

FY 2023 ADOPTED BUDGET / vol.2

LOUDOUN COUNTY, VIRGINIA

- FY 2023 – FY 2028 CAPITAL IMPROVEMENT PROGRAM
- DEBT SERVICE
- OTHER APPROPRIATED FUNDS
- FISCAL TRENDS



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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, 2021. In order to receive this award, a government unit must publish a budget document that meets program criteria as a policy document, as an operation guide, as a financial plan and as a communication device.

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



GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

Loudoun County

Virginia

For the Fiscal Year Beginning

July 01, 2021



Executive Director

Performance Management Certificate of Excellence

The International City/County Management Association (ICMA) presented Loudoun County with a Certificate of Excellence 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.



ICMA

INTERNATIONAL CITY/COUNTY
MANAGEMENT ASSOCIATION

This
Certificate of Excellence
is presented to

Loudoun County, Virginia

for exceeding the standards established by the International City/County Management Association in the identification and public reporting of key outcome measures, surveying of both residents and employees, and the pervasiveness of performance management in the organization's culture.

Presented in conjunction with the
107th ICMA Annual Conference

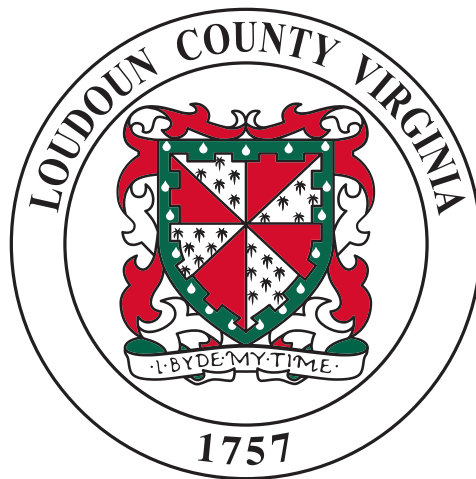
October 4, 2021

Marc A. Ott
ICMA Executive Director

James Malloy
ICMA President

Loudoun County Board of Supervisors' Vision

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





History of Loudoun County

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

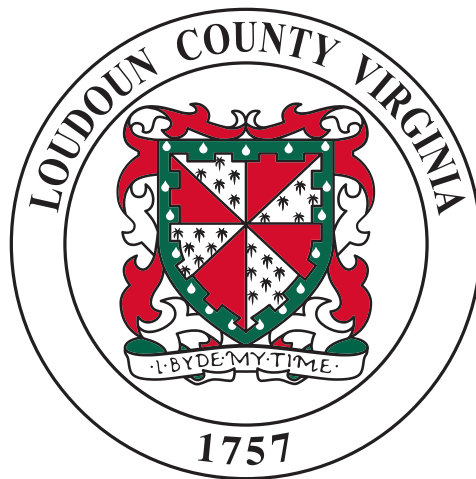
The Town of Leesburg has served continuously as the County Seat since 1757 and is believed to derive its name from Francis Lightfoot Lee, a signer of the Declaration of Independence.

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

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

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

Today, Loudoun County is a growing, dynamic county of approximately 430,000 people. Loudoun is known for its beautiful scenery, rich history, comfortable neighborhoods, and high quality public services.





County Profile

Loudoun County is located in the Washington Metropolitan Area, 25 miles west of Washington, DC. Since the construction of the Dulles International Airport, new business and residential development have dominated the County's historically agricultural economy. Loudoun County was the sixth fastest growing county in the United States between 2000 and 2010, with its population increasing 84 percent. Between 2010 and 2020, Loudoun County continued to be one of the fastest growing counties, increasing by another 35 percent. The County's economy continues to grow and is responsible for a considerable share of Northern Virginia's job growth during the past few years. Several major companies in the telecommunications, information, and airline industries are located in the County. Known for its outstanding public school system, the County provides a mix of suburban and rural living to its residents.

County Facts

County Population ¹	442,695	Land Area (square miles)	520
Per Capita Personal Income ²	\$80,914	Unemployment Rate ³	3.0%
Median Household Income ²	\$151,800	Total Employment ³	172,137
Public School Enrollment ¹	83,039	New Commercial Permits ³	3,720,110 sf.
Cost Per Pupil ⁴	\$16,995	New Residential Use Permits ³	2,103 unit
County & School FTE ¹	17,983.06	Office/Industrial Vacancy Rate ³	4.4%

Top 10 Real Property Owners (2022 value)	Percent of Tax Base
Cyrusone LLC	1.3%
Digital Loudoun 3 LLC	1.3%
Equinix R P II LLC	0.5%
Digital Loudoun Pkwy Ctr North LLC	0.5%
Fox Properties LLC	0.4%
Redwood-ERC Ashburn LLC	0.4%
Aligned Energy Data Center	0.4%
Amazon Data Services, Inc	0.3%
NTT Global Data Centers VA LLC	0.3%
Iskandar Ventures LLC	0.3%

***Excludes public service company properties.**

Top 10 Employers (2021)
Loudoun County Public Schools
Loudoun County Government
U.S. Department of Homeland Security
Verizon
Northrop Grumman
United Airlines, Inc.
Inova Health System
Raytheon Technologies
Dynaletric
Amazon

¹ Forecast Calendar Year 2023.

² Calendar Year 2019.

³ Calendar Year 2021.

⁴ Source: LCPS' Adopted Budget Executive Summary.



Projected FY 2023 Major Operating Indicators

Functional Area / Measure

Indicator

General Government Administration

County's Bond Ratings:

Moody's	Aaa
Standard and Poor's	AAA
Fitch	AAA

Square foot cost of floor space maintained	\$1.64
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Public Safety and Judicial Administration

Number of emergency calls	40,000
Number of non-emergency calls	144,000
Number of Emergency Medical Service hospital transports	15,460
Number of deed and deed of trust recordings	117,833

Health and Welfare

Number of Medicaid pre-screenings requested	580
Number of permitted food facilities	1,400
Number of inspections conducted of permitted food facilities	3,360

Parks, Recreation, and Culture

Annual park visits	450,000
Library's children, teen, and adult program attendance	231,491
Number of senior meals provided	150,000

Community Development

Number of active capital projects under design	117
Number of active capital projects under construction	53
Number of current active prospects in pipeline to position the County for ongoing economic growth	375



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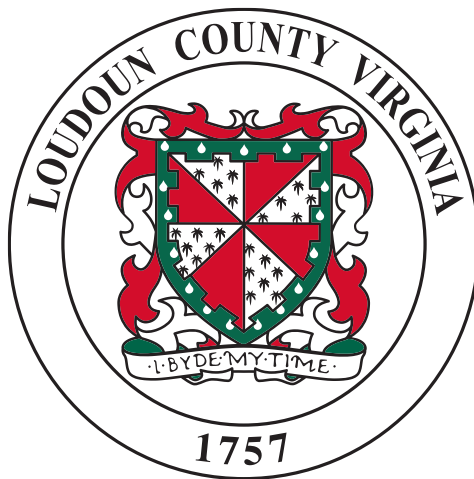
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Capital Improvement Program Executive Summary

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Guide to the FY 2023 – FY 2028 Adopted Capital Improvement Program

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

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

The CIP is developed biennially, with the six-year period moving out an additional two years every other fiscal year. The FY 2023 budget process represents the start of a new biennial period, FY 2023 through FY 2028. 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 2023. The FY 2024 to FY 2028 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 2023 Adopted CIP abides by all County fiscal policies and debt ratios. Projects approved for FY 2023 will receive funding appropriations as part of the FY 2023 Adopted Budget; projects proposed for the FY 2024 to FY 2028 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 2023 – FY 2028 Adopted 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, or “Future Fiscal Years”.

Projects

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

County Projects

- **Administration** includes land acquisition funds, general contingency, and staffing and contractual support. Most projects support the administration and management of the CIP.
- **General Government** includes general capital projects such as government offices, warehouses, support space, storm water management, projects at the County Landfill, and the County’s Renovation Programs. 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** 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.

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. 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 2023 – FY 2028 Adopted CIP

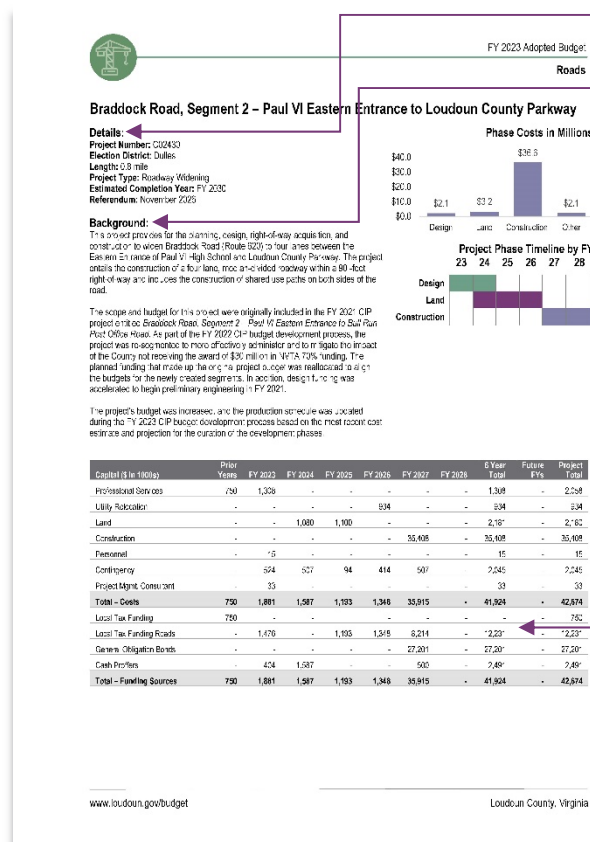
School Projects

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

Informative Project Pages

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

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



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 2029 to FY 2032). 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 2023 – FY 2028 Adopted 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, County staffing costs, and Project Management consultant costs

For year-over-year escalations due to inflation, the following factors are *generally* used in the FY 2023 Adopted CIP. During the FY 2023 budget development process, staff reviewed regional construction indices to determine if the inflation factors being used when developing capital project estimates were sound. Projects that were re-estimated during the FY 2023 budget development process include a 3.5 percent escalation for each production phase. Staff will continue to monitor the project costs and will adjust the escalation amount for the production phases in future budget development processes.

