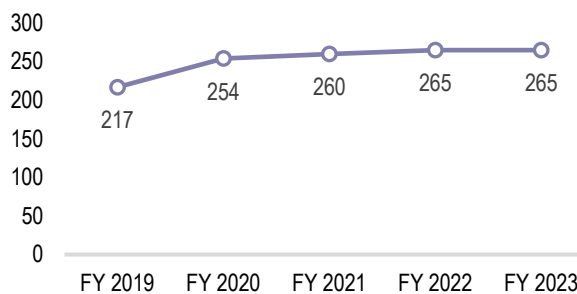
As shown, the CSA Fund is primarily funded by State revenue but receives a significant level of Local Tax Funding (LTF). LTF comprises 40 percent of the budget for the Fund.

#### Expenditure

The majority of expenditures in the CSA Fund are for the provision of services – 99 percent. These services are primarily driven by private day placements which comprise over \$3.5 million of the \$9.6 million budget for the fund. Other significant cost factors include an increase in the number of youths requiring higher level of treatment for longer periods.

The FY 2022 Proposed Budget for the CSA Fund reflects a \$416,669 use of prior year fund balance as the budget continues to leverage CSA fund balance to reduce the annual impact on local tax funding.

### Key Measures



**Measure:** Number of children served.

*The number of children served indicates the demand for services mandated to be provided under the Children's Services Act.*

### Policies

The CPMT is responsible for developing interagency policies and procedures to govern the provision of services to children and families in the community. The CPMT is also responsible for developing interagency fiscal policies governing access to CSA funds by the eligible populations including immediate access to funds for emergency services and shelter care. Additional responsibilities of the CPMT are outlined in Virginia Code.



## County OPEB Trust Fund

In 2004, the Governmental Accounting Standards Board (GASB) issued Statement #45 (GASB #45), Accounting and Financial Reporting by Employers for Post-employment Benefits Other Than Pensions, to address how governmental entities should account for and report their costs and obligations related to “other post-employment benefits” (OPEB). OPEB refers to fringe benefits provided to retired and former employees other than pension benefits. In past accounting standards, entities recognized the cost of these benefits as they were paid. This standard requires recognition of the cost of the benefits over the service period of the employee. In 2015, GASB issued Statement #75 (GASB # 75), Accounting and Financial Reporting for Post-Employment Benefits Other Than Pensions, which required the County to record a liability on the government-wide financial statements for its net OPEB liability.

Currently, Loudoun County and Loudoun County Public Schools (LCPS) offer post-retirement benefits, which include healthcare coverage for eligible retirees and their families. The program includes coverage for both pre-65 and Medicare-eligible retirees with an appropriate medical and prescription drug plan and dental and vision coverage. The bond rating agencies have stated that they consider OPEB funding status in their evaluations of government financial condition. It is possible that bond ratings may suffer for governments with large and/or mounting liabilities that do not have a mechanism in place to manage these obligations. Following these guidelines, the LCPS and County’s actuarial firms have been conducting bi-annual analyses in accordance with GASB #45, and more recently, GASB #75.

In response to the reporting requirements, the County created a fiduciary fund in FY 2009 with a budget of \$10,000,000; \$7,000,000 for 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 pensions.

In September 2009, LCPS and Loudoun County joined the Virginia Municipal League (VML)/Virginia Association of Counties (VACo) Pooled OPEB Trust for the investment of County assets related to OPEB. This Trust was established as an investment vehicle for participating employers to accumulate assets to fund OPEB. The initial funding transfer occurred on September 8, 2009, with the County OPEB Committee (Local Finance Board) continuing its role of monitoring the funding and performance of the VML/VACo Pooled OPEB Trust. Additionally, LCPS and Loudoun County are currently represented by a Local Finance Board member on the VML/VACo Pooled OPEB Trust Board of Trustees. To better control the increasing cost of retiree health benefits and to mitigate future liabilities, LCPS and the County 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.

The FY 2020 Adopted Budget included an annual contribution of \$15,500,000 to the OPEB Trust; \$10,000,000 for the LCPS and \$5,500,000 for Loudoun County. Similarly, the FY 2021 Adopted Budget included an annual contribution of \$15,500,000 – including 10,000,000 in contributions for the LCPS. During FY 2021, staff developed an OPEB Funding Policy that sets guidelines for funding levels and conditions under which the County can withdraw money from the trust as reimbursement for eligible costs. Staff anticipates drawing \$4,473,000 from the trust account to cover benefits payments to beneficiaries during FY 2021.

The FY 2022 Proposed Budget includes an annual contribution of \$17,500,000 to the OPEB Trust; \$12,000,000 for the LCPS and \$5,500,000 for Loudoun County. LCPS’s FY 2022 budget amount of \$12 million represents a \$2 million increase from FY 2021’s Adopted Budget. The County’s FY 2022 budget amount includes an amount of \$5,500,000 to be paid into the OPEB Trust, which represents a commitment to a full funding approach and is expected to result in an ongoing annual reduction to the Net OPEB Obligation. The County’s full funding approach has brought the funding level to 78.1 percent, allowing the County to start using the trust to pay benefits.

**County OPEB Trust Fund****Financial Summary**

	FY 2019 Actual	FY 2020 Adopted	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Contributions</b>					
County	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000	\$5,500,000
Schools	10,000,000	10,000,000	10,000,000	12,000,000	12,000,000
<b>Total OPEB Contributions</b>	<b>\$15,500,000</b>	<b>\$15,500,000</b>	<b>\$15,500,000</b>	<b>\$17,500,000</b>	<b>\$17,500,000</b>
<b>Expenditures</b>					
County	\$0	\$0	\$4,473,000	\$4,500,000	\$4,500,000
Schools	0	0	0	0	0
<b>Total OPEB Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,473,000</b>	<b>\$4,500,000</b>	<b>\$4,500,000</b>

**Policies**

The County and LCPS participate in the Virginia Pooled OPEB Trust, administered by VML/VACo. Funds are pooled from participating jurisdictions and invested in the name of the Virginia Pooled OPEB Trust. The Board of Trustees of the Virginia Pooled OPEB Trust establishes investment objectives, risk tolerance, and asset allocation policies in light of market and economic conditions and generally prevailing prudent investment practices.

Effective January 1, 2013, cost-saving measures were implemented by the County. Employees were designated into groups based on years of service and/or age, which determine their retiree health benefit eligibility. With the designation of groups, the County's defined benefit OPEB plan is closed to new participants, and a defined contribution Retirement Health Savings Program ("RHSP") is used for new employees. Other cost saving measures, including caps on employer cost sharing and a 10 percent aggregate cost shift to retirees, were put into place to further mitigate future OPEB costs as well as to reduce the County's Annual Required Contribution. Employer contribution rates for retirees vary based on the designated group, type of retirement, years of service, plan type, and coverage level.



## 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 (Board) in 1998 via Section 260.03 of the Loudoun County Codified Ordinances after petition from the owners of land comprising the district. The bonds issued by the CDA are not debts of Loudoun County.

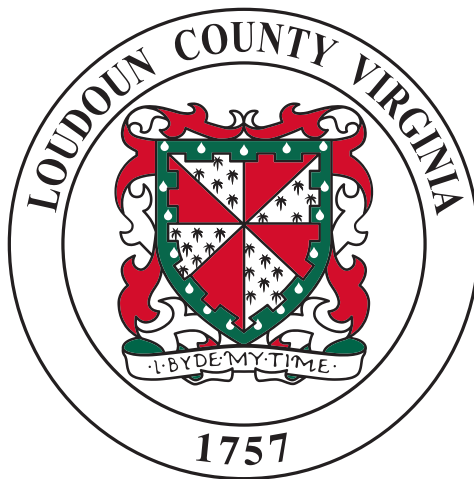
### Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>

	FY 2019 Actual <sup>2</sup>	FY 2020 Actual <sup>3</sup>	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Beginning Fund Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Revenues</b>					
General Property Taxes	\$3,031,207	\$3,077,027	\$3,500,000	\$3,500,000	\$3,500,000
<b>Total – Revenues</b>	<b>\$3,031,207</b>	<b>\$3,077,027</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>
<b>Expenditures</b>					
Community Development	\$3,031,207	\$3,077,027	\$3,500,000	\$3,500,000	\$3,500,000
<b>Total – Expenditures</b>	<b>\$3,031,207</b>	<b>\$3,077,027</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>	<b>\$3,500,000</b>
<b>Estimated Ending Fund Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<sup>1</sup> Sums may not equal due to rounding.

<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).

<sup>3</sup> Source: Loudoun County FY 2020 CAFR.





## EMS Transport Fund

Adopted in FY 2014, Chapter 1097 of the Loudoun County Codified Ordinances established the Emergency Medical Services (EMS) Transport Reimbursement Program and Fund. The Fund was created as part of the FY 2015 Adopted Budget, and the Program became operational during FY 2016. Through the EMS Transport Reimbursement Program, “all patients and/or their financially responsible parties, insurers or carriers, will be billed for EMS transport provided by the system according to the Fee Schedule established herein, and shall be responsible for any co-payment or deductible amount not satisfied by public or private insurance.”<sup>1</sup> The transport fee schedule is adopted on an annual basis as part of the budget development process. Further, the revenue yielded through this program is distributed among the volunteer companies and the County based on the distribution formula established under the ordinance that accounts for services provided by the respective agencies.

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<sup>1</sup> Loudoun County Codified Ordinances, Chapter 1097. The “System” refers to the Loudoun County Combined Fire and Rescue System.

**EMS Transport Fund****Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>**

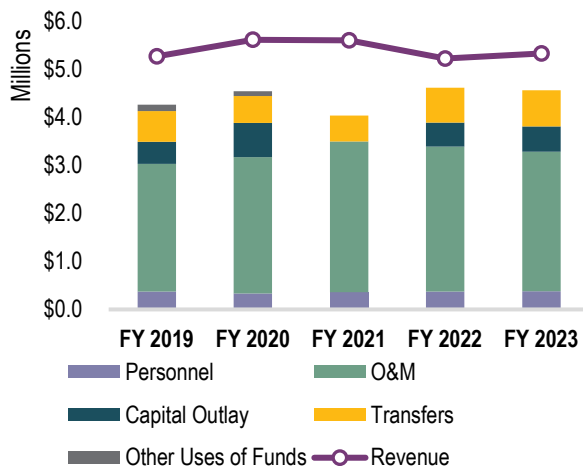
	FY 2019 Actual <sup>2</sup>	FY 2020 Actual <sup>3</sup>	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Beginning Fund Balance</b>	<b>\$5,235,145</b>	<b>\$6,244,735</b>	<b>\$7,314,701</b>	<b>\$8,877,659</b>	<b>\$9,484,516</b>
<b>Revenues</b>					
Use of Money and Property	\$39,000	\$39,000	\$0	\$0	\$0
Charges for Services	5,219,427	5,430,906	5,600,000	5,225,000	5,330,000
Sale of Capital Assets	12,000		0	0	0
Recovered Costs	0	144,788	0	0	0
<b>Total – Revenues</b>	<b>\$5,270,427</b>	<b>\$5,614,694</b>	<b>\$5,600,000</b>	<b>\$5,225,000</b>	<b>\$5,330,000</b>
<b>Expenditures</b>					
Personnel	\$371,322	\$330,862	\$359,605	\$369,829	\$380,924
Operating and Maintenance	2,657,812	2,838,730	3,139,178	3,018,463	2,903,902
Capital Outlay	463,348	712,089	0	503,970	529,169
Transfer to the General Fund <sup>4</sup>	637,321	561,790	538,259	725,881	747,657
Other Uses of Funds	131,033	101,257	0	0	0
<b>Total – Expenditures</b>	<b>\$4,260,836</b>	<b>\$4,544,728</b>	<b>\$4,037,042</b>	<b>\$4,618,143</b>	<b>\$4,561,652</b>
<b>Estimated Ending Fund Balance</b>	<b>\$6,244,735</b>	<b>\$7,314,701</b>	<b>\$8,877,659</b>	<b>\$9,484,516</b>	<b>\$10,252,864</b>
Percent Change	19%	17%	21%	7%	8%
<b>FTE<sup>5</sup></b>	<b>7.00</b>	<b>7.00</b>	<b>8.00</b>	<b>8.00</b>	<b>8.00</b>

<sup>1</sup> Sums may not equal due to rounding.<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).<sup>3</sup> Source: Loudoun County FY 2020 CAFR.<sup>4</sup> Beginning in FY 2020, the EMS Transport Fund supports costs associated with the 4.00 FTE approved in the FY 2019 Adopted Budget through a transfer to the General Fund as opposed to direct expenditures of the EMS Transport Fund. The FY 2021 Adopted Budget includes an additional 1.00 FTE funded through EMS Transport revenue. These positions are identified in the Staffing/FTE History section on the next page.<sup>5</sup> The personnel expenses associated with three program staff are budgeted in this fund. Total FTE for the Department as shown in Volume 1 of this document includes FTE budgeted in this fund.



## EMS Transport Fund

### Revenue and Expenditure History



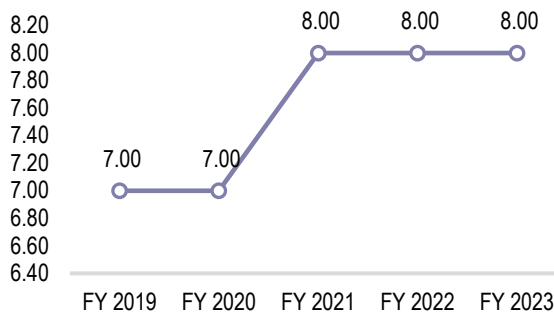
#### Revenue/Local Tax Funding

Revenue estimates are based on actual revenue collections in prior years, overall trends in the number of EMS transports, and anticipated County population growth. There is no local tax funding in the EMS Transport Fund.

#### Expenditure

The majority of the EMS Transport Fund's expenditure budget is dedicated to operating and maintenance, which includes transfers to volunteer fire and rescue companies based on the revenue-sharing formula. Other uses of funds includes transfers for EMS-funded positions in the general fund (see Staffing/FTE History).

### Staffing/FTE History



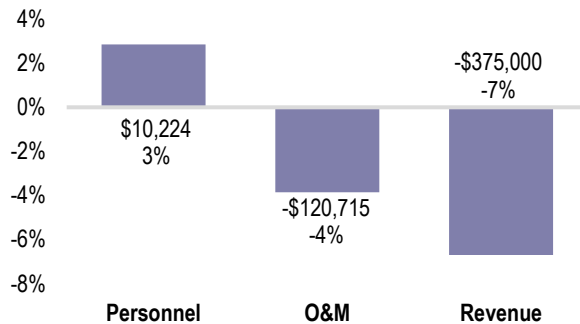
FY 2019: 2.00 FTE EMS supervisors, 1.00 FTE administrative assistant, 1.00 FTE EMS training officer  
 FY 2021: 1.00 FTE EMS clinical coordinator

The FY 2022 Proposed Budget for the EMS Transport Fund reflects an expenditure increase of approximately \$580,000 from the FY 2021 Adopted Budget due to increases in proposed capital expenditures including the replacement of EMS-related equipment and an increase in the transfer to the General Fund to fund EMS-funded positions discussed in the Staffing/FTE History section above. EMS Transport Fund revenues enable the Loudoun County Combined Fire and Rescue System (LC-CFRS) to purchase and replace equipment without the need for additional local tax funding. A decrease in community activity and travel associated with the COVID-19 pandemic resulted in a drop in the number of EMS transports in late FY 2020 and FY 2021, which has impacted revenue collections and future revenue projections. Therefore, EMS Transport revenue is reduced by \$375,000 from FY 2021 Adopted Budget to reflect updated estimates.



## EMS Transport Fund

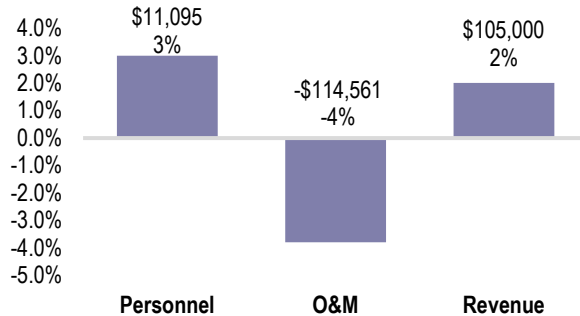
### Percent Change from Adopted FY 2021 to Proposed FY 2022



#### Reasons for Change:

**Personnel:** ↑ general pay increases || **O&M:** ↓ previous O&M budget reclassified as capital expenditures || **Revenue:** ↓ updated estimates based on actuals from late FY 2020 and FY 2021

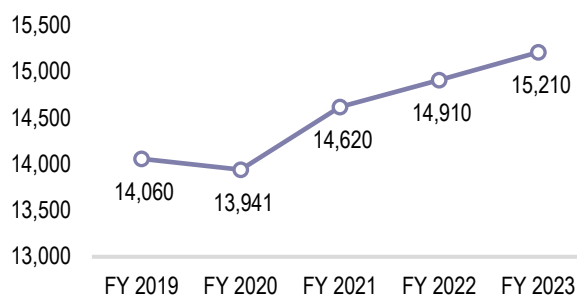
### Percent Change from Proposed FY 2022 to Projected FY 2023



#### Reasons for Change:

**Personnel:** ↑ 3 percent || **O&M:** ↓ reduction in anticipated infrastructure needs || **Revenue:** ↑ 2 percent in line with population growth

### Key Measures



**Objective:** Collect revenue from the EMS transport cost recovery program to support LC-CFRS operations, including distributions to volunteer companies.