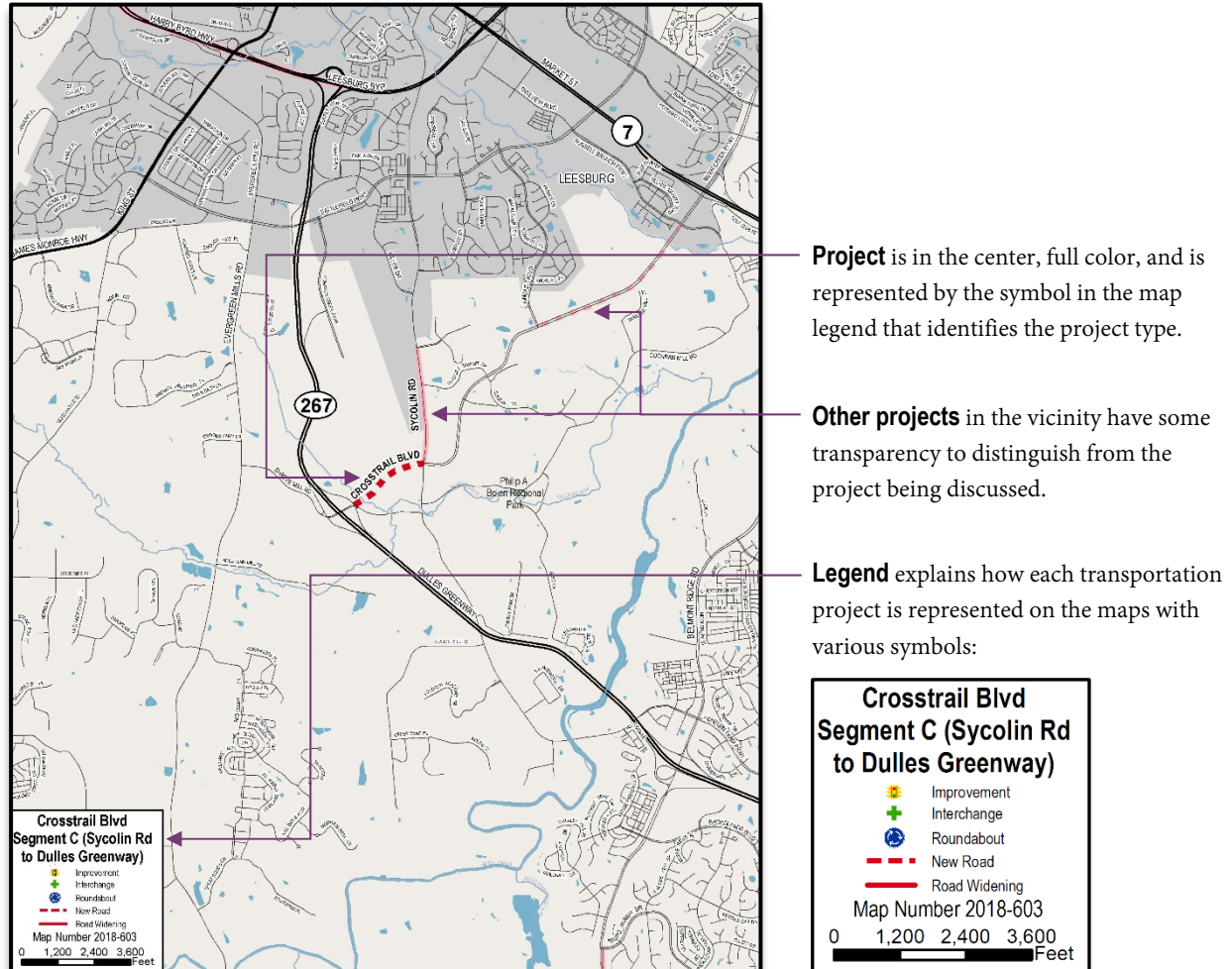
Project Phase	Inflation Factor	Project Phase	Inflation Factor
Planning	Up to 3.5%	Furniture, Fixtures, and Equipment	Up to 5%
Design	Up to 3.5%	Owner Costs	Up to 3.5%
Land Acquisition	Up to 5%	Personnel	3%
Utility Relocation	Up to 5%	Operations and Maintenance	1%
Construction	Up to 5.5%		
Project Contingency	For projects less than \$10 million, 10% of total project cost. For projects greater than \$10 million, 5% of total project cost. Up to 40% for transportation projects in the conceptual stage.		



Guide to the FY 2023 – FY 2028 Adopted 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.





Guide to the FY 2023 – FY 2028 Adopted 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
2021	Departments begin evaluating project needs using capital planning tools.	July	FGOEDC receives FY 2023 economic outlook information.
	DFB and DTCI ¹ prioritize project requests, build cost estimates and funding schedules for County Administrator's review.	August – November	FGOEDC and Board provide preliminary budget guidance .
	DFB develops preliminary funding scenarios for County Administrator's consideration.	December	FGOEDC is briefed on final budget guidance .
2022	Staff finalizes funding scenario(s) and produces budget document.	January	Board issues final budget guidance .
	Departments prepare for work sessions with Board.	February	County Administrator presents FY 2023 Proposed Budget . FGOEDC begins work sessions on CIP.
	Departments participate in work sessions on the operating and capital budgets.	March	Board holds work sessions to discuss FY 2023 Proposed Budget.
	DFB produces adopted budget and budget story documents.	April	Board adopts FY 2023 Budget.

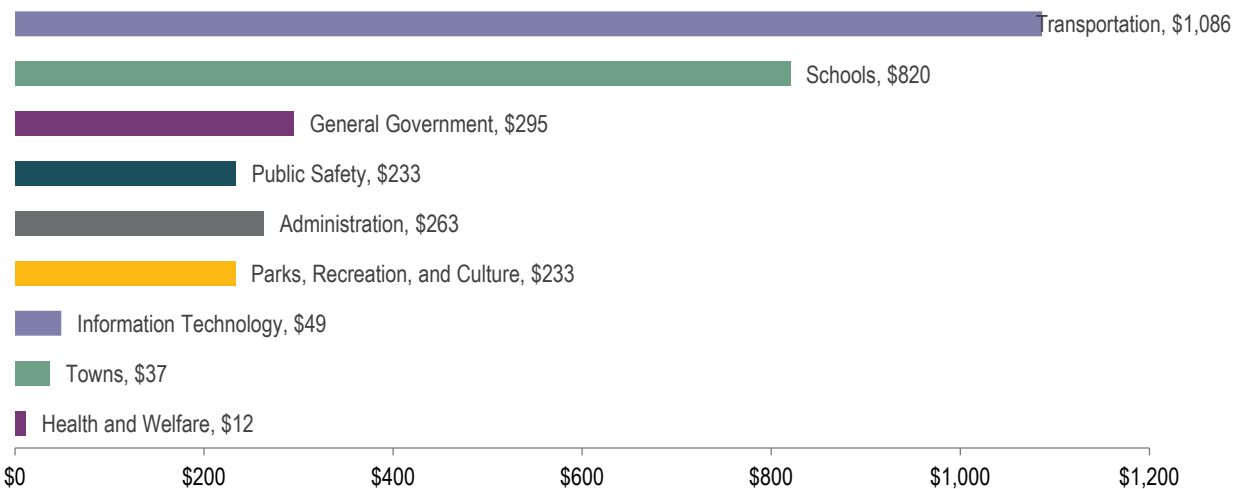
¹ DFB is the Department of Finance and Budget, and DTCI is the Department of Transportation and Capital Infrastructure.



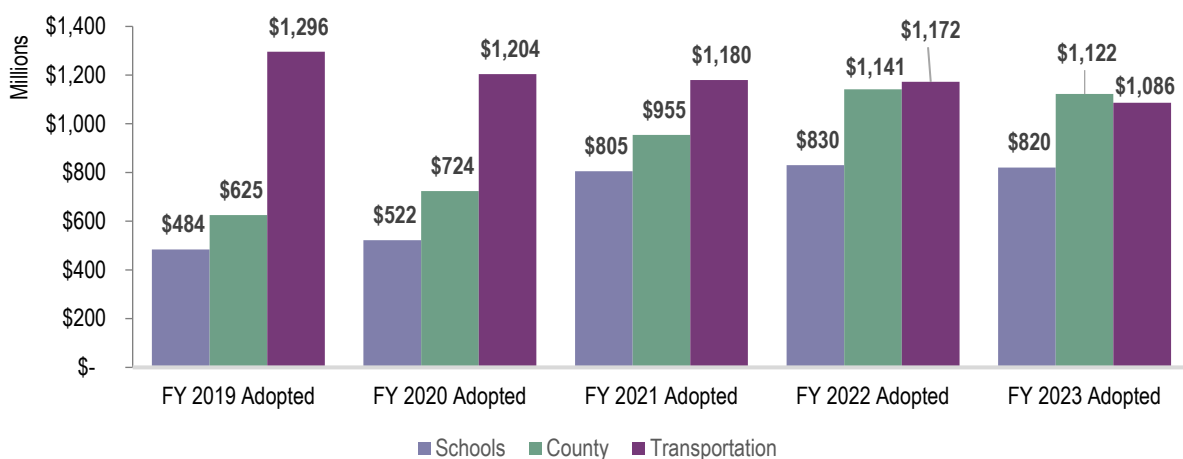
Summary of the Capital Budget

The FY 2023 – FY 2028 Adopted CIP includes expenditures totaling \$3.0 billion during the six-year planning period. County projects total \$1.1 billion, transportation projects total \$1.1 billion, and school construction and renovation projects total \$820.1 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, although the FY 2023 Adopted CIP is a slight decrease from the FY 2022 Adopted CIP. While transportation projects have typically been the largest portion of the CIP, County projects have been increasing, and in FY 2023 County projects represent the largest portion, specifically general government projects. The graph below displays the six-year funding levels for the FY 2023 Adopted Budget with the four previously adopted CIP totals.¹



¹ 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.

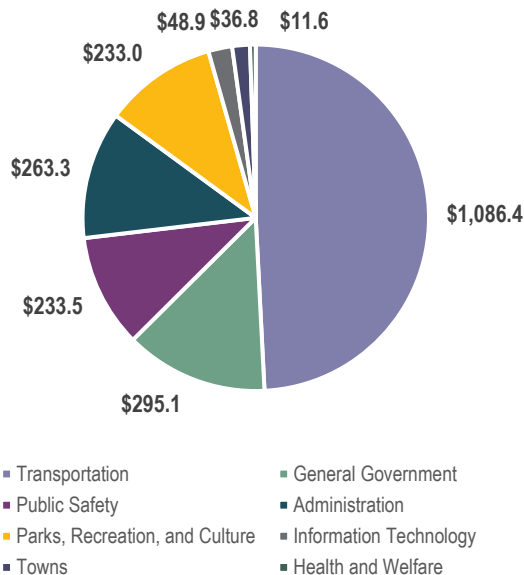


Summary of the Capital Budget

Projects within the Six-Year Program

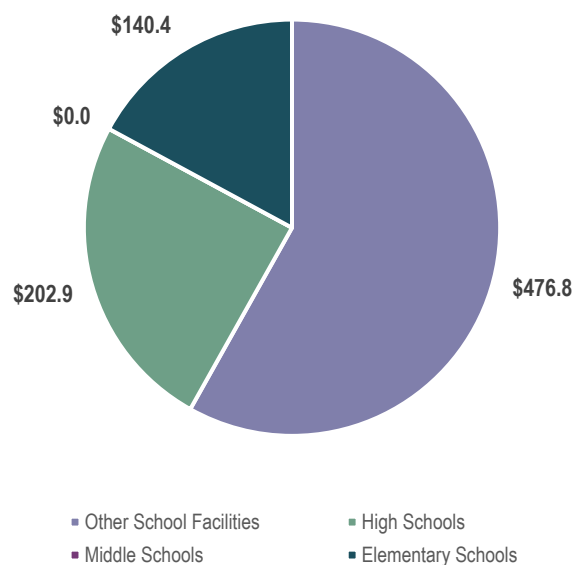
New project requests are eligible to be added to the six-year CIP timeframe if they can be accommodated using available financial resources and represent high priorities that should be addressed in the six-year timeline. Typically, new projects are included in the later years of the CIP unless otherwise prioritized. Projects in FY 2023 are adopted for funding appropriations; projects in the later years are considered for planned appropriations in future budget development processes.

County and Transportation Projects (in millions)



County and transportation projects total \$2.2 billion over the six-year planning period. The majority of funding is dedicated to County projects, more specifically, General Government.

School Projects (in millions)



School projects total \$820.1 million over the six-year planning period. Within the *Other School Facilities* category, funding for school renovation and renewal projects is included.



Summary of the Capital Budget

Funding Sources within the Six-Year Program

Local Tax Funding

The Board of Supervisors' fiscal policy establishes a goal of 10 percent "pay-as-you-go" cash funding in the CIP. This 10 percent cash funding can be comprised of local tax funding, which denotes funds transferred from the General Fund or the use of the prior fiscal year's fund balance for one-time expenditures in the Capital Projects Fund. By policy, an equivalent of what the County would have generated by levying a Commercial & Industrial (C&I) real property tax must be transferred through the Transportation District Fund for use in the Capital Projects Fund on transportation projects; prior to FY 2022 this amount had roughly equated to two cents of the real property tax rate but is higher for FY 2023. In FY 2023, this number represents the total local tax funding on all transportation projects, which fulfills the C&I Equivalent. 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 2023	6 Year Total
Local Tax Funding	\$122,358,208	\$723,117,170
Local Tax Funding – Roads	34,470,365	218,910,354
Total	\$156,828,573	\$942,027,524

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 2023	6 Year Total
General Obligation Bonds	\$162,506,793	\$1,447,188,560
Appropriation-Backed Bonds	40,597,983	225,033,330
Total	\$203,104,776	\$1,672,221,890

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 2023	6 Year Total
Revenue Sharing	\$0	\$19,154,000
NVTA 70%	0	118,230,000
NVTA 30%	15,938,307	100,948,307
Smart Scale	25,308,000	44,798,000
Federal Grants	4,135,336	11,135,336
RSTP	0	13,000,000



Summary of the Capital Budget

	FY 2023	6 Year Total
CMAQ	0	9,000,000
Total	\$45,381,643	\$316,265,643

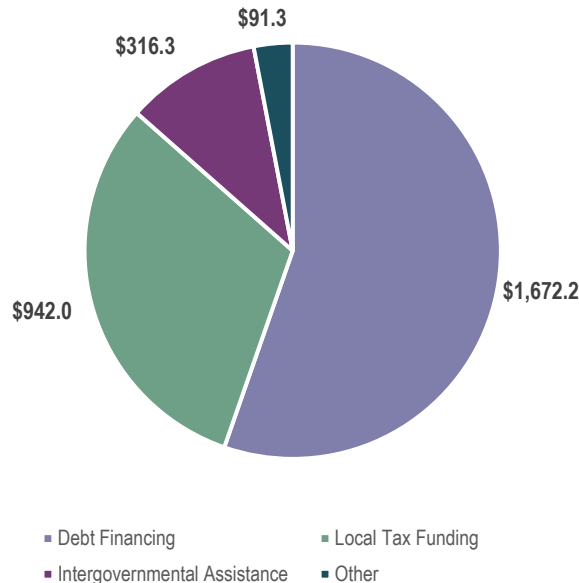
Other

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 2023	6 Year Total
Proffers (Cash)	\$16,367,715	\$52,912,232
Landfill Fees	5,590,164	38,366,936
Total	\$21,957,879	\$91,279,168

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 2023 – FY 2028 CIP

CIP Development Criteria

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

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

Local Revenue Constraints and Plan Over-Programming

Like all budgets, the County's capital budget is constrained by the availability of revenues. Though staff maximizes the use of non-County revenues (e.g., cash proffers, federal and state aid), the availability of local funds is still the greatest driver in determining what projects can and cannot be funded in the six-year period. Debt capacity and available local tax funding (LTF) represent the primary areas of local revenue constraints. The Board has an adopted fiscal policy which currently limits annual debt issuance to \$250 million through FY 2024 and increases to \$260 million in FY 2025, to be reviewed in FY 2025. Debt financing makes up 55 percent of the total six-year period funding. Once special revenue sources have been programmed and debt capacity maximized, local tax funding is used to balance the expenditures. Staff has assumed conservative growth in LTF in the development of the CIP. It is also important to note the dynamics of the use of LTF in the capital budget and the impacts that has on available revenue for the operating budget. Local tax funding increases of the CIP, CAPP and debt are prioritized first with available revenue each year, with the remaining going to fund priorities of the operating budget. Large year over year increases in the LTF needs of the capital budget reduce the revenue available to the operating budget for both the County Government and School Division.

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

Finally, the future fiscal years of the CIP are over-programmed, meaning that the project expenditures planned in future fiscal years likely exceed the available revenue. While over-programming is a reasonable strategy to utilize in building a long-term capital program – as projects advance into the six-year period based on a variety of factors – not all priority projects can



Factors Affecting the Adopted CIP

enter the six-year period at the same time. The Board has identified many projects for future development that would move into the six-year period as funding capacity exists, and staff utilizes the Board's CIP development criteria to develop the most responsive capital budget proposal within a constrained revenue environment. Projects on the horizon are contained in the *Projects Identified for Future Development* section. As stated, the available revenue limits the ability to advance all of them into the six-year period. Project overprogramming is appropriate to the extent that it can be managed by the varying speeds at which projects advance through the six-year period, and as high contingency cost estimates are reduced and refined as more planning is completed and they move closer to the year of appropriation.

Evolving Board Priorities

Over the past decade, the CIP has grown substantially. Transportation projects have been the largest expenditure category in recent years. As part of the development of the FY 2023 – FY 2028 CIP, staff met with members of the Board of Supervisors to discuss project priorities; and other areas of focus besides roads projects have emerged. Generally, staff received feedback about CIP priorities that included a focus on increasing funding to the sidewalks and trails program, development of linear parks projects; increasing output of the intersection improvement program; and maintaining and renovating existing facilities to extend their expected life. While there is limited funding capacity in the six-year period for new expenditures, the Adopted CIP does begin to address these priority areas. Additional funding to the Intersection Improvement Program and the Sidewalk and Trails Program was included beginning in FY 2026. The Linear Parks and Trails Program (LPAT) begins with the Signature Project in FY 2024, and funding for land acquisition and construction of the ongoing LPAT program begins in FY 2027. New projects that address renovations to existing facilities are included, as well as the continued funding of the County Renovation Program.

School Board's Adopted CIP

The School Board's adopted FY 2023 – FY 2028 CIP is fully accommodated in the County's Adopted CIP, except for \$9.1 million for a 3,000-seat gymnasium in FY 2025 at High School 14 (Dulles North). The School Board added this funding during its final CIP work session, which did not allow the County to accommodate this change. The larger gymnasium advances the School Division's priority of creating space for regional sporting events, and the County and School Division will work toward accommodating this priority in the FY 2024 budget development process.

The School Board's capital priorities remain around capital facility renewals and alterations and enrollment-driven needs. The School Board's adopted CIP includes the acceleration of funding for High School 14 from FY 2025 into FY 2024. LCPS expressed that the timeline typically assumed for school construction is too aggressive and would jeopardize their ability to meet the scheduled opening of the school, which is anticipated in Fall 2028 (FY 2029). The School Board's adopted CIP also included a new project in FY 2024, Park View High School/William Obediah Robey High School Addition & Improvements, which addresses current and future capacity needs and other improvements to both schools. Additionally, LCPS requested increases to their capital facility renewals and alterations program in FY 2027 and FY 2028.

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 throughout the duration of the project and the amount of contingency needed. Initial cost estimates are based on historical data plus additional costs for any known unique characteristics of a project. The cost of land acquisition, design, 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



Factors Affecting the Adopted CIP

accurately refined once the design phase begins. Consultants assist with the development of cost estimates for existing and new projects.

For the development of the FY 2023 – FY 2028 Adopted CIP, staff re-estimated projects in the capital budget, following the parameters below.

1. Projects were re-estimated if their next appropriation was planned for the year of appropriation (FY 2023), Year 2 (FY 2024), Year 4 (FY 2026), or Year 6 (FY 2028). During the second year in the biennium, the FY 2024 budget development process, projects will be re-estimated if they did not receive an estimate in this cycle, and if an existing project reaches a major design milestone. If a project was added to the CIP for the first time, consultants estimate the cost based on anticipated project scope.
2. Enhancing year-over-year inflation estimation assumptions. During the FY 2023 budget development process, staff reviewed regional construction indices and determined that it was appropriate to apply an escalation of 3.5 percent to the production phases for projects in the six-year period that had been re-estimated. In prior years there was a 3 percent escalation applied to the design phase cost estimate; 5 percent applied to the land acquisition, utility relocation, and furniture, fixtures and equipment; and 5.5 percent to the construction phase. Inflation assumptions will continue to be evaluated annually, as economic circumstances change.
3. Review of planning contingency budgets. Planning contingency, or the amount factored into each phase of production to account for general uncertainty within each phase, was carefully evaluated. Generally, planning contingency estimates begin high and gradually decrease as a project moves further along the production process. In some cases, project budgets were adjusted up or down to reflect more or less uncertainty, in addition to being re-estimated for scope or related schedule changes.

The result of the re-estimation effort was an increased overall cost for some projects 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.

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 2023 – FY 2028 Adopted CIP continues to incorporate County staffing and professional management consulting costs related to the development, implementation, and monitoring of the CIP project schedules and budgets. For County staff who work directly on projects, such as design engineers, land acquisition managers, project managers, and construction/civil engineers, charges are funded through individual project budgets, thereby more accurately reflecting the true cost of a project. The costs of the County's program management consultants (discussed below) are also directly charged to project budgets. Direct staffing and program management charges for FY 2023 total \$10.2 million. These charges are supported with cash proffers, debt, and local tax funding. Support positions, including staff who provide more indirect or general CIP support such as budgeting or procurement, are budgeted through a central project, Capital Support Positions, and funded with local tax funding in the amount of \$3.3 million for FY 2023.

A contract for 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 2023	FTE
Direct Positions	\$6,564,000	46.00
Support Positions	\$3,339,000	24.00
Program Management	\$3,605,000	0.00
Total	\$13,508,000	70.00



Summary of New County Projects and Other Changes

The adopted CIP is the first year of the new six-year period, FY 2023 through FY 2028. There are changes to existing projects and new projects have been added. Changes to the CIP reflect rephrasing or other schedule changes, impacts of competitive revenue shortfalls, and Board member requests and department priorities. Planned projects funded exclusively in the Future Fiscal Years are presented in the *Projects Identified for Future Development* section.

Accelerated and New Projects

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

Project	Functional Area	Category	Source
Mental Health Group Homes	Health and Welfare	Acceleration	Department Priority
Dulles South Community Park	Parks, Recreation, and Culture	Acceleration	Board Priority
Fire and Rescue Station #4: Round Hill	Public Safety	Acceleration	Capital Needs Assessment
Town of Leesburg – Evergreen Mills Widening	Towns	Acceleration	Town Request
Braddock Road, Segment 2 – Paul VI Eastern Entrance to Loudoun County Parkway	Roads	Acceleration	Board Priority
Franklin Park to Purcellville Trail	Sidewalks, Signals, and Traffic Calming	Acceleration	Board Priority
HS-14	Schools	Acceleration	School Board Priority
County Renovation Program: DIT Renovations	General Government	New	Department Priority
County Renovation Program: DTCI Renovations	General Government	New	Department Priority
County Renovation Program: DGS Facility	General Government	New	Department Priority
EV Charging Stations for County Facilities	General Government	New	Board Priority
Union Street School	General Government	New	Board Priority
Linear Parks and Trails (LPAT) System	Parks, Recreation, and Culture	New	Board Priority
LPAT Signature Project	Parks, Recreation, and Culture	New	Board Priority
Potomack Lakes Parking and Field Improvements	Parks, Recreation, and Culture	New	Board Priority
Westpark Improvements	Parks, Recreation, and Culture	New	Department Priority
Fire and Rescue Station #29	Public Safety	New	Capital Needs Assessment
Brambleton Sheriff Station	Public Safety	New	Capital Needs Assessment
Town of Hillsboro – Multi-modal Trail and Pedestrian Bridge	Towns	New	Town Request
Town of Lovettsville – S. Loudoun and S. Locust St. Improvements	Towns	New	Town Request



Summary of New County Projects and Other Changes

Project	Functional Area	Category	Source
Town of Purcellville – Nursery Ave Sidewalk Improvements	Towns	New	Town Request
Town of Round Hill – Stabilization of Stone Farmhouse Ruins at Sleeter Lake	Towns	New	Town Request
Lake Drive Improvements	Roads	New	Board Priority
Old Ox Road, Route 606 Widening from Shaw Road to Oakgrove Road	Roads	New	Countywide Transportation Plan
Route.50 / Loudoun County Parkway Interchange	Roads	New	Countywide Transportation Plan
Waterford Traffic Calming	Sidewalks, Signals, and Traffic Calming	New	Board Priority
Park View HS/William Obediah Robey HS Addition and Improvements	Schools	New	School 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). As a result of overprogramming and revenue constraints, some projects and their overall impacts were compared to other planned projects in the CIP and were deferred until funding could better be identified.

Project	Functional Area	Change
Broad Run Stream Valley Linear Park	Parks, Recreation, and Culture	Project elements were incorporated into the LPAT Signature Project and the LPAT System project, and therefore no longer appears as a separate project in the CIP.
Adult Detention Center	Public Safety	Project delayed due to adjustments in its scope and phasing schedule resulting from the ongoing planning study.
Arcola Mills Drive, Segment 2 (Stone Springs Boulevard to Loudoun County Parkway)	Roads	Project was deferred because completion of the Northstar Blvd projects and Dulles West Blvd (Northstar to Arcola) are expected to divert traffic from the Arcola Mills corridor, thereby reducing the benefit of this project.
Rt. 15 Improvements: Montessor to Point of Rocks, Phase 3	Roads	Project deferred until Phases 1 and 2 progress further and the benefit and scope can be re-evaluated.
Rt. 15 Improvements: Montessor to Point of Rocks, Phase 4	Roads	Project deferred until Phases 1 and 2 progress further and the benefit and scope can be re-evaluated.
Rt. 50/North Collector Road – Tall Cedars Pkwy to Route 28	Roads	Project delayed because more time is needed to coordinate with Fairfax County and MWAA on the scope of work, including the location and environmental planning.
Safety Audit Improvements – Evergreen Mills Rd and Arcola Mill Drive Corridor	Roads	Project phased into three segments which were prioritized for construction based on the safety benefit that will be realized. Two segments (Bridge and Pavement Modifications near Hogeland Road and Westbound Left-Turn Lane at the Sportsplex) were programmed for funding in the six-year period, and one segment (Safety Installations North of Fleetwood/Creighton Road) was deferred.
MS-19	Schools	Project was deferred by the School Board.