**Measure:** Number of claims processed.

*Due to the COVID-19 pandemic, the number of claims processed for EMS transports decreased in FY 2020. However, billed transports are expected to increase approximately 2 percent annually between FY 2021 and 2023 in line with projected County population growth.*

### Policies

Fees established by the Board of Supervisors (Board) for LC-CFRS EMS transports may be adjusted annually in accordance with the federally approved Medicare fee schedule and/or the Consumer Price Index (CPI), as recommended by the County Administrator in the annual budget proposal to the Board. Any change to the fee schedule shall be approved by the Board and included in the adopted appropriation. The applicable CPI used must be certified by the County Treasurer. No change is recommended for FY 2022.



## EMS Transport Fund

### FY 2022 Proposed Rate Schedule

	Type	Rate
<b>Service Reimbursement</b>	Basic Life Support, Emergency	\$467
	Advanced Life Support, Level 1	\$660
	Advanced Life Support, Level 2	\$770
<b>Mileage Reimbursement</b>	Per Mile Traveled (applies to all types of service)	\$11

### Policy Information (Excerpts)

The EMS Transport Reimbursement Program was established as a Chapter of the Codified Ordinance of Loudoun County in January 2014. The ordinance identifies the procedures for EMS transport reimbursement, and the administration of the EMS Transport Reimbursement Program and revenue sharing procedure. The EMS Transport Fund is a special revenue fund through which all of the revenue yielded from the EMS Transport Reimbursement Program will be appropriated. The administrative costs, contractual requirements, and other necessary costs associated with conducting the Program are derived directly from the EMS Transport Reimbursement revenue and are paid first prior to any distribution. As a result, no local tax revenues are to be used to fund any EMS Transport Reimbursement efforts. The net revenue is distributed to the respective volunteer companies and LCFR according to a revenue sharing formula reflecting each agency's role in EMS transport services provided. In addition, 25 percent of the net revenue is retained for the maintenance of County provided infrastructure of LC-CFRS.

### Revenue Sharing Formula

Service Provided by Type	Percentage Share
Apparatus (Transport Vehicle) Ownership	20%
Station Ownership	20%
EMS Provider for Highest Level of Treatment	25%
County-Provided Infrastructure	25%
First Responder (Units Assigned to First Response)	10%



## Greenlea Tax District Fund

In the 2008 Special Session, the Virginia General Assembly amended the Code of Virginia § 15.2-2404 to authorize the creation of a special district and an assessment to fund the improvement of a damaged bridge on Crooked Bridge Road in the Blue Ridge District. The enacted legislation required a petition to create the district of not less than 50 percent of the property owners of Greenlea abutting Crooked Bridge Lane, who also own not less than 50 percent of the property within the subdivision. The Greenlea subdivision residents met this standard with a signed petition to the County requesting that the Board of Supervisors (Board) authorize and direct the establishment of an assessment under Title 15.2, Chapter 24, Article 2 of the Code of Virginia. The assessment is levied against the properties in the Greenlea subdivision to pay for the construction of the new bridge.

On June 16, 2009, the Board adopted an ordinance imposing the special assessment for local improvements to fund the replacement of the damaged bridge. The bridge was completed by a construction company selected by the property owners through their homeowners association, the Greenlea Homeowners Association II, in November 2009. The cost for the bridge replacement required no local tax funds. The bridge was financed completely by the Greenlea Homeowners Association II in conjunction with a private lender. The County pays the proceeds from the special assessment directly to the lender(s) as directed by the Greenlea Homeowners Association II, and payments are to be made solely from the collection of the special assessment imposed. The Board and the County are only responsible for imposing the special assessment, collecting the semi-annual installments, and forwarding collected monies to the lender(s) solely from the special assessment revenues. The total amount of the assessments on the properties identified by the ordinance may not exceed \$660,575.18, which is the estimated project cost financed over 15 years at 6 percent interest per year. The 19 properties in the community will be taxed equally and will pay the assessment in semi-annual payments.

### Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>

	FY 2019 Actual <sup>2</sup>	FY 2020 Actual <sup>3</sup>	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Beginning Fund Balance</b>	<b>\$1,159</b>	<b>\$626</b>	<b>\$2,326</b>	<b>\$2,326</b>	<b>\$2,326</b>
<b>Revenues</b>					
General Property Taxes	\$54,332	\$44,485	\$44,038	\$44,038	\$44,038
<b>Total – Revenues</b>	<b>\$54,332</b>	<b>\$44,485</b>	<b>\$44,038</b>	<b>\$44,038</b>	<b>\$44,038</b>
<b>Expenditures</b>					
Public Works	\$54,865	\$42,783	\$44,038	\$44,038	\$44,038
<b>Total – Expenditures</b>	<b>\$54,865</b>	<b>\$42,783</b>	<b>\$44,038</b>	<b>\$44,038</b>	<b>\$44,038</b>
<b>Estimated Ending Fund Balance</b>	<b>\$626</b>	<b>\$2,326</b>	<b>\$2,326</b>	<b>\$2,326</b>	<b>\$2,326</b>

<sup>1</sup> Sums may not equal due to rounding.

<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).

<sup>3</sup> Source: Loudoun County FY 2020 CAFR.



## Housing Fund

The Housing Fund, managed by the Office of Housing in the Office of the County Administrator, 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 Trust which is targeted to households with incomes between 30 and 70 percent of Area Median Income (AMI). Sources (revenues) include cash proceeds received as the result of a fair market value sale of an Affordable Dwelling Unit (ADU) in accordance with Chapter 1450 of the Loudoun County Codified Ordinances, cash contributions paid by developers as consideration for ADU Program modifications granted by the Board of Supervisors (Board) pursuant to 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 for the Trust. Expenditures (uses) involve a variety of County programs and initiatives including the Down Payment and Closing Cost Assistance Program, the Public Employee Grants for Homeownership 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.

**Housing Fund****Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>**

	FY 2019 Actual <sup>2</sup>	FY 2020 Actual <sup>3</sup>	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Beginning Fund Balance</b>	<b>\$39,006,380</b>	<b>\$39,006,380</b>	<b>\$42,373,775</b>	<b>\$42,373,775</b>	<b>\$42,373,775</b>
<b>Revenues</b>					
Use of Money and Property	\$779,212	\$586,614	\$0	\$0	\$0
Miscellaneous Revenue	2,442,075	3,151,049	5,000,000	5,000,000	5,000,000
Recovered Costs	295	501	0	0	0
<b>Total – Revenues</b>	<b>\$3,221,582</b>	<b>\$3,738,164</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>
<b>Expenditures</b>					
Operating and Maintenance	\$102,106	\$370,769	\$5,000,000	\$5,000,000	\$5,000,000
<b>Total – Expenditures</b>	<b>\$102,106</b>	<b>\$370,769</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>	<b>\$5,000,000</b>
<b>Estimated Ending Fund Balance</b>	<b>\$39,006,380</b>	<b>\$42,373,775</b>	<b>\$42,373,775</b>	<b>\$42,373,775</b>	<b>\$42,373,775</b>
Percent Change	9%	9%	0%	0%	0%
<b>Unavailable Fund Balance<sup>4</sup></b>	<b>\$14,335,000</b>	<b>\$20,185,000</b>	<b>\$20,185,000</b>	<b>\$20,185,000</b>	<b>\$20,185,000</b>
<b>Available Fund Balance</b>	<b>\$24,671,380</b>	<b>\$22,188,775</b>	<b>\$22,188,775</b>	<b>\$22,188,775</b>	<b>\$22,188,775</b>

The FY 2022 Proposed Budget for the Housing Fund remains at the same level reflected in the FY 2021 Adopted Budget – \$5 million.

Unavailable Fund Balance reflects loans that have been approved as of the end of the respective fiscal year. A summary of the projects for which funds have been reserved is provided below along with the amount of the application for each. Actual amounts disbursed could vary based on actions taken by the Board.

Project	Application Amount	Fiscal Year Approved
Heronview	\$1,100,000	FY 2017
Stone Springs	3,000,000	FY 2018
Ashburn Chase	2,460,000	FY 2018
Poland Hill	1,800,000	FY 2019
Mt. Sterling	5,975,000	FY 2019
Tuscarora Crossing Phase I	5,850,000	FY 2020
Tuscarora Crossing Phase II <sup>5</sup>	4,500,000	FY 2021

<sup>1</sup> Sums may not equal due to rounding.

<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).

<sup>3</sup> Source: Loudoun County FY 2020 CAFR.

<sup>4</sup> Unavailable Fund Balance includes loans to developers that have been approved by the Board. Future amounts will be determined on an annual basis by the Board as part of the Affordable Multi-Family Housing Loan program.

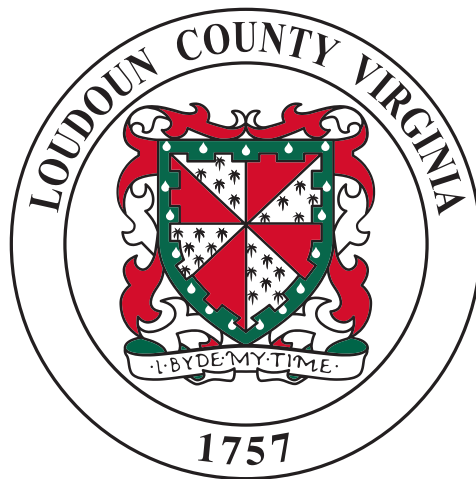
<sup>5</sup> The FY 2021 Tuscarora Crossing Phase II application is scheduled for consideration by the Board on February 16, 2021.



## Housing Fund

### Policies

There are no policies in place for the Housing Fund as a whole, however, the County of Loudoun Housing Trust – a component of the Housing Fund – is regulated by the Trust Agreement. The Housing Trust 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 ADUs when a project verifies that it is financed with either the Low Income Housing Tax Credit (LIHTC) Program or the U.S. Department of Housing and Urban Development (HUD) 221 (d) 4 Affordable Program. Substituting affordable housing units that are funded either with LIHTC or HUD 221 (d) 4 Affordable Program 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) mission is to provide resources and reference services that address the legal information needs of the general public, Loudoun County government, court personnel, attorneys, and the local prison population. The Law Library, which is located in the Loudoun County Courts Complex, provides a collection of legal materials and electronic resources that are not generally available elsewhere in the County. A full-time legal resources specialist orders, shelves, and updates materials. The Law Library is open from 8:30 a.m. to 4:00 p.m. weekdays. During these hours, the legal resources specialist provides reference service, bibliographic instruction, copier service, online access, library cards, notary public service, etc. Attorneys and court personnel can also access the collection at other times if needed. The legal resources specialist responds to patrons' requests in person, by telephone, and via email as well as to prisoner requests submitted by the Loudoun County Sheriff's Office.

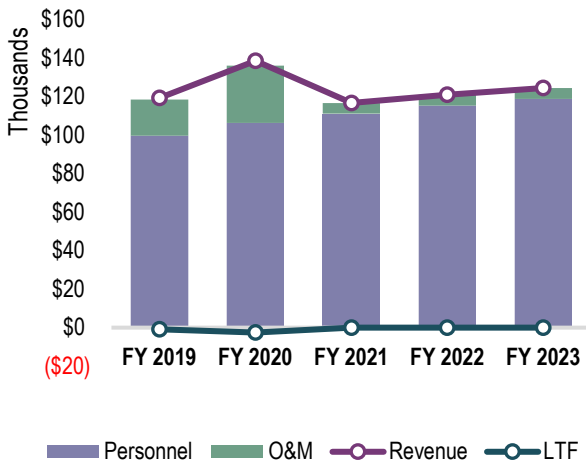
The Department of Library Services manages the Legal Resource Center Fund and the legal resources specialist.<sup>1</sup> Other Library Services staff members provide assistance at the Law Library when the legal resources specialist is unavailable. In FY 2018, Library Services expanded the availability of legal resources throughout the County by providing access to Westlaw, a specialized online legal resource, at all library locations.

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<sup>1</sup> In FY 2017, the Law Library was transferred from the Clerk of the Circuit Court's Office to Library Services, so its resources could have a greater impact on the community.

**Legal Resource Center Fund (Law Library)****Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>**

	FY 2019 Actual <sup>2</sup>	FY 2020 Actual <sup>3</sup>	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Beginning Fund Balance</b>	<b>\$20,078</b>	<b>\$20,997</b>	<b>\$23,550</b>	<b>\$23,550</b>	<b>\$23,550</b>
<b>Revenues</b>					
Charges for Services	\$55,732	\$56,374	\$44,980	\$44,980	\$44,980
Gifts and Donations	0	5,000	0	0	0
Transfers from the General Fund	62,537	86,170	71,645	75,867	79,380
Use of Money and Property	977	918	0	0	0
<b>Total – Revenues</b>	<b>\$119,246</b>	<b>\$138,462</b>	<b>\$116,625</b>	<b>\$120,847</b>	<b>\$124,360</b>
<b>Expenditures</b>					
Personnel	\$99,663	\$106,308	\$110,985	\$115,186	\$118,642
Operating and Maintenance	18,664	29,601	5,640	5,661	5,718
<b>Total – Expenditures</b>	<b>\$118,327</b>	<b>\$135,909</b>	<b>\$116,625</b>	<b>\$120,847</b>	<b>\$124,360</b>
<b>Estimated Ending Fund Balance</b>	<b>\$20,997</b>	<b>\$23,550</b>	<b>\$23,550</b>	<b>\$23,550</b>	<b>\$23,550</b>
Percent Change	5%	12%	0%	0%	0%
<b>FTE</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>	<b>1.00</b>

**Revenue and Expenditure History****Revenue/Local Tax Funding**

The Law Library's funding sources are charges for services, which relate to revenue collections by the Clerk of the Circuit Court and the Clerk of the General District Court, donations, and a transfer from the General Fund (local tax funding).

**Expenditure**

The majority of the Law Library's expenditure budget is dedicated to personnel costs.

As reflected in the table above, a transfer from the General Fund to the Legal Resource Center 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

<sup>1</sup> Sums may not equal due to rounding.

<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).

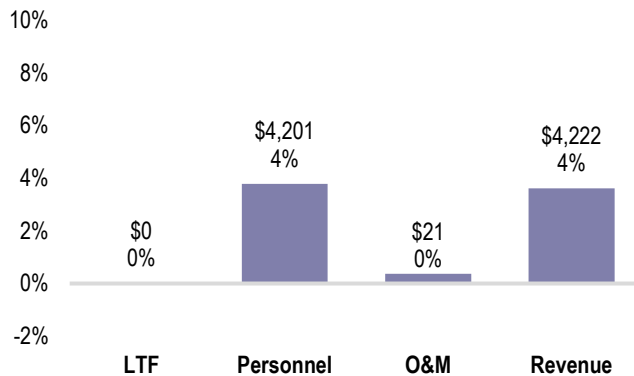
<sup>3</sup> Source: Loudoun County FY 2020 CAFR.



## Legal Resource Center Fund (Law Library)

higher than projected revenues and will necessitate additional transfers from the General Fund. During FY 2020, the Department of Library Services transferred funds from its General Fund operating budget to the Legal Resource Center Fund to help cover actual expenditures since the Fund's revenues were not sufficient.

### Percent Change from Adopted FY 2021 to Proposed FY 2022

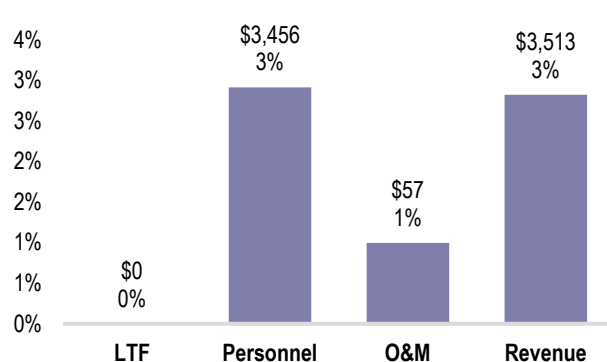


#### Reasons for Change:

**Personnel:** ↑ General pay increase || **O&M:** ↑ Central services expenditures increase ||

**Revenue:** ↑ Transfer from the General Fund increase

### Percent Change from Proposed FY 2022 to Projected FY 2023



#### Reasons for Change:

**Personnel:** ↑ 3 percent || **O&M:** ↑ 1 percent

**Revenue:** ↔



## 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. The Fund was created in FY 2016. Prior to this, the County funded replacement of capital 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.

### Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>

	FY 2019 Actual <sup>2</sup>	FY 2020 Actual <sup>3</sup>	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Beginning Fund Balance</b>	<b>\$6,844,114</b>	<b>\$6,092,598</b>	<b>\$6,855,719</b>	<b>\$5,855,719</b>	<b>\$6,855,719</b>
<b>Revenues</b>					
Transfer from The General Fund	\$4,000,000	\$4,000,000	\$2,000,000	\$4,000,000	\$4,000,000
<b>Total – Revenues</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>	<b>\$2,000,000</b>	<b>\$4,000,000</b>	<b>\$4,000,000</b>
<b>Expenditures</b>					
Planned Replacement	\$4,524,207	\$3,190,662	\$1,000,000	\$1,000,000	\$3,500,000
Unplanned/Emergency Repl.	0	0	1,000,000	1,000,000	1,000,000
Future Replacement Reserve	0	0	1,000,000	1,000,000	1,000,000
General Government	227,309	46,217	0	0	0
<b>Total – Expenditures</b>	<b>\$4,751,516</b>	<b>\$3,236,879</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$5,500,000</b>
<b>Estimated Ending Fund Balance</b>	<b>\$6,092,598</b>	<b>\$6,855,719</b>	<b>\$5,855,719</b>	<b>\$6,855,719</b>	<b>\$5,355,719</b>

The FY 2022 Proposed 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 for FY 2022 are estimated at \$1,000,000. Expenditures also include planning for \$1,000,000 of unplanned or emergency replacement needs and \$1,000,000 for Future Replacement Reserve.

For the FY 2022 Proposed Budget, planned expenditures are based on a replacement schedule developed by an independent consultant. The schedule identifies planned equipment replacements and the estimated cost for replacement over a 20-year period. 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> Sums may not equal due to rounding.

<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).

<sup>3</sup> Source: Loudoun County FY 2020 CAFR.



## Metro Parking Garages Fund

The Metro Parking Garages Fund was created in FY 2020 to manage the operations of the County-owned Metro Parking Garages, located at the Loudoun Gateway and Ashburn Stations. The Department of General Services administers this fund. The first two years of operations will be at least partially funded by a transfer from the Transportation District Fund (TDF), consisting of local gasoline tax, because revenue service of Phase Two of the Dulles Corridor Metrorail Project is not anticipated to begin until sometime in FY 2022. Subsequent years will be funded with revenues generated from parking garage operations. This fund will provide resources for day-to-day operations, preventative, and long-term maintenance.

### Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>

	FY 2019 Actual	FY 2020 Actual <sup>2</sup>	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Beginning Fund Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$824,962</b>	<b>\$824,962</b>	<b>\$1,251,068</b>
<b>Revenues</b>					
Parking Garage Revenue	\$0	\$0	\$1,780,761	\$1,995,578	\$2,061,896
Transfer from Transportation District Fund	0	1,145,850	592,806 <sup>3</sup>	0	0
<b>Total – Revenues</b>	<b>\$0</b>	<b>\$1,145,850</b>	<b>\$2,373,567</b>	<b>\$1,995,578</b>	<b>\$2,061,896</b>
<b>Expenditures</b>					
Personnel	\$0	\$100,771	\$190,637	\$190,637	196,356
Operating and Maintenance	0	220,117	1,481,430	1,378,835	1,392,623
Capital Outlay	0	0	701,500	0	0
<b>Total – Expenditures</b>	<b>\$0</b>	<b>\$320,888</b>	<b>\$2,373,567</b>	<b>\$1,569,472</b>	<b>\$1,588,979</b>
<b>Estimated Ending Fund Balance</b>	<b>\$0</b>	<b>\$824,962</b>	<b>\$824,962</b>	<b>\$1,251,068</b>	<b>\$1,723,985</b>
Percent Change	n/a	n/a	0%	52%	38%
<b>FTE<sup>4</sup></b>	<b>0</b>	<b>1.00</b>	<b>2.00</b>	<b>2.00</b>	<b>2.00</b>

<sup>1</sup> Sums may not equal due to rounding.

<sup>2</sup> Source: FY 2020 Comprehensive Annual Financial Report (CAFR).

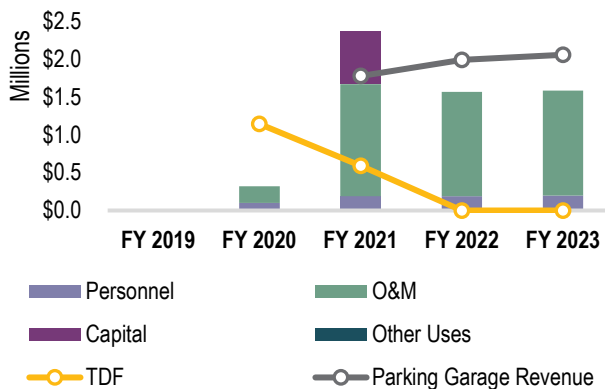
<sup>3</sup> Transfer from TDF consists of prior year gas tax.

<sup>4</sup> The personnel expenses associated with two staff members are budgeted in this fund. One, previously approved, position (1.00 FTE) and one Adopted position (1.00 FTE) are also located in this fund.



## Metro Parking Garages Fund

### Revenue and Expenditure History



#### Revenue/Local Tax Funding

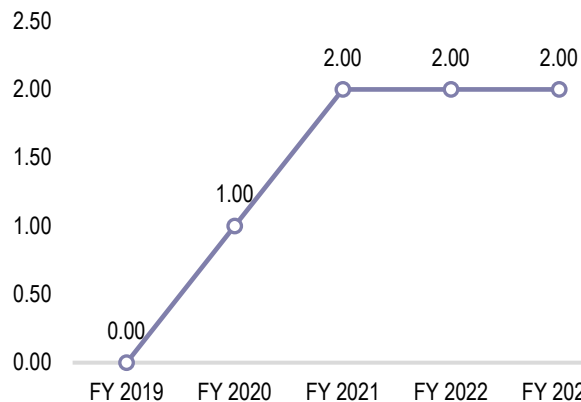
As shown, the Metro Parking Garages Fund is funded by revenue from garage operations in FY 2022.

Currently, the utilization of local tax funding is not anticipated in FY 2023 or beyond.

#### Expenditure

The majority (88 percent) of the expenditures in the Metro Parking Garages Fund are dedicated to operating and maintenance costs, primarily to fund daily operations.

### Staffing/FTE History



FY 2020: 1.00 FTE contract manager.

FY 2021: 1.00 FTE metro parking operations manager.

The Metro Parking Garages Fund was created in the FY 2020 Adopted Budget. In FY 2018, the Board endorsed a hybrid option to manage the garages. This option involves a minimal County staff presence and a primary contract for the day-to-day management of the garages. The majority of expenditures budgeted in this fund are operating and maintenance costs, primarily to cover the cost of the operations contract, utilities, and ancillary contracts. Personnel costs comprise about 12 percent of total expenditures. In FY 2020 and FY 2021, the TDF provided revenues for operation, in the form of local gasoline tax, to operate the fund. In FY 2022, when Metrorail begins service in Loudoun, revenue from the garages is expected to cover all of the operations.

The two parking garages were completed and turned over to the County by the close of FY 2020; however, Metrorail service is not projected to begin prior to July 2021. As a result, an interim contract providing baseline operations and safety presence was implemented, but the full scope of the operations contract is not. The full scope contract is anticipated to begin in the second half of FY 2021, as the County prepares for Metrorail service to begin. The full contract will provide parking ambassador services, routine and preventative maintenance, and full building and property management services. In anticipation of this, the FY 2021 Adopted Budget included one metro parking operations manager (1.00 FTE) to oversee daily operations and monitor customer service and responsiveness to issues. No additional personnel are anticipated in the near future to manage the operations of the garages.



## Public Facilities Fund

Developer contributions, also known as proffers, provide resources to fund capital facilities in the Capital Improvement Program (CIP); developers contribute these resources to address the future impact of development. Proffers can be cash contributions, dedicated land, or in-kind services that are voluntarily granted to the County to partially offset future capital facility costs associated with specific developments. Proffer contributions are typically obtained through a rezoning or a change in the planned land use. When a developer is granted a rezoning that changes the land use to residential or that increases the density of existing residential uses, those new housing units generate a need for County capital facilities such as schools, parks, libraries, and public safety facilities.

The County maintains an inventory of all types of proffers. Cash proffers accrue to the Public Facilities Fund. As allowed in the Code of Virginia § 15.2-2299, the Zoning Administrator is vested with all necessary authority to administer and enforce proffers and, per statute, adjudicates the eligibility of proffers for public facility uses.

### FY 2021 – FY 2026 Public Facilities Fund

The FY 2021 – FY 2026 plan for the Public Facilities Fund includes the use of \$42,714,182 in cash proffers to fund capital improvement projects in the six-year CIP. While the plan for the Public Facilities Fund covers a period of six years to align with the six-year CIP, only one year is included in the annual budget appropriation. For the FY 2021 – FY 2026 Public Facilities Fund, only those amounts for FY 2022 are included in the FY 2022 Proposed Budget.

### Planned Proffer Expenditures<sup>1</sup>

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	6-Year Total
<b>Revenues</b>							
Cash Proffers	\$15,456,657	\$3,862,572	\$1,993,931	\$6,689,577	\$1,269,309	\$0.00	\$29,272,046
Cash Proffer Interest	5,696,775	0	0	0	0	0	5,696,775
Projected Proffers	0	0	772,879	5,182,819	700,463	1,089,200	7,745,361
<b>Total – Revenues</b>	<b>\$21,153,432</b>	<b>\$3,862,572</b>	<b>\$2,766,810</b>	<b>\$11,872,396</b>	<b>\$1,969,772</b>	<b>\$1,089,200</b>	<b>\$42,714,182</b>
<b>Expenditures</b>							
General Government	\$1,209,532	\$267,224	\$450,000	\$3,500,000	\$0	\$0	\$5,426,756
Parks and Culture	10,810,327	2,137,000	1,857,810	5,958,000	225,195	0	20,988,332
Roads and Sidewalks	9,072,776	1,458,348	459,000	2,414,396	1,744,577	1,089,200	16,238,297
Transit	60,797	0	0	0	0	0	60,797
<b>Total – Expenditures</b>	<b>\$21,153,432</b>	<b>\$3,862,572</b>	<b>\$2,766,810</b>	<b>\$11,872,396</b>	<b>\$1,969,772</b>	<b>\$1,089,200</b>	<b>\$42,714,182</b>

Proffers are legally restricted for use in compliance with the conditions applied to the proffer. The County's internal Proffer Management Team reviews approved proffers and conditions to determine whether they are in compliance. The Proposed FY 2022 cash proffer uses are contingent upon proffer determinations from the Loudoun County Zoning Administrator verifying that the uses are appropriate to the intent of the original proffer statements provided by the proffer contributors.

<sup>1</sup> Sums may not equal due to rounding.

**Public Facilities Fund****FY 2021 Public Facilities Fund****Ashburn Recreation and Community Center**

ZMAP	Development	SEQ#	Amount
ZCPA-2012-0010	ASHBURN KNOLLS	99075080	\$585,497.22
ZMAP-2014-0002	ASHBURN OVERLOOK	99075137	1,031,542.45
ZMAP-2014-0002	ASHBURN OVERLOOK	99075145	62,767.53
ZMAP-1994-0013	ASHBURN RUN (1)	99062710	20,995.65
ZMAP-2005-0019	BELMONT ESTATES	99071228	259,210.34
ZCPA-1991-0007	Belmont Farms Graves Lane	96014720	497.00
ZCPA-1993-0006	BELMONT FOREST	95070019	6,270.95
ZMAP-1986-0047	BELMONT FOREST	96111451	2,265.00
ZCPA-2009-0007	BELMONT GLEN VILLAGE	99072299	28,339.19
ZMAP-2000-0005	BODMER PROPERTY	99063397	268,002.63
ZCPA-2011-0002	BROADLANDS SOUTH SECTION 200	99072777	22,779.82
ZMAP-2015-0008	Century Corner at Goose Creek Village	99077154	3,048,690.48
ZMAP-2005-0041	DULLES PARKWAY CENTER II	99071346	1,456.56
ZMAP-2005-0026	ERICKSON RETIREMENT COMMUNITIES	99067825	1,228,060.58
ZMAP-2008-0007	FAIRFIELD AT RYANS CORNER	99070352	97,104.08
ZCPA-2012-0003	GOOSE CREEK PRESERVE	99073904	197,203.50
ZMAP-2013-0012	LIM PROPERTY	99075064	304,941.60
ZMAP-2013-0012	LIM PROPERTY	99075071	417,600.00
ZMAP-2001-0003	MOOREFIELD STATION	99065311	46,105.59
ZMAP-2013-0013	OLD RYAN ROAD	99074038	1,148,441.28
ZMAP-2015-0007	ONE LOUDOUN	99078106	294,279.16
ZMAP-2002-0016	ONE LOUDOUN CENTER	99065895	148,693.86
ZMAP-2014-0007	PARTLOW PROPERTY	99075344	203,867.95
ZMAP-1994-0016	RYANS RIDGE	96061154	11,251.84
ZMAP-2004-0023	TOWNS AT BELMONT RIDGE	99067484	34,798.00
ZMAP-1999-0024	TRASK	99063237	0.75
ZMAP-2012-0010	UNIVERSITY CENTER PARCEL P-1	99076313	56,807.07
ZMAP-2012-0003	WALTONWOOD ASHBURN	99074018	34,999.08
n/a	CASH PROFFER INTEREST		138,058.00
<b>Total</b>			<b>\$9,700,527.16</b>



## Public Facilities Fund

### Brambleton West Park Improvements

ZMAP	Development	SEQ#	Amount
ZMAP-2002-0012	CORRO PROPERTY	99064926	63.40
ZMAP-2013-0010	GLASCOCK FIELD AT STONE RIDGE	99075677	23,569.00
ZMAP-2013-0007	STONE RIDGE EAST II	99076404	59,448.73
ZMAP-2014-0006	WHITMAN PROPERTY NORTH	99077222	38,112.42
n/a	CASH PROFFER INTEREST		5,881.00
<b>Total</b>			<b>\$127,074.55</b>

### Croson Lane Widening (Claiborne Parkway to Old Ryan Road)

ZMAP	Development	SEQ#	Amount
ZMAP-2004-0017	STATION VIEW	99067350	\$310,273.24
ZMAP-1998-0003	WORLDCOM/UUNET	99070292	1,742,726.76
n/a	CASH PROFFER INTEREST		37,496.00
<b>Total</b>			<b>\$2,090,496.00</b>

### Crosstrail Boulevard, Segment C (Sycolin Road to Dulles Greenway)

ZMAP	Development	SEQ#	Amount
ZMAP-2012-0021	CROSSTRAIL COMMERCIAL CENTER	99075397	\$250,000.00
ZCPA-2017-0002	STONEWALL CREEK BUSINESS PARK	99077440	145,230.89
n/a	CASH PROFFER INTEREST		116,591.00
<b>Total</b>			<b>\$511,821.89</b>

### Evergreen Mills Road (Reservoir Road and Watson Road)

ZMAP	Development	SEQ#	Amount
ZMAP-2000-0007	RED CEDAR	99064277	\$932,273.82
SBPL-1988-0067	ROLLING HILLS INC	96042447	124,826.50
ZMAP-1997-0001	WOODLAND	99065227	271,782.47
n/a	CASH PROFFER INTEREST		319,854.00
<b>Total</b>			<b>\$1,648,736.79</b>

### Fire and Rescue - Station #04 - Round Hill Station Replacement

ZMAP	Development	SEQ#	Amount
ZCPA-2014-0003	CREEKSIDE AT ROUND HILL	99075807	\$251,399.09
n/a	CASH PROFFER INTEREST		111,122.00
<b>Total</b>			<b>\$362,521.09</b>

**Public Facilities Fund****Moorefield Boulevard Improvements**

ZMAP	Development	SEQ#	Amount
ZMAP-2013-0013	OLD RYAN ROAD	99074035	\$164,960.00
n/a	CASH PROFFER INTEREST		15,958.00
<b>Total</b>			<b>\$180,918.00</b>

**Philip A. Bolen Park Phase II**

ZMAP	Development	SEQ#	Amount
ZMAP-2013-0005	GOOSE CREEK CLUB - REZONING	99075860	\$257,774.15
<b>Total</b>			<b>\$257,774.15</b>

**Prentice Drive (Lockridge Road to Loudoun County Pkwy)**

ZMAP	Development	SEQ#	Amount
ZMAP-2016-0022	HIGHPOINT EAST	99079344	\$156,107.49
ZCPA-2014-0002	MOOREFIELD STATION	99075990	383,205.03
n/a	CASH PROFFER INTEREST		86,208.00
<b>Total</b>			<b>\$625,520.52</b>

**Route 50 / Trailhead Drive Roundabout**

ZMAP	Development	SEQ#	Amount
ZCPA-2016-0012	STONE RIDGE LAND BAY FF2B TRAIL	99078252	\$165,000.00
n/a	CASH PROFFER INTEREST		89,519.00
<b>Total</b>			<b>\$254,519.00</b>

**Sidewalk and Trail Program**

ZMAP	Development	SEQ#	Amount
ZMAP-2002-0005	LOUDOUN STATION	99064896	\$205,500.00
n/a	CASH PROFFER INTEREST		59,398.00
<b>Total</b>			<b>\$264,898.00</b>

**Sterling Boulevard/W&OD Trail - Overpass**

ZMAP	Development	SEQ#	Amount
ZMAP-2005-0039	VICTORIA STATION	99068231	\$221,280.02
n/a	CASH PROFFER INTEREST		16,455.00
<b>Total</b>			<b>\$237,735.02</b>



## Public Facilities Fund

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

ZMAP	Development	SEQ#	Amount
n/a	CASH PROFFER INTEREST		\$292,000.00
<b>Total</b>			<b>\$292,000.00</b>