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 2023 budget year will be the only appropriated year of funding for the six-year period. The years beyond FY 2023 are planned appropriations and are shown for illustrative purposes only; the Board appropriates one fiscal year at a time.

Future Fiscal Years

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

Prior Years

The appropriations schedule includes a column of data labeled *Prior Years*. The data contained within this column represents the original budget from the inception of the project through FY 2022, inclusion of mid-year budget adjustments.



Schedule of Appropriations

Capital Improvement Program										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	FFY	Total
General Capital Projects	653,688	178,262	240,205	192,713	158,692	210,123	142,224	1,122,220	476,569	2,252,476
Transportation Capital Projects	355,558	163,521	151,862	231,154	213,477	153,103	173,358	1,086,475	637,634	2,079,666
School Capital Projects	184,169	85,490	193,335	232,215	79,990	147,630	81,440	820,100	377,655	1,381,924
Total – Costs	1,193,415	427,273	585,402	656,082	452,159	510,856	397,023	3,028,794	1,491,857	5,714,067

Funding Sources (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	FFY	Total
Local Tax Funding	581,576	122,358	124,999	123,316	110,035	120,716	121,693	723,117	532,292	1,836,986
Local Tax Funding Roads	59,320	34,470	26,214	25,562	51,909	42,722	38,033	218,910	52,885	331,116
General Obligation Bonds	209,505	162,507	251,120	419,517	207,381	250,105	156,560	1,447,189	746,890	2,403,584
Appropriation-Backed Bonds	57,310	40,598	87,310	19,046	10,981	41,105	25,993	225,033	65,468	347,811
Cash Proffers	25,675	16,368	29,486	1,952	2,012	1,482	1,613	52,912	-	78,587
Revenue Sharing	3,500	-	-	6,500	2,654	7,000	3,000	19,154	-	22,654
RSTP	-	-	-	-	7,000	-	6,000	13,000	-	13,000
Smart Scale	14,989	25,308	4,390	15,100	-	-	-	44,798	6,015	65,802
Other State Grants	-	-	-	-	-	7,000	-	7,000	-	7,000
CMAQ	7,262	-	-	-	5,000	-	4,000	9,000	-	16,262
Other Federal Grants	6,093	4,135	-	2,000	2,000	3,000	-	11,135	-	17,228
NVTA 70% Regional	132,627	-	36,730	18,000	22,500	16,000	25,000	118,230	20,000	270,857
NVTA 30% Local	65,275	15,938	21,000	13,773	26,946	11,746	11,545	100,948	49,162	215,384
Local Gas Tax	496	-	-	-	-	-	-	-	-	496
Fees (Landfill and Transit)	29,738	5,590	4,153	11,315	3,742	9,980	3,587	38,367	19,145	87,249
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	1,193,415	427,273	585,402	656,082	452,159	510,856	397,023	3,028,794	1,491,857	5,714,067



Schedule of Appropriations

County Capital Improvement Program										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Administration	414,932	33,644	25,299	41,106	41,761	67,411	54,054	263,275	215,235	893,442
General Government	113,354	45,494	130,226	41,543	22,285	32,139	23,394	295,081	107,795	516,230
Health and Welfare	2,914	462	-	3,122	-	8,012	-	11,596	-	14,510
Information Technology	21,071	13,882	15,324	6,394	6,236	1,845	5,279	48,960	11,773	81,805
Parks, Recreation, and Culture	14,563	9,758	34,128	59,093	73,194	43,053	13,800	233,026	67,185	314,774
Public Safety	53,140	65,456	28,683	35,167	9,212	53,286	41,681	233,485	55,414	342,039
Towns	33,713	9,566	6,545	6,288	6,005	4,377	4,016	36,797	19,167	89,677
Transportation	355,558	163,521	151,862	231,154	213,477	153,103	173,358	1,086,475	637,634	2,079,666
Total – Costs	1,009,246	341,783	392,067	423,867	372,169	363,226	315,583	2,208,694	1,114,202	4,332,143

Funding Sources (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Local Tax Funding	544,082	105,508	107,291	96,069	97,516	100,716	101,693	608,793	452,292	1,605,168
Local Tax Funding Roads	59,320	34,470	26,214	25,562	51,909	42,722	38,033	218,910	52,885	331,116
General Obligation Bonds	89,440	102,622	84,728	224,294	150,190	133,320	106,560	801,713	511,890	1,403,043
Appropriation-Backed Bonds	30,700	31,843	78,075	9,301	701	30,260	14,553	164,733	2,813	198,246
Cash Proffers	25,675	16,368	29,486	1,952	2,012	1,482	1,613	52,912	-	78,587
Revenue Sharing	3,500	-	-	6,500	2,654	7,000	3,000	19,154	-	22,654
RSTP	-	-	-	-	7,000	-	6,000	13,000	-	13,000
Smart Scale	14,989	25,308	4,390	15,100	-	-	-	44,798	6,015	65,802
Other State Grants	-	-	-	-	-	7,000	-	7,000	-	7,000
CMAQ	7,262	-	-	-	5,000	-	4,000	9,000	-	16,262
Other Federal Grants	6,093	4,135	-	2,000	2,000	3,000	-	11,135	-	17,228
NVTA 70% Regional	132,627	-	36,730	18,000	22,500	16,000	25,000	118,230	20,000	270,857
NVTA 30% Local	65,275	15,938	21,000	13,773	26,946	11,746	11,545	100,948	49,162	215,384
Local Gas Tax	496	-	-	-	-	-	-	-	-	496
Fees (Landfill and Transit)	29,738	5,590	4,153	11,315	3,742	9,980	3,587	38,367	19,145	87,249
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	1,009,246	341,783	392,067	423,867	372,169	363,226	315,583	2,208,694	1,114,202	4,332,143



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Administration	414,932	33,644	25,299	41,106	41,761	67,411	54,054	263,275	215,235	893,442
General Government	113,354	45,494	130,226	41,543	22,285	32,139	23,394	295,081	107,795	516,230
Health and Welfare	2,914	462	-	3,122	-	8,012	-	11,596	-	14,510
Information Technology	21,071	13,882	15,324	6,394	6,236	1,845	5,279	48,960	11,773	81,805
Parks, Recreation, and Culture	14,563	9,758	34,128	59,093	73,194	43,053	13,800	233,026	67,185	314,774
Public Safety	53,140	65,456	28,683	35,167	9,212	53,286	41,681	233,485	55,414	342,039
Towns	33,713	9,566	6,545	6,288	6,005	4,377	4,016	36,797	19,167	89,677
Total – Costs	653,688	178,262	240,205	192,713	158,692	210,123	142,224	1,122,220	476,569	2,252,476

Funding Sources (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Local Tax Funding	528,257	100,472	107,291	88,373	90,287	92,716	101,693	580,831	437,096	1,546,184
Local Tax Funding Roads	2,247	-	-	-	-	-	-	-	-	2,247
General Obligation Bonds	31,457	18,215	38,608	75,211	57,958	62,790	18,375	271,158	348	302,962
Appropriation-Backed Bonds	29,443	31,843	78,075	9,301	701	30,260	14,553	164,733	2,813	196,989
Cash Proffers	2,328	9,801	5,532	225	-	-	-	15,559	-	17,886
Other State Grants	-	-	-	-	-	7,000	-	7,000	-	7,000
Other Federal Grants	-	3,500	-	2,000	-	3,000	-	8,500	-	8,500
NVTA 30% Local	29,951	8,841	6,545	6,288	6,005	4,377	4,016	36,072	17,167	83,190
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Fees (Landfill and Transit)	29,738	5,590	4,153	11,315	3,742	9,980	3,587	38,367	19,145	87,249
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	653,688	178,262	240,205	192,713	158,692	210,123	142,224	1,122,220	476,569	2,252,476



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Administration										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Capital Project Management	39,388	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	95,788
Capital Support Positions	9,655	3,339	3,439	3,542	3,649	3,758	3,871	21,598	16,680	47,933
CIP Contingency	97,171	19,337	11,835	21,500	17,000	19,000	21,000	109,672	90,492	297,334
Land Acquisition - County Projects	122,927	5,516	1,200	4,500	3,000	5,500	5,500	25,216	22,000	170,143
Land Acquisition - School Projects	141,792	-	-	2,475	8,750	29,510	13,750	54,485	43,260	239,537
Scoping and Preliminary Engineering	4,000	989	3,713	3,824	3,939	4,057	4,179	20,701	18,006	42,707
Total – Costs	414,932	33,644	25,299	41,106	41,761	67,411	54,054	263,275	215,235	893,442
Local Tax Funding	402,988	33,644	25,299	38,631	41,761	37,901	40,304	217,540	215,235	835,762
Local Tax Funding Roads	2,247	-	-	-	-	-	-	-	-	2,247
Appropriation-Backed Bonds	9,180	-	-	2,475	-	29,510	13,750	45,735	-	54,915
Cash Proffers	11	-	-	-	-	-	-	-	-	11
NVTA 30% Local	239	-	-	-	-	-	-	-	-	239
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	414,932	33,644	25,299	41,106	41,761	67,411	54,054	263,275	215,235	893,442



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: General Government										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
County Renovation Program	8,745	6,725	6,811	6,903	7,001	7,106	7,218	41,764	30,418	80,927
County Renovation Program - Government Center	1,035	572	612	655	701	750	803	4,093	2,813	7,941
County Renovation Program - Shenandoah Building Renovations	4,000	4,000	4,000	-	-	-	-	8,000	-	12,000
Eastern Services Center	-	-	17,250	-	-	-	-	17,250	-	17,250
General Government Office Space - Sycolin Road Phase I	-	9,038	73,440	7,113	-	-	-	89,591	-	89,591
Landfill - CDD Cell A2 Liner	8,352	-	-	6,630	-	-	-	6,630	-	14,982
Landfill - Cell Capping	-	-	-	-	-	5,650	-	5,650	4,810	10,460
Landfill - Debt Service	16,183	4,320	4,153	4,065	3,742	3,670	3,587	23,537	12,325	52,045
Landfill - Infrastructure Improvements	5,203	1,270	-	620	-	660	-	2,550	2,010	9,763
Storm Water Management	56,899	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	147,441
Water/Wastewater Program	11,352	2,450	2,500	2,550	2,600	2,650	2,700	15,450	11,300	38,102
County Renovation Program - DIT Renovations	-	500	5,500	-	-	-	-	6,000	-	6,000
County Renovation Program - DTCI Renovations	-	-	3,000	3,000	-	-	-	6,000	-	6,000
County Renovation Program - DGS Operations and Maintenance Facility	-	4,000	-	-	-	-	-	4,000	-	4,000
Union Street School	1,585	-	5,485	158	-	-	-	5,643	-	7,228
EV Charging Stations for County Facilities	-	1,000	-	2,000	-	3,000	-	6,000	3,000	9,000
Village of Paeonian Springs Wastewater Modernization	-	3,500	-	-	-	-	-	3,500	-	3,500
Total – Costs	113,354	45,494	130,226	41,543	22,285	32,139	23,394	295,081	107,795	516,230
Local Tax Funding	78,407	27,991	44,498	21,402	17,842	18,409	19,004	149,146	85,837	313,390
Appropriation-Backed Bonds	5,180	8,413	78,075	6,826	701	750	803	95,568	2,813	103,561
Cash Proffers	29	-	3,500	-	-	-	-	3,500	-	3,529
Other Federal Grants	-	3,500	-	2,000	-	3,000	-	8,500	-	8,500
Fees (Landfill and Transit)	29,738	5,590	4,153	11,315	3,742	9,980	3,587	38,367	19,145	87,249
Total – Funding Sources	113,354	45,494	130,226	41,543	22,285	32,139	23,394	295,081	107,795	516,230



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Health and Welfare										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Mental Health Group Residence - Eastern Loudoun	2,914	462	-	-	-	-	-	462	-	3,376
Mental Health Group Home Replacements	-	-	-	3,122	-	8,012	-	11,134	-	11,134
Total – Costs	2,914	462	-	3,122	-	8,012	-	11,596	-	14,510
Local Tax Funding	530	12	-	312	-	802	-	1,126	-	1,656
General Obligation Bonds	-	-	-	2,810	-	7,210	-	10,020	-	10,020
Appropriation-Backed Bonds	2,225	-	-	-	-	-	-	-	-	2,225
Cash Proffers	159	450	-	-	-	-	-	450	-	609
Total – Funding Sources	2,914	462	-	3,122	-	8,012	-	11,596	-	14,510



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County Capital Improvement Program by Functional Area										
County Projects: Information Technology										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
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	-	-	-	-	3,869	-	5,719
GeoHub Servers	160	160	160	160	160	-	-	640	-	800
Information Technology Contingency	3,688	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	22,479
Oracle Upgrades - Hosting Solution	5,738	138	-	-	-	-	-	138	-	5,876
Oracle Upgrades - Hyperion	-	660	-	-	-	-	-	660	-	660
PCI Replacement System	375	5,710	775	-	-	-	-	6,485	-	6,860
Public Safety - 911 Phone Switch Replacement	-	350	3,044	-	-	-	-	3,394	-	3,394
Public Safety - Radio Tower Expansion Program	4,635	150	3,502	-	3,185	-	3,379	10,216	3,585	18,436
Public Safety - School Radio Coverage Program	2,860	1,100	1,100	1,100	1,100	-	-	4,400	-	7,260
Total – Costs	21,071	13,882	15,324	6,394	6,236	1,845	5,279	48,960	11,773	81,805
Local Tax Funding	11,939	13,882	15,324	6,394	6,236	1,845	5,279	48,960	11,773	72,673
Appropriation-Backed Bonds	9,132	-	-	-	-	-	-	-	-	9,132
Total – Funding Sources	21,071	13,882	15,324	6,394	6,236	1,845	5,279	48,960	11,773	81,805



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Parks, Recreation, and Culture										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Arcola Quarters for the Enslaved	3,662	-	13,980	-	-	-	-	13,980	-	17,642
Brambleton West Park Improvements	457	3,691	64	-	-	-	-	3,755	-	4,213
Dulles Adult Day Center	-	-	-	6,236	-	10,228	-	16,464	-	16,464
Dulles South Community Park	-	3,990	-	-	-	19,034	-	23,024	-	23,024
Fields Farm Park	8,562	-	-	31,146	-	-	-	31,146	-	39,708
Linear Parks and Trails System	350	-	-	-	-	5,000	10,000	15,000	52,000	67,350
LPAT Signature Project	-	-	3,067	9,321	-	-	-	12,388	-	12,388
Potomack Lakes Parking and Field Improvements	-	-	-	-	-	-	800	800	3,185	3,985
PRCS Renovation Program	1,500	1,750	2,000	2,250	2,500	2,750	3,000	14,250	12,000	27,750
Sterling Neighborhood Park	32	-	-	10,140	-	4,825	-	14,965	-	14,997
Western Loudoun Recreation Center	-	-	14,159	-	58,434	1,216	-	73,809	-	73,809
Westpark Improvements	-	327	858	-	12,260	-	-	13,445	-	13,445
Total – Costs	14,563	9,758	34,128	59,093	73,194	43,053	13,800	233,026	67,185	314,774
Local Tax Funding	3,355	2,169	17,937	14,331	20,760	24,019	13,800	93,016	67,185	163,556
General Obligation Bonds	6,707	-	14,159	44,537	52,434	19,034	-	130,164	-	136,871
Appropriation-Backed Bonds	3,000	-	-	-	-	-	-	-	-	3,000
Cash Proffers	1,501	7,589	2,032	225	-	-	-	9,846	-	11,347
Total – Funding Sources	14,563	9,758	34,128	59,093	73,194	43,053	13,800	233,026	67,185	314,774



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County Capital Improvement Program by Functional Area										
County Projects: Public Safety										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Adult Detention Center Expansion, Phase III	260	-	-	12,496	-	49,487	2,098	64,081	-	64,341
Brambleton Sheriff Station	-	-	-	-	-	-	8,992	8,992	18,300	27,292
Courts Complex Phase IV - Renovation	4,484	23,430	-	-	-	-	-	23,430	-	27,914
Fire and Rescue - Basic Training Facility	1,954	17,827	675	-	-	-	-	18,502	-	20,456
Fire and Rescue - Capital Apparatus	32,486	3,354	3,477	3,581	3,688	3,799	3,913	21,812	16,860	71,158
Fire and Rescue - Station #04 - Round Hill Station Replacement	7,560	20,845	647	-	-	-	-	21,492	-	29,052
Fire and Rescue - Station #08 - Philomont Station Replacement	4,035	-	-	15,640	2,181	-	-	17,821	-	21,856
Fire and Rescue - Station #28 - Leesburg South Station	2,361	-	23,884	3,450	-	-	-	27,334	-	29,695
Fire and Rescue - Station #29 - Loudoun Gateway Station	-	-	-	-	-	-	9,776	9,776	19,906	29,682
Fire and Rescue - Training Academy Expansion	-	-	-	-	3,343	-	16,902	20,245	348	20,593
Total – Costs	53,140	65,456	28,683	35,167	9,212	53,286	41,681	233,485	55,414	342,039
Local Tax Funding	27,037	22,049	4,234	7,302	3,688	9,740	23,306	70,319	55,066	152,422
General Obligation Bonds	24,750	18,215	24,449	27,865	5,524	36,546	18,375	130,974	348	156,072
Appropriation-Backed Bonds	726	23,430	-	-	-	-	-	23,430	-	24,156
Cash Proffers	627	1,762	-	-	-	-	-	1,762	-	2,390
Other State Grants	-	-	-	-	-	7,000	-	7,000	-	7,000
Total – Funding Sources	53,140	65,456	28,683	35,167	9,212	53,286	41,681	233,485	55,414	342,039



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County Capital Improvement Program by Functional Area										
County Projects: Towns										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Town of Leesburg - Evergreen Mill Rd. Widening	6,000	3,000	-	-	-	-	-	3,000	-	9,000
Town of Leesburg - NVTA Local Distribution	18,885	2,888	2,963	3,040	3,120	3,202	3,287	18,500	14,045	51,430
Town of Leesburg - Veteran's Park	4,000	-	-	-	-	-	-	-	2,000	6,000
Town of Leesburg - W&OD Trail Lighting	-	-	-	500	-	-	-	500	-	500
Town of Lovettsville - Broadway Streetscapes Phase 2A	480	671	800	-	-	-	-	1,471	-	1,951
Town of Lovettsville - Pedestrian Improvements	325	278	473	210	90	-	-	1,051	-	1,376
Town of Middleburg - Middleburg Town Hall	-	500	-	-	-	-	-	500	-	500
Town of Purcellville - Berlin Turnpike Traffic Signal	-	-	-	700	-	-	-	700	-	700
Town of Purcellville - Hirst Road to W&OD Shared-Use Path	-	-	538	667	-	-	-	1,205	-	1,205
Town of Purcellville - NVTA Local Distribution	4,022	639	656	674	692	710	729	4,100	3,122	11,244
Town of Round Hill - Southern Gateway Pedestrian Trail	-	750	750	-	-	-	-	1,500	-	1,500
Town of Hillsboro - Multi-Modal Trail and Pedestrian Bridge	-	250	-	-	-	-	-	250	-	250
Town of Lovettsville - South Loudoun and South Locust Streetscape Improvements	-	365	365	270	1,000	-	-	2,000	-	2,000
Town of Purcellville - Nursery Avenue Sidewalk Improvements, Phase 1 and Phase 2	-	-	-	227	1,103	465	-	1,795	-	1,795
Town of Round Hill - Stabilization of Stone Farmhouse Ruins at Sleeter Lake Park	-	225	-	-	-	-	-	225	-	225
Total – Costs	33,713	9,566	6,545	6,288	6,005	4,377	4,016	36,797	19,167	89,677
Local Tax Funding	4,000	725	-	-	-	-	-	725	2,000	6,725
NVTA 30% Local	29,713	8,841	6,545	6,288	6,005	4,377	4,016	36,072	17,167	82,952
Total – Funding Sources	33,713	9,566	6,545	6,288	6,005	4,377	4,016	36,797	19,167	89,677



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County Capital Improvement Program by Functional Area										
Transportation Projects										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Roads	296,939	131,794	95,336	187,050	163,851	113,626	127,316	818,973	480,946	1,596,858
Sidewalks, Signals, and Traffic Calming	38,280	23,987	49,857	37,435	42,327	32,108	38,514	224,227	124,693	387,200
Transit	20,340	7,739	6,669	6,669	7,299	7,369	7,529	43,274	31,995	95,608
Total – Costs	355,558	163,521	151,862	231,154	213,477	153,103	173,358	1,086,475	637,634	2,079,666

Funding Sources (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Local Tax Funding	15,825	5,037	-	7,697	7,229	8,000	-	27,962	15,196	58,984
Local Tax Funding Roads	57,073	34,470	26,214	25,562	51,909	42,722	38,033	218,910	52,885	328,869
General Obligation Bonds	57,983	84,407	46,119	149,083	92,232	70,530	88,185	530,555	511,543	1,100,081
Appropriation-Backed Bonds	1,257	-	-	-	-	-	-	-	-	1,257
Cash Proffers	23,347	6,566	23,954	1,727	2,012	1,482	1,613	37,354	-	60,701
Revenue Sharing	3,500	-	-	6,500	2,654	7,000	3,000	19,154	-	22,654
RSTP	-	-	-	-	7,000	-	6,000	13,000	-	13,000
Smart Scale	14,989	25,308	4,390	15,100	-	-	-	44,798	6,015	65,802
CMAQ	7,262	-	-	-	5,000	-	4,000	9,000	-	16,262
Other Federal Grants	6,093	635	-	-	2,000	-	-	2,635	-	8,728
NVTA 70% Regional	132,627	-	36,730	18,000	22,500	16,000	25,000	118,230	20,000	270,857
NVTA 30% Local	35,323	7,097	14,455	7,485	20,941	7,369	7,529	64,876	31,995	132,194
Local Gas Tax	279	-	-	-	-	-	-	-	-	279
Total – Funding Sources	355,558	163,521	151,862	231,154	213,477	153,103	173,358	1,086,475	637,634	2,079,666



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
Transportation Projects: Roads										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Arcola Mills Drive, Segment 1 (Belmont Ridge Road to Stone Springs Boulevard)	-	4,544	-	18,000	-	5,686	29,410	57,640	-	57,640
Braddock Road, Segment 2 (Paul VI Eastern Entrance to Loudoun County Parkway)	750	1,881	1,587	1,193	1,348	35,915	-	41,924	-	42,674
Croson Lane Widening (Claiborne Parkway to Old Ryan Road)	2,579	-	990	1,725	13,534	-	-	16,250	-	18,829
Crosstrail Boulevard, Segment C (Sycolin Road to Dulles Greenway)	6,744	18,757	61,626	-	-	-	-	80,382	-	87,126
Dulles West Boulevard (Northstar Boulevard to Arcola Boulevard)	47,412	6,319	-	24,999	-	-	-	31,317	-	78,729
Evergreen Mills Road (Reservoir Road and Watson Road)	17,495	6,539	-	-	-	-	-	6,539	-	24,034
Farmwell Road Intersection Improvements	8,470	5,417	-	25,767	-	-	-	31,184	-	39,654
Intelligent Transportation System (ITS)	1,220	-	1,277	-	2,500	-	2,000	5,777	-	6,997
Lake Drive Improvements	-	2,765	-	-	7,229	-	-	9,994	-	9,994
Northstar Boulevard (Tall Cedars Parkway to Braddock Road)	3,298	491	-	1,381	1,626	-	33,373	36,870	-	40,168
Old Ox Road Widening from Shaw Road to Oakgrove Road	9,600	-	9,600	-	-	-	-	9,600	30,000	49,200
Prentice Drive (Loudoun County Pkwy to Lockridge Road)	29,655	-	2,114	69,967	-	-	-	72,081	-	101,736
Route 7 Eastbound Widening (Loudoun County Parkway to Route 28)	-	-	-	1,612	-	296	312	2,221	3,058	5,279
Route 7 Improvements, Phase 1: Route 7 & Route 287 Interchange	2,140	5,224	4,867	7,782	-	-	-	17,872	-	20,012
Route 7 Improvements, Phase 2: Route 7 & Route 690 (Hillsboro Rd) Interchange	17,939	34,746	-	-	-	-	-	34,746	-	52,685
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 1	3,676	-	2,205	3,985	-	-	-	6,190	-	9,866
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2	-	5,926	1,730	986	23,012	11,030	-	42,684	-	42,684
Route 9 / Route 287 Roundabout	17,891	7,476	-	-	-	-	-	7,476	-	25,367
Route 15 / Braddock Road Roundabout	-	-	1,089	-	5,510	-	80	6,679	-	6,679
Route 15 Improvements: Montresor to POR, Phase 1	2,718	336	4,077	2,545	17,842	-	-	24,799	-	27,517
Route 15 Improvements: Montresor to POR, Phase 2	1,324	-	1,745	242	4,250	-	-	6,237	-	7,561
Route 15 Widening (Battlefield Parkway to Montresor Road)	57,540	-	-	-	57,351	-	-	57,351	-	114,891