### Waxpool Road / Loudoun County Parkway Intersection Improvements

ZMAP	Development	SEQ#	Amount
ZCPA-2018-0001	LOUDOUN CENTER	99079009	\$190,654.62
n/a	CASH PROFFER INTEREST		110,832.00
<b>Total</b>			<b>\$301,486.62</b>

### Proffer Interest – Capital Staffing Charges

ZMAP	Development	SEQ#	Amount
n/a	CASH PROFFER INTEREST		\$4,297,403.00
<b>Total</b>			<b>\$4,297,403.00</b>

**FY 2021 Total: \$21,153,431.79**

**Public Facilities Fund****FY 2022 Public Facilities Fund****Arcola Quarters for the Enslaved**

ZMAP	Development	SEQ#	Amount
ZMAP-2006-0015	ARCOLA CENTER	99070587	\$592,000.00
ZMAP-2004-0022	DAWSON'S CORNER	99066976	71,693.34
ZMAP-2004-0022	EAST GATE ONE	99066964	65,588.26
ZCPA-2016-0013	GLASCOCK FIELD AT STONE RIDGE	99080798	495,721.44
SPEX-2010-0003	LCPS HS 7 & DULLES SOUTH ELEM. SCHOOL	99070717	43,996.96
<b>Total</b>			<b>\$1,269,000.00</b>

**Broad Run Stream Valley Linear Park**

ZMAP	Development	SEQ#	Amount
ZMAP-2001-0003	MOOREFIELD STATION	99065311	\$48,000.00
<b>Total</b>			<b>\$48,000.00</b>

**DS Group Residence - Eastern Loudoun**

ZMAP	Development	SEQ#	Amount
ZMAP-2012-0019	CASCADES OVERLOOK	99075004	\$117,000.00
<b>Total</b>			<b>\$117,000.00</b>

**Fire and Rescue - Station #04 - Round Hill Station Replacement**

ZMAP	Development	SEQ#	Amount
ZCPA-2014-0003	CREEKSIDE AT ROUND HILL	99075807	\$150,223.64
<b>Total</b>			<b>\$150,223.64</b>

**Northstar Boulevard (Tall Cedars Parkway to Braddock Road)**

ZMAP	Development	SEQ#	Amount
ZCPA-2016-0002	PROLOGIS PARK DULLES - GATEWAY PHASE V	99076930	\$210,000.00
ZMAP-2012-0012	STONE RIDGE EAST	99074957	836,800.00
ZMAP-2013-0007	STONE RIDGE EAST II	99076401	411,548.30
<b>Total</b>			<b>\$1,458,348.30</b>

**Philip A. Bolen Park Phase II**

ZMAP	Development	SEQ#	Amount
ZMAP-2013-0005	GOOSE CREEK CLUB – REZONING	99075860	\$820,000.00
<b>Total</b>			<b>\$820,000.00</b>

**FY 2022 Total: \$3,862,571.94**



## Public Facilities Fund

### FY 2023 Public Facilities Fund

#### Brambleton West Park Improvements

ZMAP	Development	SEQ#	Amount
ZMAP-2014-0006	WHITMAN PROPERTY NORTH	99077222	\$1,549,000.00
<b>Total</b>			<b>\$1,549,000.00</b>

#### DS Group Residence - Eastern Loudoun

ZMAP	Development	SEQ#	Amount
ZMAP-2012-0019	CASCADES OVERLOOK	99075004	\$136,120.66
n/a	Projected Cash Proffers		313,879.34
<b>Total</b>			<b>\$450,000.00</b>

#### Potomack Lakes Sportsplex - Field Improvements

ZMAP	Development	SEQ#	Amount
ZCPA-2016-0001	FALCONS LANDING	99078149	\$197,342.64
ZMAP-1986-0051	CASCADES MODIFICATIONS	96013008	17,310.82
ZCPA-1992-0002	GREAT FALLS CHASE PROFFER AMENDMENT	96010637	14,604.83
ZMAP-1990-0022	LOUDOUN VILLAGE (REVISED)	97010917	4,091.29
ZCPA-1992-0011	TOWN CENTER AT WESTLAKE	95070024	75,460.98
<b>Total</b>			<b>\$308,810.56</b>

#### Route 15 Improvements, Phase 1: Montresor to POR, Segment 1

ZMAP	Development	SEQ#	Amount
n/a	Projected Cash Proffers		\$459,000
<b>Total</b>			<b>\$459,000.00</b>

**FY 2023 Total: \$2,766,810.56**

**Public Facilities Fund****FY 2024 Public Facilities Fund****Arcola Quarters for the Enslaved**

ZMAP	Development	SEQ#	Amount
ZMAP-2006-0015	ARCOLA CENTER	99072078	\$98,987.73
ZMAP-2004-0022	DAWSON'S CORNER	99066976	13,310.59
ZMAP-1999-0021	FAIRFIELD RESIDENTIAL AT SILO CREEK	99063315	47,792.22
ZMAP-2013-0010	GLASCOCK FIELD AT STONE RIDGE	99075677	3,056.89
ZMAP-1995-0009	KATAMA WOODS	97081472	8,322.43
ZMAP-2005-0013	MARBURY	99067428	85,145.59
ZMAP-2000-0003	POTTER PROPERTY	99063226	11,232.89
ZMAP-1990-0008	TOLL ROAD PLAZA	95121356	29,200.50
ZMAP-2014-0006	WHITMAN PROPERTY NORTH	99077221	590,351.16
ZMAP-2014-0006	WHITMAN PROPERTY NORTH	99077222	80,600.00
<b>Total</b>			<b>\$968,000.00</b>

**Belmont Ridge Road/Legacy Park Drive Traffic Signal**

ZMAP	Development	SEQ#	Amount
n/a	Projected Cash Proffers		\$297,800
<b>Total</b>			<b>\$297,800.00</b>

**Broad Run Stream Valley Linear Park**

ZMAP	Development	SEQ#	Amount
ZMAP-2014-0002	ASHBURN OVERLOOK	99075145	\$58,905.28
ZMAP-2013-0003	BELMONT EXECUTIVE CENTER	99079326	7,052.28
ZMAP-2005-0041	DULLES PARKWAY CENTER II	99071371	51,769.58
ZMAP-2005-0026	ERICKSON RETIREMENT COMMUNITIES	99067843	196,206.30
ZMAP-2003-0006	LANSDOWNE VILLAGE GREENS	99066827	74,836.34
ZMAP-2013-0012	LIM PROPERTY	99075070	42,096.76
ZMAP-2002-0005	LOUDOUN STATION	99064884	84,338.65
ZMAP-2001-0003	MOOREFIELD STATION	99064409	5,000.00
ZMAP-2001-0003	MOOREFIELD STATION	99064774	15,420.00
ZMAP-2001-0003	MOOREFIELD STATION	99065311	35,152.47
ZMAP-2006-0003	MORLEY CORNER	99069004	19,225.88
ZMAP-2013-0013	OLD RYAN ROAD	99074037	83,076.80
ZMAP-1989-0035	RYAN'S CORNER	96013725	326,919.66
<b>Total</b>			<b>\$1,000,000.00</b>



## Public Facilities Fund

### Dulles South Community Park

ZMAP	Development	SEQ#	Amount
ZMAP-2015-0011	ADDISON MCDONALD PROPERTIES	99076851	\$803,703.12
ZMAP-2015-0011	ADDISON MCDONALD PROPERTIES	99076861	57,406.74
ZCPA-2012-0004	ARCOLA CENTER	99073578	29,600.00
ZMAP-2006-0015	ARCOLA CENTER	99072078	544,247.74
ZMAP-2006-0015	ARCOLA CENTER	99072079	84,557.28
ZMAP-2013-0002	BRAMBLETON ACTIVE ADULT	99078331	1,361,043.45
ZMAP-2013-0002	BRAMBLETON ACTIVE ADULT	99078338	20,913.33
ZCPA-2012-0006	BRAMBLETON TOWN CENTER	99077089	128,252.06
ZMAP-2004-0026	BRAMBLETON TOWN CENTER RESIDENTIAL	99071713	257,000.06
ZMAP-2011-0004	CARDINE TORRIS	99073564	43,927.86
ZMAP-2005-0003	EAST GATE THREE	99066971	33,464.12
ZMAP-2013-0010	GLASCOCK FIELD AT STONE RIDGE	99075676	522,873.79
ZMAP-2003-0007	GRAHAM FLYNN BIGGERS PROPERTIES	99065974	41,839.49
ZMAP-2005-0016	KIMMITT PROPERTY	99066986	20,111.53
ZMAP-2005-0007	RESERVE AT SOUTH RIDING I	99067697	4,000.00
ZMAP-2005-0014	RESERVE AT SOUTH RIDING II	99067722	4,000.00
ZMAP-2002-0022	TOWNES AT EAST GATE	99066580	19,387.90
ZMAP-2005-0044	WOODBURN	99068377	13,671.53
<b>Total</b>			<b>\$3,990,000.00</b>

### Eastern Services Center

ZMAP	Development	SEQ#	Amount
n/a	Projected Cash Proffers		\$3,500,000.00
<b>Total</b>			<b>\$3,500,000.00</b>

### Northstar Boulevard (Tall Cedars Parkway to Braddock Road)

ZMAP	Development	SEQ#	Amount
ZCPA-2013-0005	COMMUNITY CORNER	99077046	\$310,304.50
ZMAP-1999-0006	EAST RIDING ESTATES	99063787	87,123.52
ZMAP-2006-0007	GLASCOCK FIELD AT STONE RIDGE	99071137	45,398.32
ZMAP-2013-0007	STONE RIDGE EAST II	99076401	15,669.51
ZCPA-2016-0002	PROLOGIS PARK DULLES - GATEWAY PHASE V	99076930	90,000.00
n/a	Projected Cash Proffers		1,042,620.47
<b>Total</b>			<b>\$1,603,595.37</b>

**Public Facilities Fund****Route 50/Everfield Roundabout**

ZMAP	Development	SEQ#	Amount
SBPL-2012-0011	GRANT AT WILLOWSFORD	99082235	\$157,601.78
n/a	Projected Cash Proffers		342,398.22
<b>Total</b>			<b>\$500,000.00</b>

**Ryan Road (Evergreen Mills Road to Northstar Boulevard)**

ZMAP	Development	SEQ#	Amount
ZMAP-2015-0011	ADDISON MCDONALD PROPERTIES	99076783	\$13,000.00
<b>Total</b>			<b>\$13,000.00</b>

**FY 2024 Total: \$11,872,395.37**



## Public Facilities Fund

### FY 2025 Public Facilities Fund

#### Croson Lane Widening (Claiborne Parkway to Old Ryan Road)

ZMAP	Development	SEQ#	Amount
ZMAP-1998-0003	WORLDCOM/UUNET	99070292	\$1,044,113.91
n/a	Projected Cash Proffers		579,463.00
<b>Total</b>			<b>\$1,623,576.91</b>

#### Loudoun County Parkway - Shared-Use Path

ZMAP	Development	SEQ#	Amount
n/a	Projected Cash Proffers		\$121,000.00
<b>Total</b>			<b>\$121,000.00</b>

#### Sterling Neighborhood Park

ZMAP	Development	SEQ#	Amount
ZMAP-2005-0022	HALL ROAD PROPERTY	99067739	\$146,287.80
ZMAP-2002-0017	PARC DULLES II	99072362	53,682.49
ZMAP-2005-0038	TOWNES AT AUTUMN OAKS	99068712	12,009.29
ZMAP-2005-0039	VICTORIA STATION	99068236	13,215.60
<b>Total</b>			<b>\$225,195.18</b>

**FY 2025 Total: \$1,969,772.09**

**Public Facilities Fund****FY 2026 Public Facilities Fund****Belmont Ridge Road/Legacy Park Drive Traffic Signal**

ZMAP	Development	SEQ#	Amount
n/a	Projected Cash Proffers		\$291,200.00
<b>Total</b>			<b>\$291,200.00</b>

**Loudoun County Parkway - Shared-Use Path**

ZMAP	Development	SEQ#	Amount
n/a	Projected Cash Proffers		\$48,000.00
<b>Total</b>			<b>\$48,000.00</b>

**Route 50/Everfield Roundabout**

ZMAP	Development	SEQ#	Amount
n/a	Projected Cash Proffers		\$750,000.00
<b>Total</b>			<b>\$750,000.00</b>

**FY 2026 Total: \$1,089,200.00**



## Rental Assistance Program Fund

The Rental Assistance Program Fund, managed by the Office of Housing in the Office of the County Administrator, accounts for the U.S. Department of Housing and Urban Development (HUD) programs including the Housing Choice Voucher (HCV) program, the Veterans Administration Supportive Housing (VASH) program, the Project Based Voucher (PBV) program, the Mainstream Voucher program, and the Family Unification program (FUP). HCV assists very low-income families, the elderly, and persons with disabilities to afford decent, safe, and sanitary housing in the private market. VASH combines rental assistance for homeless veterans and their families with case management and clinical services provided by the Department of Veterans Administration at its medical centers and in the community. FUP provides housing assistance to families involved in the child welfare system and youth ages 18 to 21 who have aged out of foster care.

Participants are free to choose any housing that meets the requirement of the program; however, it is the family's responsibility to find a unit where the owner agrees to rent under the guidelines established for the HCV program. Housing subsidies are paid by the County directly to the landlord; participants are responsible for paying the difference between the actual rent charged and the subsidy.

**Rental Assistance Program Fund****Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>**

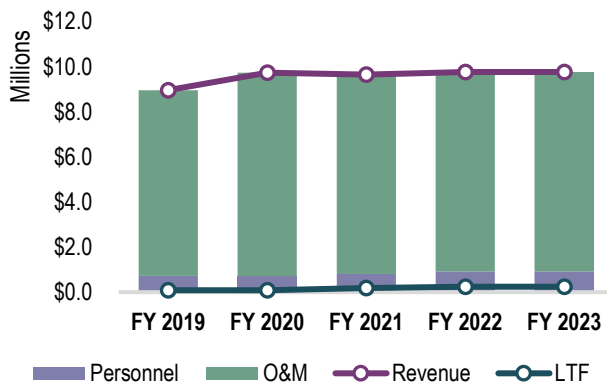
	<b>FY 2019 Actual<sup>2</sup></b>	<b>FY 2020 Actual<sup>3</sup></b>	<b>FY 2021 Adopted</b>	<b>FY 2022 Proposed</b>	<b>FY 2023 Projected</b>
<b>Beginning Fund Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Revenues</b>					
Use of Money and Property	\$832	\$744	\$4,400	\$4,400	\$4,400
Miscellaneous Revenue	26,237	46,907	100,000	131,000	131,000
Recovered Costs	669,468	1,267,900	750,000	750,000	750,000
Intergovernmental – Federal	8,181,152	8,341,914	8,625,397	8,640,163	8,640,163
Transfer from the General Fund	86,468	87,251	177,390	242,390	242,390
<b>Total – Revenue</b>	<b>\$8,964,157</b>	<b>\$9,744,815</b>	<b>\$9,657,187</b>	<b>\$9,767,953</b>	<b>\$9,767,953</b>
<b>Expenditures</b>					
Rental and Utility Assistance	\$8,211,788	\$8,988,989	\$8,825,483	\$8,825,483	\$8,825,483
Administration	752,370	\$755,826	831,704	942,470	942,470
<b>Total – Expenditure</b>	<b>\$8,964,157</b>	<b>\$9,744,815</b>	<b>\$9,657,187</b>	<b>\$9,767,953</b>	<b>\$9,767,953</b>
<b>Estimated Ending Fund Balance<sup>4</sup></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
Percent Change	0%	0%	0%	0%	0%
<b>FTE</b>	<b>9.00</b>	<b>9.00</b>	<b>9.00</b>	<b>9.00</b>	<b>9.00</b>

<sup>1</sup> Sums may not equal due to rounding.<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).<sup>3</sup> Source: Loudoun County FY 2020 CAFR.<sup>4</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.



## Rental Assistance Program Fund

### Revenue and Expenditure History



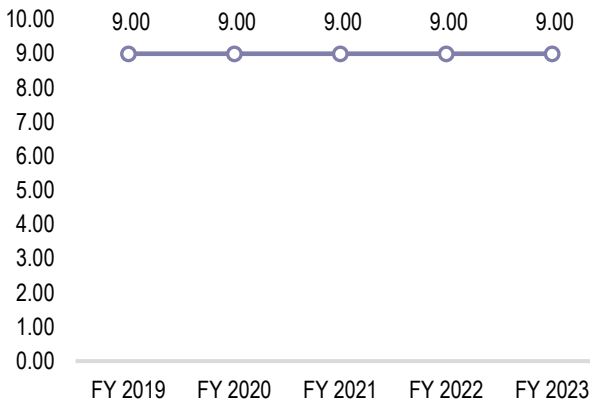
#### Revenue/Local Tax Funding

As shown, the Rental Assistance Program Fund is primarily funded by program-generated revenues, receiving 2 percent of its budget from local tax funding (Transfer from the General Fund).

#### Expenditure

Most of the expenditures in the Fund continue to be dedicated to rent subsidies.

### Staffing/FTE History



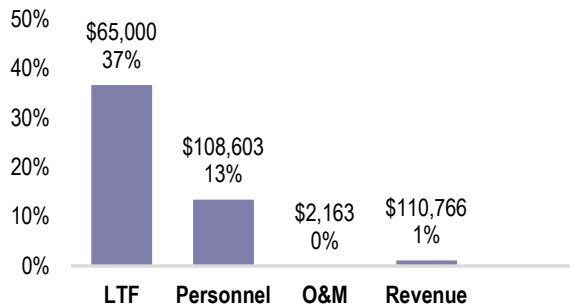
The County has seen an increase in the number of Port-In vouchers in recent years, which are issued by other localities and then transferred to the County. The County receives reimbursement for these vouchers from the originating locality.

The FY 2022 Proposed Budget also increases the level of local tax funding needed in support of administrative costs. As rent costs continue to increase in the County, the number of vouchers that can be supported with the existing funds decreases. The number of vouchers issued determines the level of reimbursement for administrative costs – thereby increasing the local tax funding necessary to continue supporting the programs at the current service level. Local tax funding is not used to support rental subsidies. Rising rental prices will continue to be a challenge in the future.



## Rental Assistance Program Fund

### Percent Change from Adopted FY 2021 to Proposed FY 2022



#### Reasons for Change:

**Personnel:** ↑ general changes in employee pay ||

**O&M:** ↑ internal services || **Revenue:** ↑ increase local tax funding to support program administration

### Policies

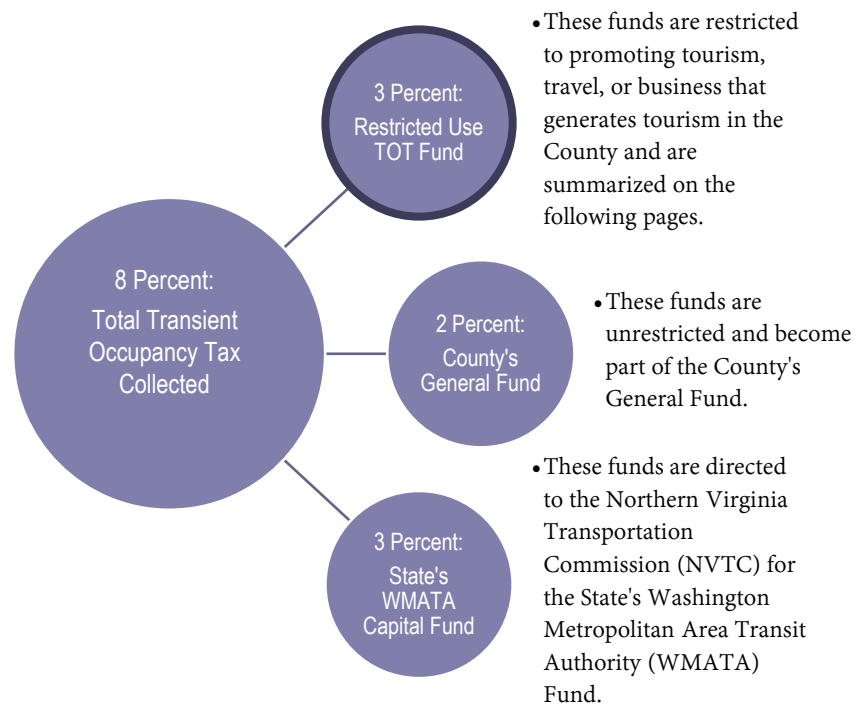
While the County does not have any policies in place regarding the Rental Assistance Program Fund, it is governed by the regulations of the HCV program (24 CFR Part 982). For the most up-to-date information related to the program, please refer to HUD's website.



## Restricted Transient Occupancy Tax Fund

Loudoun County levies a Transient Occupancy Tax (TOT) on hotels, motels, 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 8 percent of the lodging bill and is paid by the patrons of these businesses. The tax is collected by the business and remitted to the County Treasurer's Office on a quarterly basis.

### Breakdown of Total Transient Occupancy Tax Revenue Allocations



The Board of Supervisors adopted a Restricted Use TOT Funding Policy in July 2005, which was last revised in June 2016. The Funding Policy guides the Board of Supervisors in its efforts to strategically and proactively affect tourism in Loudoun County.

- **Core Tourism Services** to sustain Loudoun's tourism base. Core Tourism Services, based upon standards recommended by Destination Marketing Association International, are provided by Visit Loudoun, the primary programmatic element of the County's travel and tourism promotion efforts. Visit Loudoun is allocated 75 percent of the forecasted Restricted TOT revenues to implement these core services.
- **Strategic Tourism Growth Initiatives** to expand Loudoun's tourism base by implementing projects to sustain Loudoun County's Tourism Destination Strategy. The County's Tourism Destination Strategy guides the marketing, promotion, and product development of Loudoun's tourism sector. Of the remaining forecasted Restricted TOT revenues, 15 percent will be available to fund those uses as determined by the Board that best meet the goals of the Tourism Destination Strategy.

**Restricted Transient Occupancy Tax Fund****Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>**

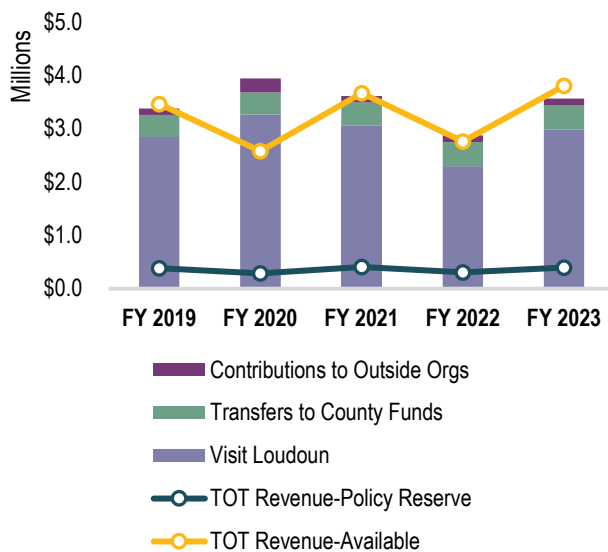
	<b>FY 2019 Actual <sup>2</sup></b>	<b>FY 2020 Actual <sup>3</sup></b>	<b>FY 2021 Adopted</b>	<b>FY 2022 Proposed</b>	<b>FY 2023 Projected</b>
<b>Beginning Fund Balance</b>	<b>\$1,686,747</b>	<b>\$2,032,707</b>	<b>\$960,996</b>	<b>\$685,044<sup>5</sup></b>	<b>\$880,616</b>
<b>Revenues</b>					
Estimated Restricted TOT Revenue	\$3,841,077	\$2,865,058	\$4,071,700	\$3,065,000	\$3,971,000
<b>Total – Revenues</b>	<b>\$3,841,077</b>	<b>\$2,865,058</b>	<b>\$4,071,700</b>	<b>\$3,065,000</b>	<b>\$3,971,000</b>
<b>Expenditures</b>					
Visit Loudoun	\$2,938,000 <sup>4</sup>	\$3,264,750	\$3,053,775 <sup>5</sup>	\$2,298,750	\$2,978,250
Transfers to General Fund	415,817	412,119	434,639	447,677	461,107
Visit Loudoun Sports Grants	50,000	50,000	50,000	50,000	50,000
Visit Loudoun International Travel	22,100	36,500	36,500	36,500	36,500
Economic Development Authority International Travel	44,200 <sup>6</sup>	36,500	36,500	36,500	36,500
Restricted TOT Grant Program	25,000	136,900	0	0	0
<b>Total – Expenditures</b>	<b>\$3,495,117</b>	<b>\$3,936,769</b>	<b>\$3,611,414</b>	<b>\$2,869,428</b>	<b>\$3,562,357</b>
<b>Estimated Ending Fund Balance</b>	<b>\$2,032,707</b>	<b>\$960,996</b>	<b>\$1,514,782</b>	<b>\$880,616</b>	<b>\$1,384,759</b>
Percent Change	21%	(53%)	58%	29%	46%
<b>Policy Mandated Reserves <sup>7</sup></b>	<b>\$384,108</b>	<b>\$286,505</b>	<b>\$407,170</b>	<b>\$306,500</b>	<b>\$397,100</b>
<b>Available Fund Balance</b>	<b>\$1,648,599</b>	<b>\$769,991</b>	<b>\$1,107,612</b>	<b>\$574,116</b>	<b>\$892,159</b>

<sup>1</sup> Sums may not equal due to rounding.<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).<sup>3</sup> Source: Loudoun County FY 2020 CAFR.<sup>4</sup> FY 2019 Visit Loudoun payment includes a TOT fund balance allocation of \$95,500.<sup>5</sup> At the November 17, 2020, Board Business Meeting, due to the uncertain economic conditions and a revised Restricted TOT forecast, the Board voted (8-0-1) to reduce the FY 2021 payment to Visit Loudoun to \$2,218,313. With the anticipated loss in revenue and the reduction in the payment to Visit Loudoun, the revised estimated ending fund balance for FY 2021 is \$685,044. Of this amount, \$250,000 is mandated reserves, and \$435,044 is available.<sup>6</sup> Includes accrued FY 2018 Economic Development Authority International Travel Payment.<sup>7</sup> Mandated Reserve Policy – per the Restricted TOT Funding Policy, 10 percent of annual Restricted TOT revenue must be held as reserves.



## Restricted Transient Occupancy Tax Fund

### Revenue and Expenditure History



#### Revenue/Local Tax Funding

As shown, the Restricted Use TOT Fund is entirely funded by Transient Occupancy Tax revenue. This fund is comprised of no local tax funding.

#### Expenditure

The majority of the expenditures in the Restricted TOT Fund are dedicated to contributions to external organizations (84 percent), which primarily includes contributions to Visit Loudoun. A portion of annual expenditures are transferred to the General Fund (16 percent).

In November 2020, the Board of Supervisors considered revised forecasts for RTOT taking into account the significant negative impacts of the COVID-19 pandemic on the hospitality industry. Occupancy rates remain well below pre-pandemic levels with full recovery not anticipated until after FY 2022. Recovery will be largely dependent on the acceptance and effectiveness of a vaccine and a resumption of business and vacation travel.

The FY 2022 Proposed Budget for the Restricted TOT Fund estimates revenue of \$3,065,000, a 24 percent decrease from the FY 2021 Adopted Budget, but a 23 percent increase from the revised forecast for FY 2021. FY 2022, revenues are anticipated to remain below pre-pandemic levels. Board policy mandates that 10 percent of projected revenue is held in reserve; the proposed reserve for FY 2022 is \$306,500. Per the Memorandum of Understanding (MOU) with the Board, Visit Loudoun receives 75 percent of projected Restricted TOT revenue to provide Core Tourism Services for the County, totaling \$2,298,750. Of the remaining 15 percent of projected revenues, \$50,000 is set-aside for the Sports Tourism program, and \$36,500 is budgeted for international travel for Visit Loudoun and the Economic Development Authority each.

The Restricted TOT Fund also includes the TOT Grant Program. Per the adopted Funding Policy, unallocated Restricted TOT funds may be granted to community organizations which provide tourism services or activities, consistent with the Board's funding guidelines. This program began in FY 2018, and while FY 2019 saw a similar level of participation, FY 2020 saw a significant number of additional organizations apply and receive funding from the program. Due to the unclear economic picture resulting from the COVID-19 pandemic, FY 2021 funding for the grant program was not dispersed. It is important to note, the grant program is not budgeted for each year, and is dependent on the available fund balance. Up to 50 percent of the unreserved fund balance may be used for this purpose.

Looking to FY 2023, revenue is forecasted to increase by 30 percent as activity reaches pre-pandemic levels. With the projected increase in revenue, there will be an increase of approximately \$679,500 in the transfer to Visit Loudoun, per the MOU.

**Restricted Transient Occupancy Tax Fund****Expenditure Detail**

Department	FY 2019 Actual	FY 2020 Actual	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Transfer to the General Fund</b>					
Department of Economic Development	\$209,877	\$214,199	\$224,159	\$230,678	\$241,132
International cluster activities within the Department of Economic Development are funded through a transfer from the Restricted Use TOT Fund to the General Fund. The Department's funds are used to offset 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.					
Office of County Administrator (OEM)	\$88,160	\$80,140	\$92,700	\$99,219	\$102,195
Restricted Use TOT funding is used to offset the personnel cost of the Office of Emergency Management's (OEM's) Special Events Coordinator in the General Fund. This position serves as the conduit for collaborative work with event organizers to ensure compliance with permitting requirements; assists in the development of emergency contingency plans; aids in identifying ways to minimize the impact of events on the surrounding community; and, in many instances, provides onsite support during an event. Through the efforts of the Special Events Coordinator, OEM is able to work with event organizers to create safe and successful events benefiting the residents of and visitors to Loudoun County. Each year hundreds of special events in varying size, scope, and complexity occur at venues throughout the County, drawing thousands of participants. These events include community celebrations, parades, fairs and festivals, sporting events, runs and walks, concerts, and many charity events benefiting members of the community or organizations supporting the community. This economic activity promotes the core tourism principles that are part of the Restricted Use TOT Funding Policy.					
Department of Parks, Recreation, and Community Services	\$117,780	\$117,780	\$117,780	\$117,780	\$117,780
A portion of the Department of Parks, Recreation, and Community Services' (PRCS) athletic field maintenance expenditures are offset by Restricted Use TOT funding due to the relationship between the County's ability to facilitate sports tournaments and overnight hotel stays in the County. Quality maintenance of fields makes them more attractive venues for tournaments which bring economic activity. Field maintenance was completely funded through the General Fund until FY 2013 when a portion of Restricted Use TOT Funding was identified to offset some field maintenance expenditures. PRCS field maintenance services are under heavy pressure due to high usage of the County's athletic fields.					
<b>Total – Transfer to the Other Funds</b>	<b>\$415,817</b>	<b>\$412,119</b>	<b>\$434,639</b>	<b>\$447,677</b>	<b>\$461,107</b>

**Contributions to External Organizations**

Visit Loudoun	\$2,938,000	\$3,264,750	\$3,053,775	\$2,298,750	\$2,978,250
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## Restricted Transient Occupancy Tax Fund

Department	FY 2019 Actual	FY 2020 Actual	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
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.					
Visit Loudoun Sports Tourism Grant Program	\$50,000	\$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.					
Visit Loudoun International Travel Strategic Tourism Initiatives	\$22,100	\$36,500	\$36,500	\$36,500	\$36,500
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.					
Economic Development Authority International Travel	\$44,200	\$36,500	\$36,500	\$36,500	\$36,500
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.					
Restricted TOT Grant Program	\$25,000	\$136,900	\$0	\$0	\$0
The Restricted TOT Grant Program was created in FY 2018. Organizations can submit proposals that provide tourism services or activities consistent with the County's Restricted TOT funding policy and the Code of Virginia. In FY 2020, grants were provided to the following organizations/events:					
<ul style="list-style-type: none"> <li>• Town of Lovettsville to erect a "LOVE" Sign in the town square</li> <li>• Loudoun Museum for Haunting Tours in downtown Leesburg</li> <li>• Mosby Heritage Area Association for the Conference on the Art of Command in the Civil War</li> <li>• Mid-Atlantic Gaelic Games, Inc. for the three-day national Gaelic games final tournament</li> <li>• The Arc of Loudoun to support the Shocktober Halloween event at Paxton Manor.</li> <li>• Waterford Foundation to support digital marketing for the Waterford Fair's "Civil War through the Eyes of African Americans" exhibit</li> <li>• Sweet Jazz Festival LLC for the 2<sup>nd</sup> annual Tracy Hamlin's Sweet Wine &amp; Jazz Festival</li> </ul>					
<b>Total – Contributions to External Organizations</b>	<b>\$3,079,300</b>	<b>\$3,524,650</b>	<b>\$3,176,775</b>	<b>\$2,421,750</b>	<b>\$3,101,250</b>

## 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 affect tourism within the County, enabling targeted investment in high-priority tourism



## Restricted Transient Occupancy Tax Fund

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 (MOU) with the County. Both the Restricted Use TOT Fund Policy and the MOU specify that 75 percent of Restricted TOT funds will be annually allocated to Visit Loudoun in order to deliver Core Tourism Services.

Strategic Tourism Growth Initiatives expand Loudoun's tourism base by implementing high priority projects compatible with the programmatic elements of the Loudoun County Tourism Destination Strategy, which the County develops and adopts with Visit Loudoun. Visit Loudoun serves as the primary programmatic element of the County's travel and tourism promotion activities. Projects funded as Strategic Tourism Growth Initiatives will be identified and prioritized as part of the County's annual budget process. Projects can be funded by Board direction, competitive procurement, grants to non-profit entities, or transfers to County Agencies or Visit Loudoun. Any unused funds will be carried over for use as reserve or for multi-year projects. The Policy also details the funding process for Strategic Growth Initiatives. The Policy mandates a reserve of 10 percent of actual Restricted TOT Revenues, for use during years in which revenues received are less than projected.

The Policy calls for a 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.



## 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 2020 with a rate of 18 cents per \$100 of assessed value.

For Tax Year 2020, the tax rate for the Route 28 Special Improvements Fund was reduced from \$0.18 per \$100 of assessed value to \$0.17 per \$100 of assessed value. For FY 2022, assuming no change to the tax rate, the Route 28 Special Improvements Fund is projected to generate \$12,709,100 in current and delinquent tax revenue to offset its estimated \$12,709,100 in expenditures. There is no local tax funding in this fund.