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(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Route 50 / Everfield Roundabout	-	-	1,215	-	1,422	5,185	-	7,822	-	7,822
Route 50 / Loudoun County Parkway Interchange	16,539	-	-	-	11,791	-	-	11,791	243,044	271,374
Route 50 / North Collector Road (Tall Cedars Parkway to Route 28)	8,510	-	-	-	8,224	-	27,277	35,500	202,899	246,909
Ryan Road (Evergreen Mills Road to Beaverdam Drive)	2,163	569	-	-	3,921	18,000	10,493	32,983	-	35,146
Safety Improvements - Evergreen Mills Rd: Bridge & Pavement Modifications Near Hogeland Mill Road	-	-	-	669	-	156	318	1,143	1,946	3,089
Safety Improvements - Evergreen Mills Rd: Westbound Left-Turn Lane at the Sportsplex	-	-	-	696	391	122	3,973	5,182	-	5,182
Shellhorn Road (Loudoun County Parkway to MWAA Property - SDC Property to Silver District West)	3,836	4,398	-	-	-	-	-	4,398	-	8,234
Shellhorn Road (MWAA Property to Moran - County Project)	8,495	-	-	-	1,701	34,371	-	36,072	-	44,567
Sycolin Road (Loudoun Center Place to Crosstrail Boulevard)	-	-	-	15,100	-	2,865	14,895	32,860	-	32,860
Trailhead Drive / Braddock Road Roundabout	-	-	1,215	-	2,200	-	5,185	8,600	-	8,600
Waxpool Road / Loudoun County Parkway Intersection Improvements	7,241	3,250	-	-	-	-	-	3,250	-	10,491
Westwind Drive (Loudoun County Parky to Old Ox Road)	19,703	23,159	-	10,400	-	-	-	33,559	-	53,262
Total – Costs	296,939	131,794	95,336	187,050	163,851	113,626	127,316	818,973	480,946	1,596,858
Local Tax Funding	7,904	3,281	-	3,226	7,229	8,000	-	21,735	-	29,639
Local Tax Funding Roads	48,664	31,970	20,577	20,574	21,154	15,668	22,410	132,354	37,439	218,457
General Obligation Bonds	41,858	66,310	17,609	122,044	91,041	65,476	73,294	435,773	423,507	901,137
Cash Proffers	22,730	6,558	12,218	1,606	1,673	1,482	1,613	25,150	-	47,880
Revenue Sharing	3,500	-	-	6,500	2,654	7,000	3,000	19,154	-	22,654
RSTP	-	-	-	-	7,000	-	2,000	9,000	-	9,000
Smart Scale	12,989	23,675	4,390	15,100	-	-	-	43,165	-	56,154
CMAQ	3,291	-	-	-	5,000	-	-	5,000	-	8,291
NVTA 70% Regional	132,627	-	36,730	18,000	22,500	16,000	25,000	118,230	20,000	270,857
NVTA 30% Local	23,377	-	3,812	-	5,600	-	-	9,412	-	32,789
Total – Funding Sources	296,939	131,794	95,336	187,050	163,851	113,626	127,316	818,973	480,946	1,596,858



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
Transportation Projects: Sidewalks, Signals, and Traffic Calming										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Belmont Ridge Road/Legacy Park Drive Traffic Signal	-	-	298	-	291	1,092	-	1,681	-	1,681
Contingency - Sidewalk and Trails	3,768	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	13,768
Contingency - Traffic Calming	793	500	500	500	500	500	500	3,000	2,000	5,793
Contingency - Traffic Signal	2,570	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	12,570
Franklin Park to Purcellville Trail	520	1,025	-	-	2,778	-	-	3,803	6,015	10,338
Harmony Middle School Sidewalk	1,379	698	249	4,471	-	-	-	5,418	-	6,796
Intersection Improvement Program	20,621	15,299	15,835	14,235	16,235	16,235	16,235	94,074	65,740	180,435
Loudoun County Parkway - Shared-Use Path	-	-	-	1,202	461	261	6,759	8,682	-	8,682
River Creek Parkway - Sidewalk	531	302	224	1,324	-	-	-	1,850	-	2,381
Route 7 Shared Use Path	1,631	624	-	-	8,042	-	-	8,666	-	10,297
Shellhorn Rd & Central Station Dr / Hartley Place Intersection Improvements	-	-	-	268	-	-	-	268	-	268
Sidewalk and Trail Program	2,477	2,054	11,102	12,435	12,020	12,020	12,020	61,651	40,080	104,208
Sterling Boulevard/W&OD Trail - Overpass	1,294	639	16,989	-	-	-	-	17,628	-	18,922
Traffic Sign Replacement Program	1,000	-	-	1,000	-	-	1,000	2,000	1,000	4,000
W&OD At-Grade Crossing Improvements	1,696	347	2,661	-	-	-	-	3,007	-	4,703
Waterford Traffic Calming	-	500	-	-	-	-	-	500	1,858	2,358
Total – Costs	38,280	23,987	49,857	37,435	42,327	32,108	38,514	224,227	124,693	387,200
Local Tax Funding	7,237	1,756	-	4,471	-	-	-	6,227	15,196	28,660
Local Tax Funding Roads	8,409	2,500	5,637	4,988	30,755	27,054	15,623	86,557	15,446	110,412
General Obligation Bonds	16,126	18,097	28,511	27,039	1,191	5,054	14,891	94,782	88,036	198,943
Appropriation-Backed Bonds	1,257	-	-	-	-	-	-	-	-	1,257
Cash Proffers	579	8	11,735	121	339	-	-	12,204	-	12,783
RSTP	-	-	-	-	-	-	4,000	4,000	-	4,000
Smart Scale	-	-	-	-	-	-	-	-	6,015	6,015
CMAQ	-	-	-	-	-	-	4,000	4,000	-	4,000



Schedule of Appropriations

Other Federal Grants	1,070	-	-	-	2,000	-	-	2,000	-	3,070
NVTA 30% Local	3,323	1,626	3,975	816	8,042	-	-	14,459	-	17,782
Local Gas Tax	279	-	-	-	-	-	-	-	-	279
Total – Funding Sources	38,280	23,987	49,857	37,435	42,327	32,108	38,514	224,227	124,693	387,200



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
Transportation Projects: Transit										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Metro Capital Contribution	13,646	6,106	6,669	6,669	7,299	7,369	7,529	41,641	31,995	87,281
Western Loudoun Park and Ride Lot	6,694	1,633	-	-	-	-	-	1,633	-	8,327
Total – Costs	20,340	7,739	6,669	6,669	7,299	7,369	7,529	43,274	31,995	95,608
Local Tax Funding	685	-	-	-	-	-	-	-	-	685
Cash Proffers	38	-	-	-	-	-	-	-	-	38
Smart Scale	2,000	1,633	-	-	-	-	-	1,633	-	3,633
CMAQ	3,971	-	-	-	-	-	-	-	-	3,971
Other Federal Grants	5,023	635	-	-	-	-	-	635	-	5,658
NVTA 30% Local	8,623	5,471	6,669	6,669	7,299	7,369	7,529	41,006	31,995	81,623
Total – Funding Sources	20,340	7,739	6,669	6,669	7,299	7,369	7,529	43,274	31,995	95,608



Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Elementary Schools	-	7,250	56,290	-	10,075	66,785	-	140,400	-	140,400
High Schools	-	-	20,785	172,470	9,635	-	-	202,890	-	202,890
Other School Facilities	184,169	78,240	116,260	59,745	60,280	80,845	81,440	476,810	377,655	1,038,634
Total – Costs	184,169	85,490	193,335	232,215	79,990	147,630	81,440	820,100	377,655	1,381,924
Local Tax Funding	37,494	16,850	17,708	27,247	12,519	20,000	20,000	114,324	80,000	231,818
General Obligation Bonds	120,065	59,885	166,392	195,223	57,191	116,785	50,000	645,476	235,000	1,000,541
Appropriation-Backed Bonds	26,610	8,755	9,235	9,745	10,280	10,845	11,440	60,300	62,655	149,565
Total – Funding Sources	184,169	85,490	193,335	232,215	79,990	147,630	81,440	820,100	377,655	1,381,924



Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects: Elementary Schools										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
ES-32 Dulles South	-	7,250	56,290	-	-	-	-	63,540	-	63,540
ES-34 Dulles North	-	-	-	-	10,075	66,785	-	76,860	-	76,860
Total – Costs	-	7,250	56,290	-	10,075	66,785	-	140,400	-	140,400
Local Tax Funding	-	-	5,629	-	2,519	-	-	8,148	-	8,148
General Obligation Bonds	-	7,250	50,661	-	7,556	66,785	-	132,252	-	132,252
Total – Funding Sources	-	7,250	56,290	-	10,075	66,785	-	140,400	-	140,400



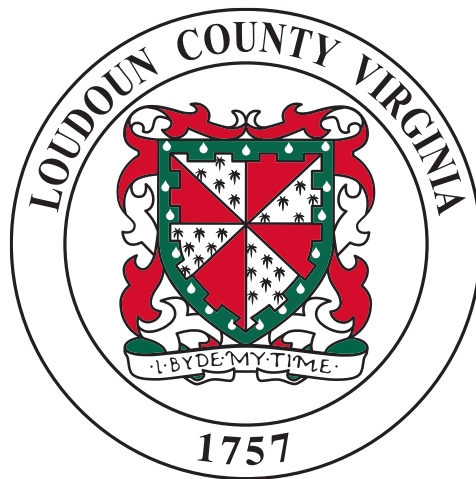
Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects: High Schools										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
High School (HS-14) Dulles North	-	-	20,785	172,470	9,635	-	-	202,890	-	202,890
Total – Costs	-	-	20,785	172,470	9,635	-	-	202,890	-	202,890
Local Tax Funding	-	-	2,079	17,247	-	-	-	19,326	-	19,326
General Obligation Bonds	-	-	18,706	155,223	9,635	-	-	183,564	-	183,564
Total – Funding Sources	-	-	20,785	172,470	9,635	-	-	202,890	-	202,890



Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects: Other School Projects										
(\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
LCPS Facility Renewals and Alterations	65,720	49,425	52,985	50,000	50,000	70,000	70,000	342,410	315,000	723,130
Park View and William Obediah Robey High School Additions and Improvements	-	-	38,145	-	-	-	-	38,145	-	38,145
School Bus Radio Replacements and UHF System Upgrade	10,420	-	-	-	-	-	-	-	14,375	24,795
School Bus Replacement and Acquisition	28,655	8,755	9,235	9,745	10,280	10,845	11,440	60,300	48,280	137,235
School Security Improvements	78,514	11,615	2,875	-	-	-	-	14,490	-	93,004
Student Welcome Center at Sterling ES	860	6,850	-	-	-	-	-	6,850	-	7,710
Valley Service Center & Kenneth W. Culbert Elementary School Bus Parking	-	1,595	12,365	-	-	-	-	13,960	-	13,960
Valley Service Center Traffic Signal	-	-	655	-	-	-	-	655	-	655
Total – Costs	184,169	78,240	116,260	59,745	60,280	80,845	81,440	476,810	377,655	1,038,634
Local Tax Funding	37,494	16,850	10,000	10,000	10,000	20,000	20,000	86,850	80,000	204,344
General Obligation Bonds	120,065	52,635	97,025	40,000	40,000	50,000	50,000	329,660	235,000	684,725
Appropriation-Backed Bonds	26,610	8,755	9,235	9,745	10,280	10,845	11,440	60,300	62,655	149,565
Total – Funding Sources	184,169	78,240	116,260	59,745	60,280	80,845	81,440	476,810	377,655	1,038,634





Operating Impact Analysis

The costs associated with opening and operating new or renovated facilities is a factor in calculating the total impact of a capital project. During the Capital Improvement Program (CIP) capital project budget development process, personnel (FTE), operating, utility, and maintenance needs are identified based on the specific type of facility and the services that will be provided. Estimated recurring operating costs, such as personnel and maintenance contracts, and initial one-time costs, such as computer equipment, training, and uniforms are identified, and cost estimates are developed. To provide a greater level of accuracy in estimating future operating costs, personnel costs are escalated annually by 3 percent and operating costs are escalated annual by 1 percent for every year after FY 2023.