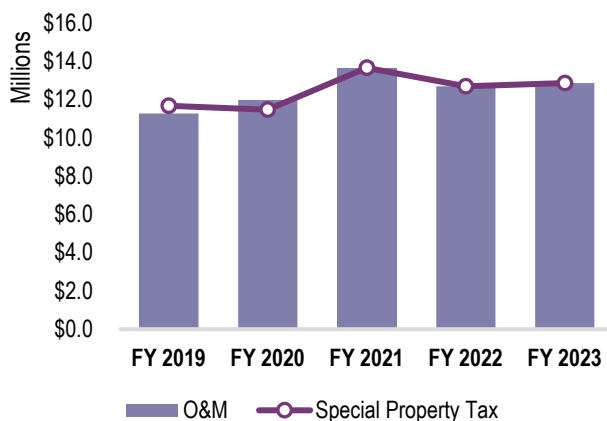


## Route 28 Special Improvements Fund

### Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>

	FY 2019 Actual <sup>2</sup>	FY 2020 Actual <sup>3</sup>	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Beginning Fund Balance</b>	<b>\$44,112</b>	<b>\$248,334</b>	<b>\$401,970</b>	<b>\$401,970</b>	<b>\$401,970</b>
<b>Revenues</b>					
General Property Taxes <sup>4</sup>	\$11,482,520	\$12,019,142	\$13,671,900	\$12,709,100	\$12,881,600
Transfer from Other Funds	0	128,050	0	0	0
<b>Total – Revenues</b>	<b>\$11,482,520</b>	<b>\$12,147,192</b>	<b>\$14,232,800</b>	<b>\$12,709,100</b>	<b>\$12,881,600</b>
<b>Expenditures</b>					
Public Works	\$11,278,298	\$11,993,556	\$13,671,900	\$12,709,100	\$12,881,600
<b>Total – Expenditures</b>	<b>\$11,278,298</b>	<b>\$11,993,556</b>	<b>\$13,671,900</b>	<b>\$12,709,100</b>	<b>\$12,881,600</b>
<b>Estimated Ending Fund Balance</b>	<b>\$248,334</b>	<b>\$401,970</b>	<b>\$401,970</b>	<b>\$401,970</b>	<b>\$401,970</b>

### Revenue and Expenditure History



#### Revenue/Local Tax Funding

The Route 28 Special Improvements Fund is funded entirely by a special levy on commercial and industrial real property in the Rt. 28 District and receives no local tax funding (LTF). The tax rate for the District is \$0.17 per \$100 of assessed value. Revenues for FY 2022 are anticipated to decline as a result of lower commercial values as business activity was reduced during the pandemic.

#### Expenditure

All of the expenditures in the Route 28 Special Improvements Fund are dedicated to improvements of Route 28.

<sup>1</sup> Sums may not equal due to rounding.

<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).

<sup>3</sup> Source: Loudoun County FY 2020 CAFR.

<sup>4</sup> Includes real property taxes, public service corp. taxes, and penalties and interest for delinquent payments.



## Route 28 Special Improvements Fund

### Revenue Analysis

#### FY 2022 Forecasted C&I Real Property Taxable Base (Forecasted as of January 2021) <sup>1</sup>

2021 Estimated Fair Market Value of Real Taxable Property - Route 28	\$7,633,425,871
Add: Reassessment due to Appreciation	\$152,668,517
Add: Estimated Value of New Construction	(\$318,024,187)
<b>2022 Forecasted Fair Market Value of Real Taxable Property - Route 28</b>	<b>\$7,468,070,202</b>
FY 2022 Forecasted Real Property Tax Base	\$7,550,748,036
Less: Potential Administrative and/or Board of Equalization adjustments <sup>2</sup>	(\$113,261,220)
Less: Land Use Deferrals	\$0
Plus: Partial Value of New Construction	\$30,533,700
<b>FY 2022 Forecasted Real Property Tax Base Total</b>	<b>\$7,468,020,516</b>

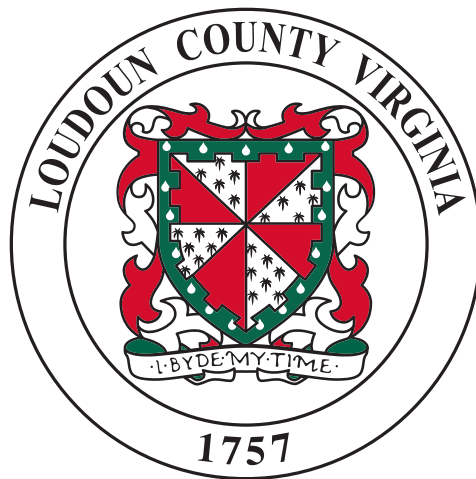
	Forecasted Taxable Base	Net Revenue per Penny	Estimated FY 2022 Revenue <sup>3</sup>
Real Property <sup>4</sup>	\$7,468,020,516	\$744,188	\$12,651,200
Public Service Corp	\$10,245,025	\$1,053	\$17,900
Delinquent Penalties and Interest		n/a	40,000.00
<b>Total Revenue</b>			<b>\$12,709,100</b>

<sup>1</sup> Excludes residential properties which, within the District, are not taxable and \$10.2 million in public service corporation properties. Assessed value information provided by the Office of the Commissioner of the Revenue on January 28, 2021.

<sup>2</sup> Resulting from appeals and hearings; estimated at 1.5 percent of fair market value.

<sup>3</sup> Revenue total is rounded to nearest \$1,000 for FY 2022 forecast.

<sup>4</sup> Net of estimated uncollectible accounts, deferred revenues, and refunds (assumed 0.35 percent).





## State and Federal Grant Fund

The State and Federal Grant Fund accounts for the revenues related to grants and donations that are restricted for a specific use (expenditures). The most common sources are the Commonwealth of Virginia (state) and federal governments. Some private organizations provide grants to the County, but the grants are often pass-through grants that originate at the state and federal levels. Typically, a grant agreement outlines the restrictions on these funds and 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, both the budget and finance offices work closely together to manage the Fund. This also requires communication with the departments responsible for the grants themselves such as Loudoun County Fire and Rescue (LCFR); the Office of the County Administrator (CA); the Department of Mental Health, Substance Abuse, and Developmental Services (MHSADS); and the Department of Transportation and Capital Infrastructure (DTCI).



## State and Federal Grant Fund

Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>

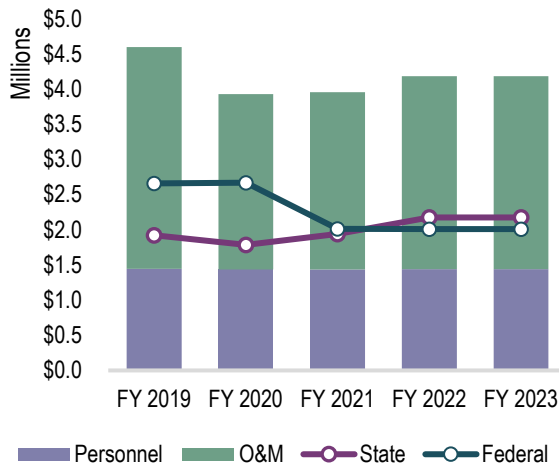
	FY 2019 Actual <sup>2</sup>	FY 2020 Actual <sup>3</sup>	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Beginning Fund Balance</b>	<b>\$272,590</b>	<b>\$299,118</b>	<b>\$280,476</b>	<b>\$280,476</b>	<b>\$280,476</b>
<b>Revenues</b>					
Miscellaneous Revenue	\$440	\$138	\$0	\$0	\$0
Recovered Costs	40,987	143	0	0	0
Intergovernmental – Commonwealth	1,926,212	1,787,347	1,943,270	2,177,550	2,177,550
Intergovernmental – Federal	2,662,327	2,672,310	2,015,791	2,011,995	2,011,995
<b>Total – Revenues</b>	<b>\$4,629,966</b>	<b>\$4,459,938</b>	<b>\$3,959,061</b>	<b>\$4,189,545</b>	<b>\$4,189,545</b>
<b>Expenditures</b>					
Public Safety	\$1,464,658	\$951,349	\$357,290	\$364,530	\$364,530
General Government Administration	\$0	\$0	1,334,300	1,334,300	1,334,300
Health and Welfare	3,069,273	3,499,931	2,240,171	2,463,415	2,463,415
Community Development	69,507	27,300	27,300	27,300	27,300
<b>Total – Expenditures</b>	<b>\$4,603,438</b>	<b>\$4,478,580</b>	<b>\$3,959,061</b>	<b>\$4,189,545</b>	<b>\$4,189,545</b>
<b>Estimated Ending Fund Balance<sup>4</sup></b>	<b>\$299,118</b>	<b>\$280,476</b>	<b>\$280,476</b>	<b>\$280,476</b>	<b>\$280,476</b>
Percent Change	10%	(6%)	0%	0%	0%
<b>FTE</b>	<b>13.75</b>	<b>15.75</b>	<b>16.75</b>	<b>16.75</b>	<b>16.75</b>

<sup>1</sup> Sums may not equal due to rounding.<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).<sup>3</sup> Source: Loudoun County FY 2020 CAFR.<sup>4</sup> There is no policy that restricts fund balance in the State and Federal Grant Fund. However, this fund balance typically consists of grant funds which are restricted for a specific purpose.



## State and Federal Grant Fund

### Revenue and Expenditure History



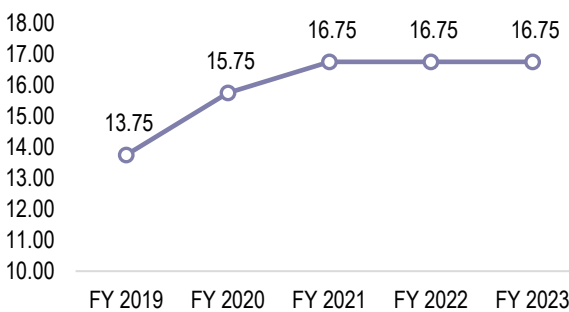
#### Revenue/Local Tax Funding

As shown, the State and Federal Grant Fund is funded by state and federal revenue. There is no local tax funding in the State and Federal Grant Fund.

#### Expenditure

The majority of the expenditures in the State and Federal Grant Fund are dedicated to operating and maintenance costs.

### Staffing/FTE History



FY 2020: 2.00 FTE (CA) emergency preparedness specialists

FY 2021: 1.00 FTE (CA) emergency preparedness specialist

The size of the State and Federal Grant Fund is driven by the anticipated revenue from grants. The FY 2022 Proposed Budget includes a three percent increase in the Four-for-Life grant (LCFR) as well as an increase in the Early Intervention grant (MHSADS) to account for increases in the federal and state allocations to the County which are reviewed annually. The Tele-psychiatry and Young Adult SMI programs are part of the annual performance contract with the State and have been received for several years. Details for each grant can be found in the Expenditure Detail table starting on the next page.



## State and Federal Grant Fund

## Expenditure Detail

Grant / Department	FY 2019 Actual	FY 2020 Actual	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Four-for-Life (LCFR)</b>	\$357,290	\$331,230	\$357,290	\$364,530	\$364,530
The Four for Life grant is managed by the Loudoun County Fire and Rescue (LCFR). Program funding comes from a \$4 charge as part of the registration of certain vehicles. Twenty-six percent is remitted back to the originating locality to be used for specific purposes as outlined in the Code of Virginia. The grant is distributed to all of the volunteer fire companies and to LCFR. It has experienced yearly increases related to Loudoun County's growing population.					
<b>Community Development Block Grant (CA)<sup>1</sup></b>	\$739,099	\$1,334,301	\$1,334,301	\$1,334,301	\$1,334,301
The CDBG grant is managed by the Office of the County Administrator and is used for the program operating costs and personnel (1.75 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>	\$1,538,948	\$1,490,407	\$1,502,519	\$1,725,763	\$1,725,763
The Early Intervention Program is managed by the Department of Mental Health, Substance Abuse, and Developmental Services (MHSADS) and supports both operating and personnel costs (12.00 FTE). The program is mandated to provide early intervention services to infants and toddlers with developmental delays and to support their families in caring for their infant/toddler. The monies in the State and Federal Grant Fund only reflect a portion of the County's Early Intervention Program. In addition to these monies, which require no local match, funds are included in the General Fund for MHSADS. The General Fund monies reflect the County's maintenance of effort, a requirement of the grant.					
<b>Young Adult SMI (MHSADS)</b>	\$472,071	\$687,883	\$687,883	\$687,883	\$687,883
The Young Adult SMI Program is managed by MHSADS. The program is part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. The program provides services to individuals experiencing first episode psychosis and/or persistent serious mental illness. Services provided follow a Coordinated Specialty Care based model of delivery with a focus on individual resiliency training, education and employment support, peer-to-peer support and personal empowerment. All services are delivered by a third-party contracted provider.					
<b>Tele-psychiatry (MHSADS)</b>	\$99,783	\$49,769	\$49,769	\$49,769	\$49,769
The Telepsychiatry grant is managed by MHSADS. These funds are part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. Funds are used for the provision of psychiatric services.					
<b>Congestion Mitigation Air Quality (DTCI)</b>	\$42,207	\$0	\$0	\$0	\$0
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.					

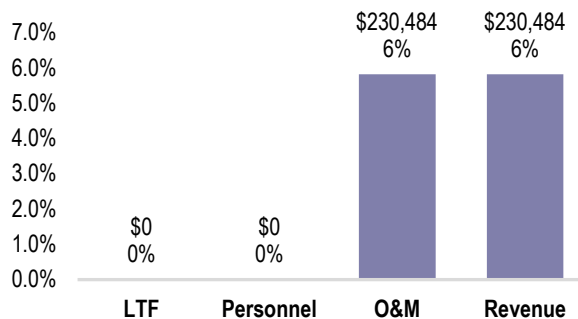
<sup>1</sup> As of July 1, 2020, the County's CDBG program transferred from Family Services to the Office of the County Administrator, as part of the transfer of the Office of Housing.



## State and Federal Grant Fund

Grant / Department	FY 2019 Actual	FY 2020 Actual	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Regional Surface Transportation Program (DTCI)</b>	\$27,300	\$27,300	\$27,300	\$27,300	\$27,300
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>Miscellaneous Grants</b>	\$1,326,740	\$539,048	\$0	\$0	\$0
Grants that are not routine in nature, require ongoing competitive applications, whose annual award amounts are unknown, or whose funding stream is uncertain, are not part of the adopted budget for the State and Federal Grant Fund. These grants, as awarded, are brought forward to the Board of Supervisors, typically as part of the Administrative Items Report, for appropriation. Examples of these grants include the Urban Areas Security Initiative grants, the Securing the Cities program, the Edward Byrne Memorial Justice Assistance Grant, and the State Criminal Alien Assistance Program. The FY 2021 Adopted Budget creates one regular, full-time authorized position in the Office of the County Administrator under the UASI grant program.					
<b>Total</b>	<b>\$4,629,966</b>	<b>\$4,459,938</b>	<b>\$3,959,061</b>	<b>\$4,189,545</b>	<b>\$4,189,545</b>

### Percent Change from Adopted FY 2021 to Proposed FY 2022



#### Reasons for Change:

**Personnel:** ↔ || **O&M:** ↑ increase in Four-for-Life Grant and Early Intervention || **Revenue:** ↑ increase for Four-for-Life grant and Early Intervention



## State and Federal Grant Fund

### Policies

While internal policies do not typically exist for the State and Federal Grant Fund, individual grant agreements—and the legal authorization for those funding streams—govern how funds can be spent. Information on the grants included in the Proposed Budget for the State and Federal Grants Fund 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 the Code of Virginia Section 46.2-694, a fee of \$4.25 is charged and collected at the time of registration of each pickup or panel truck and each motor vehicle under subdivisions 1 through 12. All funds collected from \$4 of the \$4.25 fee are remitted to the Virginia Department of the Treasury and set aside as a special fund to only be used for emergency medical services purposes.

Of the \$4 fee revenue, the State Department of Health receives 32 percent, the Rescue Squad Assistance Fund (RSAF) receives 32 percent, ten percent is available to the State Department of Health's Office of Emergency Medical Services, and the originating locality receives 26 percent, which are the source of funding for the Four-for Life grant. These funds cannot be used to supplant local funds.

#### Community Development Block Grant<sup>1</sup>

The Entitlement Program under the Community Development Block Grant is authorized under Title 1 of the Housing and Community Development Act of 1974, Public Law 93-383, as amended; 42 U.S.C.-4301 et seq. Eligible activities under this program include:

- Acquisition of real property
- Relocation and demolition
- Rehabilitation of residential and non-residential structures
- Construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes
- Public services, within certain limits
- Activities relating to energy conservation and renewable energy resources
- Provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities.

Additional information on this grant can be found on the U.S. Department of Housing and Urban Development's website.

#### Early Intervention Program<sup>2</sup>

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

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<sup>1</sup> Source: U.S. Department of Housing and Urban Development Website, October 2017.

<sup>2</sup> Source: Virginia Department of Behavioral Health & Development Services website, October 2017.



## State and Federal Grant Fund

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.