The operating impacts analysis displays the estimated operating impacts related to a capital project that is anticipated to open or be completed 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;
- Recurring operating costs and one-time opening costs related to a new or expanded facility, which includes utility and maintenance costs for both the program department and the centralized internal maintenance or services costs that will be provided by the Department of General Services and the Department of Information Technology; and
- Annual debt service payments related to the capital project (as applicable).

As a change for the FY 2023 CIP, the Operating Impact Analysis provides summary-level information. Capital projects that have an operating impact will have an operating impacts table in their respective CIP budget document page which lists the project's estimated operating, personnel, and debt service cost impacts. The table in this section of the Executive Summary provides that data aggregated and summarized by functional area.

The Operating Impact Analysis table displays the estimated impact of opening, expanding, or renovating a capital facility. The summary table does not include any additional personnel that may be needed to centrally manage an expanding County facility inventory by the Department of General Services. Instead, this impact is estimated in a table at the end of the Operating Impacts Analysis section.

The estimated impact of staffing and operating a new facility, and the incremental increase above current staffing levels and operations for a facility that was renovated or expanded is displayed in the table. The estimated number of new personnel required to operate a facility is shown in the year in which the personnel are projected to be hired. In some cases, such as public safety, personnel may be hired a year before the facility's opening date in order to complete the required training, set up operations, and complete necessary pre-opening activities.



Operating Impact Analysis

Project/Category (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6-Year Total
Overall Operating Impacts Summary							
FTE	0.00	23.00	30.25	19.67	0.00	27.00	99.92
Personnel	-	2,737	6,009	7,723	7,956	10,132	34,557
O&M	700	721	3,892	6,126	6,290	7,389	25,118
Capital	-	-	175	555	50	192	972
Debt	56	19,707	42,074	68,548	94,503	119,129	344,017
Total – Overall Operating Impacts Summary	Total	756	23,165	52,149	82,952	108,799	404,664

Project/Category (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6-Year Total
County Projects							
FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Debt	-	-	62	246	977	3,491	4,775
Administration	Total	-	-	62	246	977	4,775
FTE	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Personnel	-	-	-	101	104	107	311
O&M	-	-	1,176	2,756	2,783	2,811	9,527
Capital	-	-	-	52	-	-	52
Debt	14	1,666	3,242	4,774	6,698	8,021	24,415
General Government	Total	14	1,666	4,418	9,586	10,939	34,305
FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
O&M	700	721	743	765	788	811	4,528
Debt	42	239	231	305	494	768	2,079
Health and Welfare	Total	742	960	974	1,070	1,282	6,607
FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Debt	-	432	416	400	384	368	1,999
Information Technology	Total	0	432	416	400	368	1,999
FTE	0.00	0.00	4.25	12.67	0.00	27.00	43.92
Personnel	-	-	294	1,130	1,166	3,139	5,729
O&M	-	-	104	708	569	1,596	2,977
Capital	-	-	-	430	-	192	623
Debt	-	502	1,339	2,641	3,878	5,280	13,639
Parks, Recreation, and Culture	Total	0	502	1,737	4,909	5,613	22,968
FTE	0.00	23.00	26.00	6.00	0.00	0.00	55.00
Personnel	-	2,737	5,715	6,492	6,686	6,886	28,517
O&M	-	-	1,869	1,897	2,149	2,171	8,086
Capital	-	-	175	73	50	-	298
Debt	-	1,587	4,090	6,619	9,911	10,068	32,275
Public Safety	Total	0	4,324	11,849	15,081	18,796	69,176
Total – County Projects	FTE	0.00	23.00	30.25	19.67	0.00	99.92
	Pers.	-	2,737	6,009	7,723	7,956	34,557
	O&M	700	721	3,892	6,126	6,290	25,118
	Capital	-	-	175	555	50	972



Operating Impact Analysis

Project/Category (\$ in 1000s)		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6-Year Total
Debt		56	4,426	9,380	14,984	22,342	27,995	79,183
Total		756	7,884	19,456	29,388	36,637	45,709	139,831
Transportation Projects								
Roads	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Debt	-	5,197	9,131	12,338	18,916	24,256	69,837
	Total	0	5,197	9,131	12,338	18,916	24,256	69,837
Sidewalks, Signals, and Traffic Calming	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Debt	-	2,509	3,597	6,548	6,931	8,007	27,591
	Total	0	2,509	3,597	6,548	6,931	8,007	27,591
Transit	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Total	0	0	0	0	0	0	0
Total – Transportation Projects		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total – Transportation Projects	Debt	-	7,706	12,729	18,886	25,846	32,262	97,429
	Total	0	7,706	12,729	18,886	25,846	32,262	97,429
School Projects								
Elementary Schools	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Debt	-	381	3,200	5,802	6,407	8,025	23,815
	Total	0	381	3,200	5,802	6,407	8,025	23,815
Middle Schools	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Total	0	0	0	0	0	0	0
High Schools	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Debt	-	-	1,219	5,698	11,389	16,307	34,613
	Total	0	0	1,219	5,698	11,389	16,307	34,613
Other LCPS	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Debt	-	7,195	15,546	23,179	28,519	34,539	108,977
	Total	0	7,195	15,546	23,179	28,519	34,539	108,977
Total – Schools Projects		0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total – Schools Projects	Debt	-	7,576	19,965	34,678	46,315	58,871	167,405
	Total	0	7,576	19,965	34,678	46,315	58,871	167,405



Operating Impact Analysis

Several Operating Impacts are tied to the growth of County facilities, typically an increase in square footage. The Department of General Services (DGS) uses a standard of requesting a new Maintenance Technician every new 45,000 square feet added to the County. This ensures continuity of service level for preventative maintenance across all County facilities. Because these needs are based on countywide space increases, rather than tied to a single facility, this need is estimated in this section of the CIP and not included in the Overall Summary table on the previous pages. The table below estimates the Maintenance Technician need, including operating and capital outlay costs tied to those positions, across the six-year period.

Operating Impacts tied to Facility Growth								
		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6-Year Total
Square Footage Estimated (in 1000s)	Total	136	70	152	37	125	140	660
Estimated DGS Maintenance Technicians	Total	3.02	1.55	3.38	0.83	2.78	3.10	14.67
	FTE	3.00	2.00	3.00	1.00	3.00	3.00	15.00
	Personnel	235	404	665	771	1,059	1,363	4,498
New and Recurring Costs (\$ in 1000s)	O&M	71	120	196	226	306	389	1,307
	Capital	150	101	153	52	156	158	769
Total – Maintenance Technicians	Total	456	625	1,014	1,048	1,521	1,910	6,574



County Projects by Election District

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

Algonkian	Functional Area
Eastern Loudoun Group Home	Health and Welfare
Potomack Lakes Parking and Field Improvements	Parks, Recreation, and Culture
Ashburn	Functional Area
Fire and Rescue Station #29 – Ashburn Station	Public Safety
Farmwell Road Intersection Improvements	Roads
Blue Ridge	Functional Area
Arcola Quarters for the Enslaved	Parks, Recreation, and Culture
Brambleton West Park Improvements	Parks, Recreation, and Culture
Fields Farm Park	Parks, Recreation, and Culture
Western Loudoun Recreation Center	Parks, Recreation, and Culture
Brambleton Sheriff Station	Public Safety
Fire and Rescue - Station #04 - Round Hill Station Replacement	Public Safety
Fire and Rescue - Station #08 - Philomont Station Replacement	Public Safety
Town of Hillsboro – Multi-Modal Trail and Pedestrian Bridge	Towns
Town of Middleburg – Middleburg Town Hall	Towns
Town of Purcellville - Berlin Turnpike Traffic Signal	Towns
Town of Purcellville - Hirst Road to W&OD Shared Use Path	Towns
Town of Purcellville - Nursery Avenue Sidewalk Improvements, Phase 1 and Phase 2	Towns
Town of Round Hill – Southern Gateway Pedestrian Trail	Towns
Town of Round Hill – Stabilization of Stone Farmhouse Ruins at Sleeter Lake Park	Towns
Arcola Mills Drive, Segment 1 - Belmont Ridge Road to Stone Springs Boulevard	Roads
Dulles West Boulevard – Northstar Boulevard to Arcola Boulevard	Roads
Evergreen Mills Road – Reservoir Road and Watson Road	Roads
Route 15 / Braddock Road Roundabout	Roads
Route 50 / Everfield Roundabout	Roads
Route 50 / Loudoun County Parkway Interchange	Roads
Ryan Road - Evergreen Mills Road to Beaverdam Drive	Roads
Trailhead Drive / Braddock Road Roundabout	Roads
Belmont Ridge Road & Legacy Park Drive - Traffic Signal	SSTC

**County Projects by Election District**

Blue Ridge	Functional Area
Franklin Park to Purcellville Trail	SSTC
Waterford Traffic Calming	SSTC
Western Loudoun Park and Ride Lot	Transit
Broad Run	Functional Area
Old Ox Road, Route 606 Widening from Shaw Road to Oakgrove Road	Roads
Prentice Drive – Loudoun County Parkway to Lockridge Road	Roads
Route 7 Eastbound Widening – Loudoun County Parkway to Route 28	Roads
Route 7 Improvements, Phase 1: Route 7 and Route 287 Interchange	Roads
Route 7 Improvements, Phase 2: Route 7 and Route 690 (Hillsboro Road) Interchange	Roads
Shellhorn Road – Loudoun County Parkway to MWAA Property (SDC to SDW)	Roads
Shellhorn Road – MWAA Property to Moran Road	Roads
Waxpool Road – Loudoun County Parkway Intersection Improvements	Roads
Shellhorn Road and Central Station Drive / Hartley Place Intersection Improvements	SSTC
Catoctin	Functional Area
Village of Paeonian Springs Wastewater Modernization	General Government
Adult Detention Center Expansion, Phase III	Public Safety
Fire and Rescue - Basic Training Facility	Public Safety
Fire and Rescue - Station #28 - Leesburg South Station	Public Safety
Fire and Rescue - Training Academy Expansion	Public Safety
Town of Lovettsville - Broadway Streetscapes Phase 2A	Towns
Town of Lovettsville - Pedestrian Improvements	Towns
Town of Lovettsville - South Loudoun and South Locust Streetscape Improvements	Towns
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 9 / Route 287 Roundabout	Roads
Route 15 Improvements: Montresor to Point of Rocks, Phase 1	Roads
Route 15 Improvements: Montresor to Point of Rocks, Phase 2	Roads
Route 15 Widening - Battlefield Parkway to Montresor Road	Roads
Safety Improvements – Evergreen Mills Road: Bridge and Pavement Modifications Near Hogeland Mill Road	Roads
Safety Improvements - Evergreen Mills Road: Westbound Left-Turn Lane at the Sportsplex	Roads
Sycolin Road - Loudoun Center Place to Crosstrail Boulevard	Roads
Harmony Middle School Shared Use Path	SSTC