### **Young Adult Serious Mental Illness (SMI)**

Funds for the Young Adult SMI Program are received as part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. The program is funded with both state and federal resources. Federal resources originate under the Mental Health Services Block Grant. Restrictions regarding the use of these funds are outlined in the annual Community Services Performance Contract.

### **Tele-psychiatry**

The Tele-psychiatry grant is funded by the State via the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. Funds must be used in accordance with the guidelines in the performance contract.

### **Congestion Mitigation Air Quality (CMAQ) Improvement Program<sup>1</sup>**

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)<sup>2</sup>**

At the federal level, RSTP is referred to as the Surface Transportation Block Grant Program (STBG). It promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. The federal share of RSTP funds is governed by 23 U.S.C. 133 and the FAST Act § 1109.

### **Urban Area Securities Initiative (UASI)<sup>3</sup>**

The UASI grant program is one of three programs that falls under the Homeland Security Grant Program (HSGP). HSGP programs fund a range of preparedness activities, including planning, organization, equipment purchase, training, exercises, and management and administration across all core capabilities and mission areas.

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<sup>1</sup> Source: CMAQ Fact Sheet, February 2016.

<sup>2</sup> Source: Surface Transportation Block Grant Program Fact Sheet, February 2016.

<sup>3</sup> Source: Department of Homeland Security website, December 2018.



## Tall Oaks Water and Sewer Fund

The Board of Supervisors adopted the ordinance establishing the Tall Oaks Water and Sewer Fund pursuant to the Code of Virginia, Section 15.2, Chapter 24, on January 11, 2017. The ordinance also imposed a special assessment on the ten commercial properties whose owners petitioned for the creation of this special tax district to fund the installation of water and sewer lines by Loudoun Water. The ten commercial properties are located along the west side of Cascades Parkway, south of Maries Road, and north of Woodland Road.

Each of the property owners entered into the Special Assessment Agreement pursuant to which the cost of the water and sewer improvements is apportioned among the properties based upon parcel acreage. The special assessment is estimated to generate \$1,115,210 in revenue over 20 years which equals the initial estimate of the cost of the project. Consistent with past practice, this amount will be adjusted to reflect the actual cost incurred by Loudoun Water once the project is complete. The annual amounts shown are the current estimates.

### Revenues, Expenditures, and Changes in Fund Balance<sup>1</sup>

	FY 2019 Actual <sup>2</sup>	FY 2020 Actual <sup>3</sup>	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Beginning Fund Balance</b>	<b>\$5,225</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Revenues</b>					
General Property Taxes	\$62,156	\$60,572	\$60,572	\$60,572	\$60,572
<b>Total – Revenues</b>	<b>\$62,156</b>	<b>\$60,572</b>	<b>\$60,572</b>	<b>\$60,572</b>	<b>\$60,572</b>
<b>Expenditures</b>					
Public Works	\$67,381	\$60,572	\$60,572	\$60,572	\$60,572
<b>Total – Expenditures</b>	<b>\$67,381</b>	<b>\$60,572</b>	<b>\$60,572</b>	<b>\$60,572</b>	<b>\$60,572</b>
<b>Estimated Ending Fund Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<sup>1</sup> Sums may not equal due to rounding.

<sup>2</sup> Source: Loudoun County FY 2019 Comprehensive Annual Financial Report (CAFR).

<sup>3</sup> Source: Loudoun County FY 2020 CAFR.

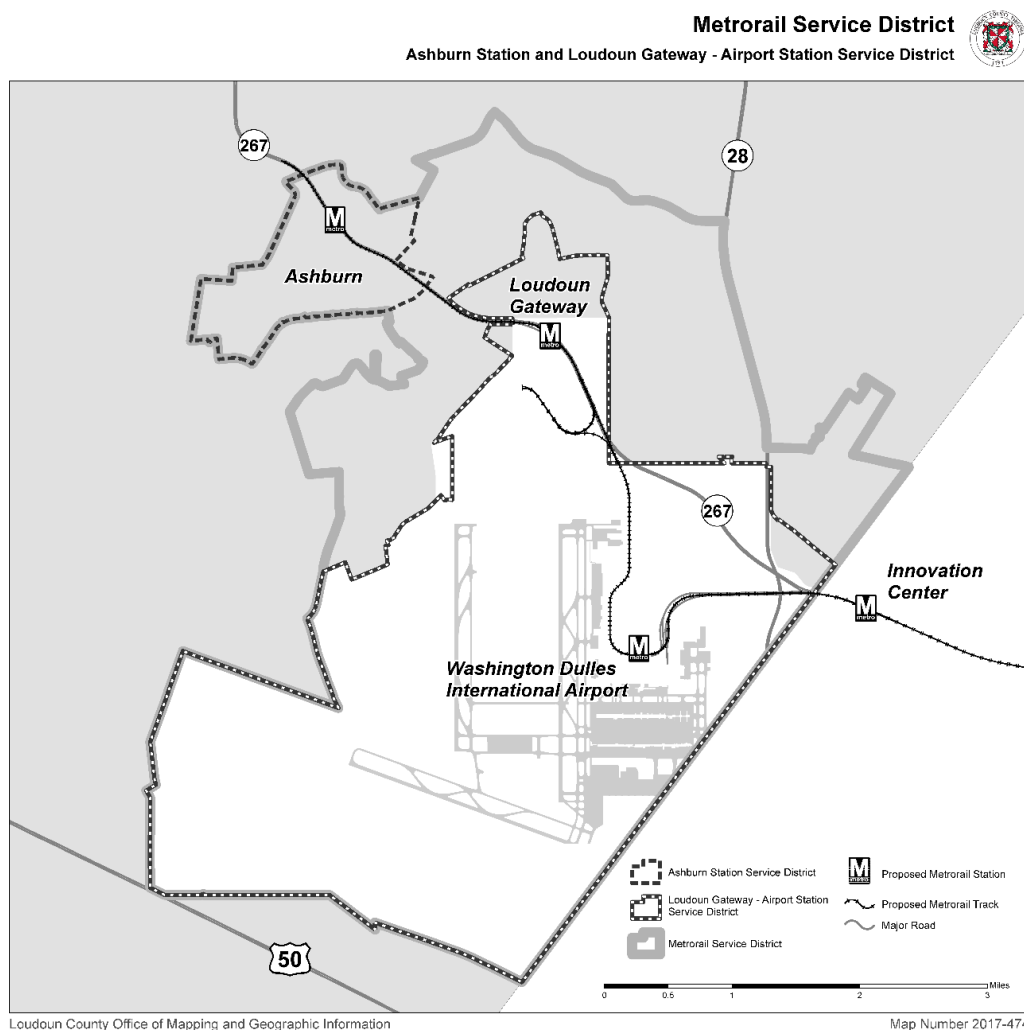


## Transportation District Fund

The Transportation District Fund was created in FY 2013 for the purpose of accurately identifying transportation and transit related revenues and expenditures. This fund includes real property tax revenue collected from the Special Tax Districts created to support the Dulles Corridor Metrorail Project, a transfer of real property tax from the General Fund to fulfill the County's transportation and transit spending expectations (discussed below), local gasoline tax revenue, and revenue resulting from the enactment of HB 2313 in 2013 and subsequent changes in 2018 (HB 1539/SB 856) and 2020 (SB 890) passed by the Virginia General Assembly.

### Metrorail Service Special Tax Districts

In December 2012, the Board of Supervisors established three special tax districts in concert with Phase II of the Dulles Corridor Metrorail Project: the Metrorail Service District, the Loudoun Gateway – Airport Station Service District, and the Ashburn Station Service District (illustrated in the following map). Supplemental real property taxes are assessed on parcels within the boundaries of the three special tax districts at an effective rate not to exceed \$0.20 per \$100 of assessed value exclusive of all other applicable taxes and are collected by the Treasurer in the same manner the Countywide real property tax is administered.





## Transportation District Fund

The **Metrorail Service District** was established to provide public transportation systems serving each of the Station Service Districts. The districts allow for revenue to be utilized for the County's share of the cost of constructing facilities and structures including: parking facilities; rail lines and a rail yard; vehicular and pedestrian access; electrical facilities and equipment; studies, assessments, and analysis of environmental and other impacts; local, state, and federal government approvals; environmental preservation and mitigation; acquisition of real property or easements; relocation of roadways; and engineering and legal costs related to the Metrorail project. Additionally, the Metrorail Service District provides funding that pays debt service on any other debt issued by the County for the construction of the Metrorail Project extension into the County. The Tax Year 2021 real property tax rate for the Metrorail Service District is \$0.20 per \$100 of assessed value.

Located within the Metrorail Service Tax District are the **Loudoun Gateway – Airport Station Service District** and the **Ashburn Station Service District** which have not yet been activated. These Tax Districts, when activated, will provide revenue continuing beyond the term of the larger Metrorail Service Tax District to fund ongoing payments to the Washington Metropolitan Area Transit Authority (WMATA) to provide Metrorail transit service to each station.

### Dulles Corridor Metrorail Project Construction Financing

On July 3, 2012, the Board of Supervisors voted to participate as a funding partner in the second phase of the Dulles Metrorail Project. The Metropolitan Washington Airports Authority (MWAA) estimated the total construction cost of the Dulles Corridor Metrorail Project to be \$5.8 billion. Pursuant to a Memorandum of Agreement executed in December 2011 by the United States Department of Transportation (USDOT), MWAA, Fairfax County, and Loudoun County, the County is responsible for 4.8 percent of the total cost of the Dulles Metrorail Project, of which the County share is currently estimated to be \$273 million. On December 9, 2014, the County obtained Transportation Infrastructure Finance and Innovation Act (TIFIA) financing of \$195,072,507 from USDOT, to partially fund the cost of construction of Phase 2. The County will fulfill its remaining funding obligation from the proceeds of the Loudoun County Economic Development Authority's (EDA) \$56,645,000 Metrorail Service District Improvement Revenue Bond Anticipation Notes (BANs), issued on June 21, 2018, and revenues collected from the Metrorail Service District. The TIFIA loan and the BANs were refunded in June 2020 with a portion of the proceeds of the EDA's Series 2020A Public Facility Lease Revenue and Refunding Bonds. The refunding of these obligations terminated the TIFIA loan agreement and associated Trust Agreement, which required all Metrorail Service District revenues to be sent to the Trustee to pay debt service on the TIFIA loan and BANs, and any revenue available above the debt service due would be used to prepay the loan and BANs on a prorated basis. While the debt service associated with the 2020 refunding will be paid from the Metrorail Service District revenues, the County now has the flexibility to use any additional available revenues for other purposes permitted under the ordinance establishing the districts. The FY 2022 Proposed Budget includes \$16,027,438 to make principal and interest payments on the refunding bonds.

Beginning in FY 2021, Loudoun County began paying its portion of WMATA capital contributions for the Metrorail system. Based on WMATA's FY 2021 Adopted Budget, the County's FY 2022 capital contribution is estimated to be \$5.6 million and is anticipated to increase incrementally each year. These funds are programmed in the County's FY 2022 Proposed Budget (FY 2021 – FY 2026 Amended) CIP.

### 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 to the State Sales Tax; an increase of 2 percent to the Transient Occupancy Tax; and an additional \$0.15 congestion relief fee to the Grantor's Tax within the nine jurisdictions comprising

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<sup>1</sup> Chapter 766, 2013 Acts of Assembly



## Transportation District Fund

the Northern Virginia Planning District. These revenues together made up the “local” 30%, or NVT A 30%, provided to each Northern Virginia locality. NVT A 30% revenue can only be spent on urban or secondary road construction, capital improvements that reduce congestion, other projects that have been approved in the regional transportation plan, or for public transportation.

Truck registration fees were increased as part of the Interstate 81 Corridor Improvement Fund which began on July 1, 2019. A portion of the revenues generated by the collection of these fees are distributed to NVT A. In addition, a regional congestion relief fee of \$0.10 will be reinstituted on May 1, 2021.<sup>4</sup> Currently, truck registration fees, the reinstituted regional congestion relief fee, and the remaining 0.7 percent sales tax make up the funding for both local and regional NVT A allocations. Additionally, beginning in FY 2021, NVT A will receive a \$20 million annual transfer from the Northern Virginia Transportation District (a State Fund) to support both local and regional NVT A allocations.

The General Assembly altered this funding source by enacting legislation that required the grantor’s tax (renamed a regional transportation improvement fee) and the regional transient occupancy tax (TOT) revenues to be diverted to WMATA to be used exclusively for payment of Metrorail capital expenses.<sup>1</sup> This change began on July 1, 2018. At that time, the revenues consisted of approximately 20 percent of the regional tax revenue collected in Loudoun. As a result of the legislation, the regional transportation improvement fee and the regional transient occupancy tax revenues are no longer available to fund NVT A sponsored transportation projects, and localities<sup>2</sup> do not have access to the 30-percent local share of these funds. Effective May 1, 2021, the regional transportation improvement fee was reduced to \$0.10 and the transient occupancy tax was increased to three percent, these revenues remain dedicated to WMATA capital costs.<sup>3</sup>

The remaining “regional” 70 percent (or NVT A 70%) of the proportional State Sales Tax revenue collected in each jurisdiction is retained by NVT A for regional transportation projects that are included in the TransAction regional transportation plan or mass transit capital projects that increase capacity. Regional transportation projects are prioritized and adopted by the NVT A Board annually with the philosophy that over time each jurisdiction will receive its equivalent proportional share of revenues. NVT A updated the TransAction plan in 2017 to establish a Six-Year Program (SYP) to competitively prioritize NVT A 70% funding for transportation projects in the FY 2018 – FY 2023 period. In June 2018, NVT A approved funding for eight of the nine Loudoun County projects submitted. The total amount awarded to the County for the SYP was \$304,947,000, and the full amount of the award for each project will be appropriated in the fiscal year in which the Standard Project Agreement between the County and VDOT is executed.

HB 2313 requires that the County maintain a level of funding dedicated for transportation and transit equivalent to the average amount of expenditures for transportation and transit from FY 2011 to FY 2013, or approximately \$15.6 million, and that the dedicated revenue is separate from the anticipated HB 2313 revenues. 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 to be eligible 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 \$23.3 million in FY 2022. This is a decline from the FY 2021 C&I equivalent and is due to a negative revaluation of commercial and industrial properties during the COVID-19 pandemic. To date, the Board of Supervisors has taken no action to levy a C&I Property Tax.

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<sup>1</sup> Resulting from the enactment of HB 1539 by the Virginia General Assembly in 2018.

<sup>2</sup> Towns that have a population over 3,500 within are to be provided the proportional share of the NVT A 30% revenue collected within the town limits. The towns of Leesburg and Purcellville are currently eligible for these funds. Per HB 2313, these revenue sources must be deposited into a separate, special revenue fund for which the Transportation District Fund serves.

<sup>3</sup> Resulting from the enactment of HB 1414 and SB 890 by the Virginia General Assembly in 2020.



## Transportation District Fund

The FY 2022 Proposed Budget includes appropriations in the amount of \$23,716,000 for transportation and transit purposes which satisfy the C&I tax equivalent requirement. In accordance with the requirements of the statute, this funding is appropriated in the Transportation District Fund before it is transferred to the Capital Projects Fund for use.

### Local Gasoline Tax Revenue and Uses

Loudoun County began the collection of a local gasoline tax in January 1989. At that time, funds were administered through the Loudoun County Transportation District Commission (LCTDC). In January 1990, the Board of Supervisors dissolved the LCTDC and elected to join the Northern Virginia Transportation Commission (NVTC). NVTC manages and administers local gasoline tax collections and maintains a separate account for the County's allocations. As of July 1, 2020, the gasoline tax rate was converted from a percent (2.1%) to a cents per gallon model and the rate is now 7.6 cents per gallon (\$0.076).

Over the past several years, legislative action has impacted local gasoline tax revenue. For example, in FY 2019, the General Assembly implemented a gas tax floor at a rate that equaled the price of gas in February 2013 to protect localities from declining fuel prices. The additional revenue generated in Northern Virginia was dedicated to the Commuter Rail Operating and Capital Fund (C-ROC) and the State's WMATA Capital Fund. Since the additional revenues were allocated to C-ROC and the WMATA Capital Fund, local gasoline tax revenues retained by counties remained flat between FY 2018 and FY 2019. In FY 2020, reserves for C-ROC and WMATA were \$5.6 million and \$14.4 million, respectively, and Loudoun's share was approximately \$5.9 million. For FY 2021, the withholding for C-ROC remains flat, however the withholding for the WMATA Capital Fund increased \$7.8 million to \$22.2 million, and Loudoun's share is estimated at \$1.8 million. The increase in withholdings for WMATA, along with reduced fuel consumption resulting from the increase of employees teleworking because of the COVID-19 pandemic, resulted in significant revenue declines for FY 2021. While revenues are expected to rebound in FY 2022 as employees return to work and travel resumes, revenue will remain lower than that of FY 2020 because of the increased withholdings.

Beginning in FY 2018, most County operations and transfers to towns previously funded with gasoline tax revenues were discontinued and/or transitioned to local tax funding. In FY 2019, gasoline tax revenue transfers to the Towns of Leesburg and Purcellville ceased, and gasoline tax revenue was dedicated to the County's WMATA operating subsidy obligations. The County's FY 2021 Adopted Budget programmed funding for the Metrorail start-up operating costs totaling \$12,000,000 using available local gasoline tax revenues. However, the Metrorail start-up was delayed, and the actual payment made in FY 2021 was \$5,138,519. While the FY 2022 WMATA budget has not been adopted it is anticipated that the Metrorail operating payment will be \$12,227,315<sup>1</sup>, funded by local gasoline tax. Additionally, in FY 2022, \$3,267,852 of gasoline tax is budgeted to be transferred to the General Fund to support the Transit Operations budget as services recover from the decline of ridership revenue which was caused by the COVID-19 pandemic.

It is anticipated that over the long-term, local gasoline tax revenue will not be sufficient to fully fund the County's obligations to WMATA. Existing reserves, in combination with annual gasoline tax revenues are projected to be sufficient to cover these costs for at least three years. Additional sources of revenue, such as NVT 30%, will need to be utilized in combination with local gasoline tax beginning the mid-2020s.

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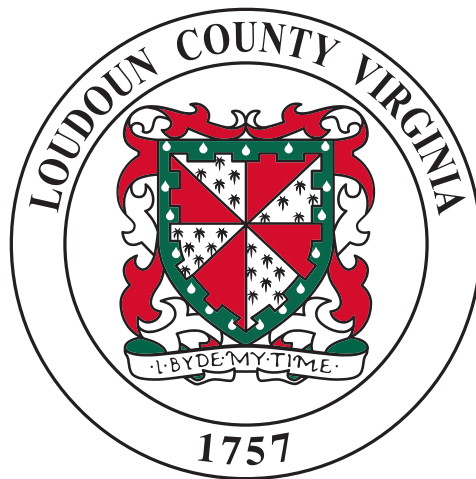
<sup>1</sup> This amount reflects Loudoun's total WMATA operating obligation, estimated at \$17,467,593, less the anticipated \$5,240,278 credit from the Virginia Department of Rail and Public Transportation (DRPT).



## Transportation District Fund

### Revenues, Expenditures, and Changes to Fund Balance (Reserves)

	FY 2021 Adopted	FY 2022 Proposed	FY 2023 Projected
<b>Estimated Beginning Fund Balance</b>	<b>\$45,561,056</b>	<b>\$54,681,032</b>	<b>\$48,224,107</b>
<b>Revenues</b>			
Metrorail Special Tax Districts	\$13,508,700	\$13,931,720	\$14,439,435
Local Gasoline Tax – Use of Current Year Revenue	8,359,000	6,040,000	6,600,000
Local Gasoline Tax – Use of Prior Year Revenue	4,243,896	9,464,492	6,003,640
NVTA Local 30%	16,178,539	19,133,400	19,751,400
NVTA Regional 70%	54,000,000	0	0
Transfer from the General Fund	18,637,573	23,716,000	24,014,400
Transfer from the Public Facilities Fund	9,133,573	1,458,348	459,000
<b>Total – Revenues</b>	<b>\$124,061,281</b>	<b>\$73,743,960</b>	<b>\$71,267,875</b>
<b>Transfers &amp; Expenditures</b>			
<b>Local Gasoline Tax</b>	<b>\$12,602,896</b>	<b>\$15,504,492</b>	<b>\$12,603,640</b>
Administrative – NVTC	10,090	9,325	9,325
Payment to WMATA	12,000,000	12,227,315	12,594,315
Transfer to the Metro Parking Garages Fund	592,806	0	0
Transfer to the General Fund for Transit Operations	0	3,267,852	0
<b>NVTA</b>	<b>\$67,596,203</b>	<b>\$17,498,000</b>	<b>\$12,406,600</b>
Local (30%) - Transfer to the Capital Projects Fund	13,596,203	17,498,000	12,406,600
Regional (70%) - Transfer to the Capital Projects Fund	54,000,000	0	0
<b>Metrorail Construction Debt Service</b>	<b>\$6,971,060</b>	<b>\$22,024,045</b>	<b>\$22,020,233</b>
Transfer to the Debt Service Fund	6,971,060	22,024,045	22,020,233
<b>Local Tax Funding and Cash Proffers</b>	<b>\$27,771,146</b>	<b>\$25,174,348</b>	<b>\$24,473,400</b>
Local Tax Funding Transfer to Capital Projects Fund	18,637,573	23,716,000	24,014,400
Cash Proffers Transfer to the Capital Projects Fund	9,133,573	1,458,348	459,000
<b>Total – Transfers &amp; Expenditures</b>	<b>\$114,941,305</b>	<b>\$80,200,885</b>	<b>\$71,503,873</b>
<b>Estimated Impact to Fund Balance</b>	<b>\$9,119,976</b>	<b>(\$6,456,925)</b>	<b>(\$235,998)</b>
<b>Projected Ending Fund Balance</b>	<b>\$54,681,032</b>	<b>\$48,224,107</b>	<b>\$47,988,109</b>

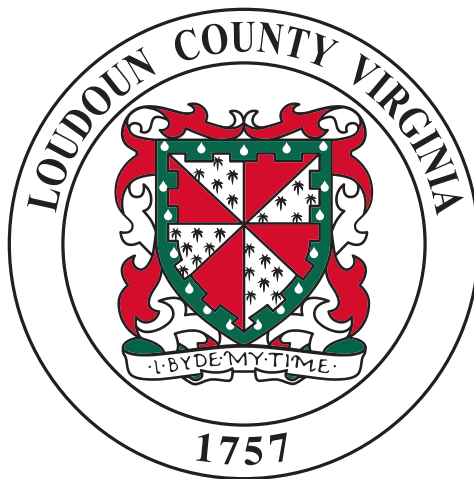




# Glossary and Index FY 2022 Proposed Budget

## Contents

Glossary	14-2
Index	14-12





## 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 Finance 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.



## Glossary

<b>Benchmark</b>	A factor or standard used to assess the effectiveness of a service or program in comparison with other organizations or jurisdictions.
<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.



## Glossary

<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; Finance 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.
<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.



## Glossary

<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.
<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.



## Glossary

<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.
<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.



## Glossary

<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.
<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.



## Glossary

<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.
<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.



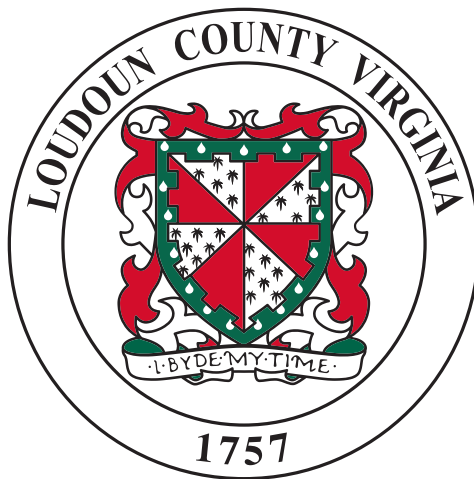
## Glossary

<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.
<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.



## Glossary

<b>State/Federal Grant Fund</b>	A governmental fund type used to account for the proceeds of specific revenue sources (other than for major capital projects) that are legally restricted to expenditure for specified purposes.
<b>State Compensation Board</b>	A State Board that determines the rate of State funding toward the total cost of office operations for Constitutional Officers.
<b>Task Force</b>	A group of individuals organized to discuss and research a particular topic. Task forces are often used as advisory groups on a given topic.
<b>Tax Base</b>	The aggregate value of taxed items. The base of the County's real property tax is the market value of all real estate in the County. The base of the personal property is the market value of all automobiles, trailers, boats, business equipment, etc., which are taxed as personal property by the County. The tax base of a sales tax is the total volume of taxable sales.





# Index

<b>A</b> ccounting, Auditing, and Financial Reporting Policies .....	E-83
Animal Services .....	2-2
Asset Maintenance, Replacement, and Enhancement Policies .....	E-84
 <b>B</b> irmingham Green .....	6-13
Board of Supervisors .....	1-2
Building and Development.....	5-2
Business, Professional, and Occupational License Tax .....	R-13
 <b>C</b> apital Asset Preservation Program.....	13-2
Capital Budget Policies .....	E-84
Capital Budget Process.....	7-8
Capital Improvement Program.....	7-2
Capital Improvement Program – County Projects.....	9-2
Capital Improvement Program – Debt Service Fund.....	12-2
Capital Improvement Program – Previously Authorized Capital Projects.....	8-2
Capital Improvement Program – School Capital Projects.....	11-2
Capital Improvement Program – Transportation Capital Projects .....	10-2
Charges for Services .....	R-22
Children’s Services Act Fund .....	13-6
Clerk of the Circuit Court.....	2-10
Commissioner of the Revenue .....	1-12
Commonwealth Aid.....	R-29
Commonwealth’s Attorney.....	2-18
Community Corrections.....	2-24
Community Development.....	5-1
County Administrator .....	1-20
County Attorney.....	1-32
County OPEB Trust Fund .....	13-8
Courts .....	2-32
Criteria Policy for Establishment of Special Assessment Districts .....	E-86
 <b>D</b> ebt Issuance Guidelines.....	12-8
Debt Management Policies.....	E-81
Debt Service Expenditures and Funding Sources .....	12-3
Debt Service Fund .....	12-2
Distinguished Budget Award .....	i-3
Dulles Town Center Community Development Authority Fund.....	13-10
 <b>E</b> CC/E-911 Communications Center .....	2-40

**Index**

Economic Development .....	5-12
Elections and Voter Registration .....	1-38
Emergency Management and Operations Program .....	1-20
EMS Transport Reimbursement Program Fund.....	13-12
Executive Summary.....	E-2
Extension Services .....	3-2
<b>F</b> amily Services.....	3-10
Federal Aid .....	R-31
Finance and Budget.....	1-46
Fines and Forfeitures.....	R-21
Fire and Rescue .....	2-40
Fiscal Policy.....	E-78
Forecast Discussion and Analysis.....	R-36
Fund Balance Policy: County and Schools .....	E-85
FY 2022 CIP Overview.....	7-8
FY 2022 Landfill Fee Waivers .....	6-6
<b>G</b> eneral Fund Revenue and Trends.....	R-2
General Fund Revenue Summary.....	R-3
General Government Administration.....	1-1
General Property Taxes .....	R-4
General Services.....	1-54
Glossary of Terms.....	14-2
Greenlea Tax District .....	13-17
Guide to the CIP .....	7-2
Guide to the FY 2021 Proposed Budget .....	E-10
<b>H</b> ealth and Welfare.....	3-1
Health .....	3-22
History of Expenditures by Department.....	E-76
History of FTE by Department .....	E-77
Housing Fund .....	13-18
Human Resources .....	1-70
<b>I</b> mpact on Future Debt Ratios (Debt Service Fund).....	12-9
Information Technology .....	1-78
Investment Policies .....	E-83
<b>J</b> uvenile Court Service Unit.....	2-50
<b>L</b> andfill Fee Waivers .....	6-6

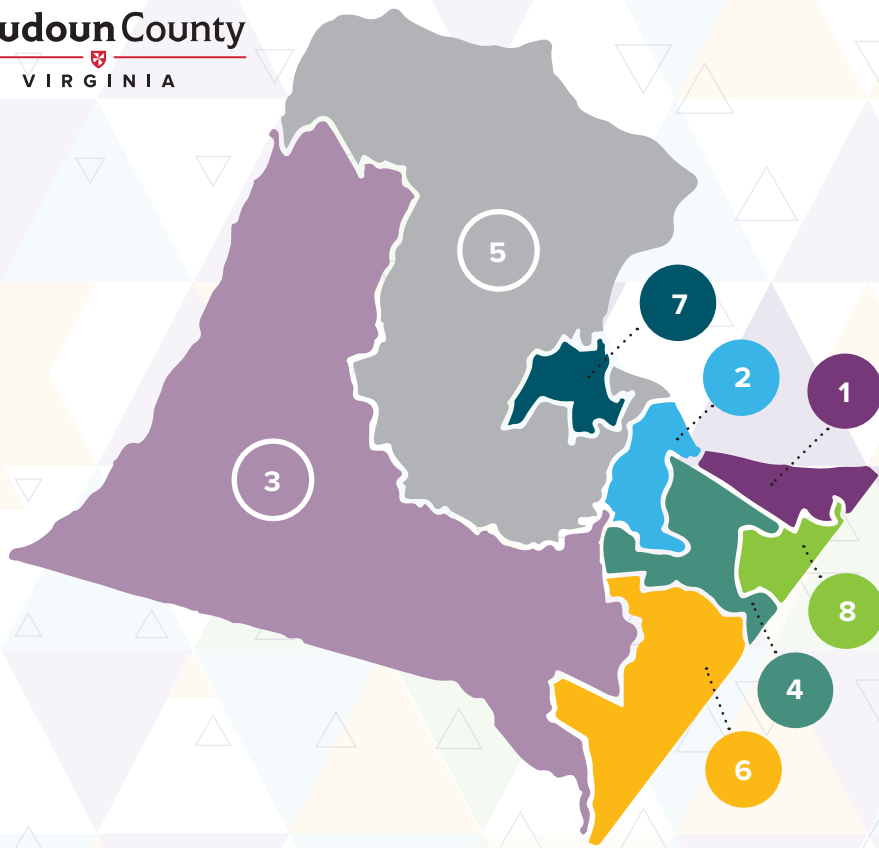


## Index

Legal Resource Center (Law Library).....	13-22
Library Services.....	4-2
Local Non-Property Taxes .....	R-9
Loudoun County Combined Fire and Rescue System.....	2-40
Loudoun County Mission.....	i-5
Loudoun Small Business Development Center.....	6-10
Loudoun Soil and Water Conservation District Board .....	6-13
Major Equipment Replacement Fund.....	13-25
Mapping and Geographic Information.....	5-20
Mason Enterprise Center.....	6-10
Mental Health, Substance Abuse, and Developmental Services .....	3-30
Metro Garage Fund .....	13-26
Metropolitan Washington Council of Government.....	6-13
Miscellaneous Revenue.....	R-26
Miscellaneous.....	6-1
Non-Departmental Expenditures .....	6-2
Nonprofit Organizations .....	6-8
Non-Tax Accounts Receivable Policies .....	E-83
Northern Virginia Community College.....	6-7
Northern Virginia Regional Park Authority .....	6-7
Occoquan Watershed Monitoring Program .....	6-13
Operating Budget Policies .....	E-78
Operating Impact Analysis.....	7-42
Other Financing Sources .....	R-28
Other Funds .....	13-1
Other Local Sources of Revenue .....	R-17
Parks, Recreation, and Community Services .....	4-12
Parks, Recreation, and Culture .....	4-1
Permits, Fees, & Licenses.....	R-18
Personal Property .....	R-8
Planning and Zoning .....	5-28
Policy Goals.....	E-78
Projects Identified for Future Development.....	8-6
Property Tax Rates .....	R-9
Proposed Budget Overview .....	E-16
Public Facilities Fund.....	13-28
Public Safety and Judicial Administration.....	2-1
Purpose of the CIP.....	7-2

**Index**

<b>R</b> Real Property .....	R-5
Reader's Guide.....	E-10
Real Property Tax Relief .....	R-6
Recovered Costs.....	R-27
Regional Organizations and Intergovernmental Contributions .....	6-12
Rental Assistance Program Fund.....	13-40
Restricted Use Transit Occupancy Tax Fund.....	13-44
Revenue Policies .....	E-82
Revenue and Expenditures .....	13-3
Risk Management Policies.....	E-85
Route 28 Special Improvements Fund .....	13-50
<b>S</b> ales and Utilities Taxes .....	R-10
Schedule of Appropriation .....	7-20
School Fund .....	R-32
Sheriff's Office .....	2-58
State Categorical Aid.....	R-29
State Non-Categorical Aid.....	R-29
State Shared Expenses .....	R-29
State and Federal Grant Fund .....	13-54
Summary of Proposed Resource Requests.....	E-28
<b>T</b> all Oaks Water and Sewer Special Revenue Fund.....	13-61
Title Page of Board of Supervisors.....	i-1
Title Page of Department of Finance and Budget Staff .....	i-2
Total Debt Service Expenditure Forecast.....	12-4
Transmittal Letter.....	E-2
Transportation and Capital Infrastructure .....	5-38
Transportation District Fund.....	13-62
Treasurer .....	1-90
<b>U</b> se of Money and Property.....	R-22
<b>W</b> ashington Airports Task Force .....	6-10



# Loudoun County

## ELECTION DISTRICTS



### Loudoun County Board of Supervisors 2020 – 2023:

Loudoun County Board of Supervisors 2020–2023 (First row, from left to right) Juli E. Briskman, Algonkian; Koran T. Saines, Vice Chair, Sterling; Phyllis J. Randall, Chair At Large; Kristen C. Umstattd, Leesburg. Second row, from left to right: Caleb A. Kershner, Catoctin; Sylvia R. Glass, Broad Run; Tony R. Buffington, Blue Ridge; Michael R. Turner, Broad Run; Matthew F. Letourneau, Dulles.

Department of Finance and Budget

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**This document is a publication of Loudoun County Government.**



Algonkian – George Washington University



Ashburn – Ashburn Library



Blue Ridge – Salamander Resort



Broad Run – One Loudoun



Catoctin – Lucketts Community Center



Dulles – Dulles Airport



Leesburg – Historic Downtown



Sterling – Claude Moore Recreation Center