County Projects by Election District

Catoctin	Functional Area
River Creek Parkway - Sidewalk	SSTC
Dulles	Functional Area
Dulles Adult Day Care Center	Parks, Recreation, and Culture
Dulles South Community Park	Parks, Recreation, and Culture
Braddock Road, Segment 2 – Paul VI Eastern Entrance to Loudoun County Parkway	Roads
Croson Lane Widening – Claiborne Parkway to Old Ryan Road	Roads
Northstar Boulevard – Tall Cedars Parkway to Braddock Road	Roads
Route 50 / Loudoun County Parkway Interchange	Roads
Route 50 / North Collector Road – Tall Cedars Parkway to Route 28	Roads
Westwind Drive – Loudoun County Parkway to Old Ox Road	Roads
Loudoun County Parkway – Shared Use Path	SSTC
Leesburg	Functional Area
Union Street School	General Government
Westpark Improvements	Parks, Recreation, and Culture
Courts Complex – Phase IV	Public Safety
Town of Leesburg – Evergreen Mill Road Widening	Towns
Town of Leesburg – Veterans Park	Towns
Town of Leesburg – W&OD Trail Lighting	Towns
River Creek Parkway - Sidewalk	SSTC
Sterling	Functional Area
Sterling Neighborhood Park	Parks, Recreation, and Culture
Lake Drive Improvements	Roads
Old Ox Road, Route 606 Widening from Shaw Road to Oakgrove Road	Roads
Route 7 Shared Use Path	SSTC
Sterling Boulevard / W&OD Trail Overpass	SSTC





Schedule of Financing and Referenda

General Obligation Bond Financing

The following projects are scheduled for general obligation bond financing requiring referendum in the FY 2023 – FY 2028 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
November 2022		
General Government	Crosstrail Blvd - Segment C Sycolin to Dulles Greenway	\$9,982,000
	Fire and Rescue - Station #04- Round Hill Station Replacement	8,121,000
	Route 15 / Braddock Roundabout	1,089,000
	Route 50 / Everfield Roundabout	5,873,000
	Route 7 Improvements Phase 3 - Route 9 & Dulles Greenway, Segment 2	13,066,000
	Route 7 Improvements Phase 2 - Route 7 & Route 690 Interchange	11,461,000
	Western Loudoun Recreation Center	66,593,000
	Sterling Boulevard/W&OD Trail Overpass	9,843,000
	Subtotal – General Government	\$126,028,000
Schools	HS-14, Dulles North	\$183,564,000
	LCPS Facility Renewals and Alterations	42,985,000
	Park View and William Obediah Robey HS Additions	38,145,000
	School Security Improvements	2,875,000
	Valley Service Center Traffic Signal	655,000
	Subtotal – Schools	\$268,224,000
Total		\$394,252,000
November 2023		
General Government	Adult Detention Center Expansion Phase III	\$46,794,000
	Dulles Adult Day Center	5,236,000
	Dulles West Blvd- Northstar Blvd to Arcola Blvd	11,555,000
	Fire and Rescue - Station #28- Leesburg South Station	11,369,000
	Fields Farm Park	8,668,000
	Intersection Improvements	15,987,000
	Linear Parks and Trails Signature Project	8,155,000
	Loudoun Cty Pkwy Shared-Use Path	7,573,000
	MH Group Home Replacements	10,020,000
	Prentice Drive -LCP to Lockridge Road	66,035,000
	Route 7 Easbound Widening - Loudoun County Pkwy to Route 28	1,612,000
	Route 7 Improvements Phase 1 - Route 7 & Route 287	3,833,000



Schedule of Financing and Referenda

Referendum Date	Project	Amount
	Safety Audit and Improvements - Evergreen Mills Rd ; Westbound Left-turn Path Evergreen Sportsplex	5,182,000
	Safety Audit and Improvements - Evergreen Mills Rd: Bridge and Pavement Modifications near Hogeland Mill Rd	1,143,000
	Subtotal – General Government	\$203,162,000
Schools	LCPS Facility Renewals and Alterations	\$40,000,000
	Subtotal – Schools	\$40,000,000
Total		\$243,162,000
November 2024		
General Government	Fire and Rescue - Training Academy Expansion	\$12,365,000
	Route 15 Widening -Battlefield Pkw to Montresor Rd	51,751,000
	Route 50 / Loudoun County Parkway Interchange	6,791,000
	Ryan Road - Evergreen Mills to Beaverdam Dr	14,414,000
	Franklin Park to Purcellville Trail	778,000
	Trailhead / Braddock Roundabout	6,686,000
	Subtotal – General Government	\$92,785,000
Schools	ES-34 Dulles North Area	\$74,341,000
	LCPS Facility Renewals and Alterations	40,000,000
	Subtotal – Schools	\$114,341,000
Total		\$207,126,000
November 2025		
General Government	Dulles South Community Park	\$19,034,000
	Braddock Road Segment 2 – Paul VI East Entrance to LCP	27,201,000
	Westwind Drive – Loudoun County Pkwy to Old Ox Rd	1,300,000
	Subtotal – General Government	\$47,535,000
Schools	LCPS Facility Renewals and Alterations	\$50,000,000
	Subtotal – Schools	\$50,000,000
Total		\$97,535,000
November 2026		
General Government	Arcola Mills - Segment 1 - Belmont Ridge to Stone Springs	\$28,410,000
	Northstar Boulevard Tall Cedars to Braddock Rd	8,442,000
	Sycolin Rd - Loudoun Center PI to Crosstrail Blvd	14,985,000
	Subtotal – General Government	\$51,837,000
Schools	LCPS Facility Renewals and Alterations	\$50,000,000
	Subtotal – Schools	\$50,000,000



Schedule of Financing and Referenda

Referendum Date	Project	Amount
Total		\$101,837,000

Total General Obligation Bond Financing	\$1,043,912,000
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Previously Approved General Obligation Bond Financing

Referendum Date	Project	Amount
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November 2021

General Government	Evergreen Mills Road (Reservoir Road to Watson Road)	\$6,780,000
	Farmwell Road Intersection Improvements	7,005,000
	Fire Rescue Basic Training Facility	6,515,000
	Fire and Rescue Station #28 - Leesburg South	675,000
	Route 9 and Route 287 Roundabout	7,767,000
	Shellhorn Road (LC Parkway to Dulles Airport Property)	1,327,000
	Shellhorn Road (Dulles Airport Property to Moran Road)	41,847,000
	Waxpool Road/LC Parkway Intersection Improvements	3,517,000
	Subtotal – General Government	\$75,433,000

Schools	ES-32 Dulles South Elementary School	\$57,911,000
	LCPS Facility Renewals and Alterations	39,425,000
	Valley Service Center Replacement and Bus Parking	37,690,000
	Subtotal – Schools	\$135,026,000

Total		\$210,459,000
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November 2020

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
	Subtotal – General Government	\$184,551,000

Schools	Douglas 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

**Schedule of Financing and Referenda**

Referendum Date	Project	Amount
	Subtotal – Schools	\$123,755,000
Total		\$308,306,000
November 2019		
General Government	Fields Farm Park	\$29,185,000
	Fire and Rescue Basic Training Facility	5,270,000
	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
	Subtotal – General Government	\$121,550,000
Schools	Middle School Classroom Additions	\$5,170,000
	Middle School (MS-14), Dulles North	88,770,000
	Subtotal – Schools	\$93,940,000
Total		\$215,490,000
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
	Subtotal – General Government	\$152,585,000
Schools	ES-23 Dulles North	\$44,235,000
	ES-29 Dulles South	44,235,000
	School Security Improvements	10,350,000
	Subtotal – Schools	\$98,820,000
Total		\$251,405,000
November 2017		
General Government	Round Hill Fire Station Replacement	\$15,660,000
	Subtotal – General Government	\$15,660,000
Schools	CS Monroe Center Replacement/North Star School	\$63,193,000



Schedule of Financing and Referenda

Referendum Date	Project	Amount
	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
	Subtotal – Schools	\$81,761,000
Total		\$97,421,000
November 2016		
General Government	Ashburn Recreation and Community Center	\$44,270,000
	Hal and Berni Hanson Regional Park	31,845,000
	Lovettsville Fire Station Renovation	13,500,000
	Leesburg Fire Station #20 Expansion	4,000,000
	Braddock/Supreme/Summerall Intersection Improvements	2,000,000
	Route 7 & Hillsboro Rd. Interchange	8,000,000
	Shellhorn Road (Loudoun Co Pkwy. to Randolph Dr.)	8,000,000
	Subtotal – General Government	\$111,615,000
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
	Subtotal – Schools	\$233,070,000
Total		\$344,685,000

Appropriation Backed Financing

The following projects are planned to be financed through appropriation backed financing (formerly named Lease Revenue Financing) during the FY 2023 – FY 2028 planning period. Appropriation backed financings do not require a referendum. Following this table is a summary of anticipated and previously authorized financings.

Anticipated Appropriation Backed Financing

Appropriation Date	Project	Amount
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	7,841,000
	School Bus Replacement & Acquisition	8,755,000
	Subtotal – FY 2023	\$40,598,000
FY 2024	County Renovation Program- Government Center	\$612,000
	Eastern Services Center	13,750,000
	General Government Office Space-Sycolin Road Phase I	63,713,000
	School Bus Radio Replacements	9,235,000
	Subtotal – FY 2024	\$87,310,000
FY 2025	County Renovation Program- Government Center	\$655,000

**Schedule of Financing and Referenda**

Appropriation Date	Project	Amount
	General Government Office Space-Sycolin Road Phase I	6,171,000
	Land Acquisition (Various LCPS Projects)	2,475,000
	School Bus Replacement & Acquisition	9,745,000
	Subtotal – FY 2025	\$19,046,000
FY 2026	County Renovation Program- Government Center	\$701,000
	School Bus Replacement & Acquisition	10,280,000
	Subtotal – FY 2026	\$10,981,000
FY 2027	County Renovation Program- Government Center	\$750,000
	Land Acquisition (Various LCPS Projects)	29,510,000
	School Bus Replacement & Acquisition	10,845,000
	Subtotal – FY 2027	\$41,105,000
FY 2028	County Renovation Program- Government Center	\$803,000
	Land Acquisition (Various LCPS Projects)	13,750,000
	School Bus Replacement & Acquisition	11,440,000
	Subtotal – FY 2028	\$25,993,000

Previously Approved Appropriation Backed Financing

Appropriation Date	Project	Amount
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
	Subtotal – FY 2018	\$19,105,000
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
	Major Computer Systems (LMIS Replacement)	5,000,000
	Route 7 Pedestrian Crossings	855,000
	Subtotal – FY 2019	\$21,205,000
FY 2020	Consolidated Shops & Warehouse	\$4,000,000
	County Landfill Sequence 1A Cap	1,500,000
	County Landfill Sequence V Closure	5,060,000
	Broadband Infrastructure – Schools	875,000
	Land Acquisition (Various LCPS Projects)	3,905,000
	School Bus Replacement & Acquisition	7,525,000
	Subtotal – FY 2020	\$22,865,000



Schedule of Financing and Referenda

Appropriation Date	Project	Amount
FY 2021	Ashburn Recreation and Community Center	\$5,437,000
	Children's Science Center	13,928,000
	Consolidated Shops & Warehouse	3,500,000
	County Landfill Sequence 1A Cap	1,790,000
	County Landfill Reclamation Project	7,920,000
	County Renovation Program- Government Center	500,000
	Courts Complex Phase III (Expansion)	8,111,000
	DS Group Residence – Eastern Loudoun	560,000
	Fire and Rescue Storage Sheds	75,000
	Broadband Infrastructure – Schools	875,000
	School Bus Replacement & Acquisition	7,865,000
	Subtotal – FY 2021	\$50,561,000
FY 2022	County Renovation Program – Government Center	\$535,000
	County Renovation Program – Waterford Space	2,000,000
	County Renovation Program – Shenandoah Building	4,000,000
	County Renovation Program	4,145,000
	DS Group Residence – Eastern Loudoun	1,665,000
	Fire and Rescue Storage Sheds	525,000
	Oracle Upgrades – Hosting Solution	5,202,000
	Public Safety - Handheld Radio Replacements	11,251,000
	Public Safety - Radio Tower Expansion Program	2,830,000
	Public Safety - Redundant Master/Prime Site	1,008,000
	Public Safety - School Radio Coverage Program	1,100,000
	PRCS Renovation Program	1,500,000
	PRCS Renovation Program	1,000,000
	Land Acquisition (Various LCPS Projects)	5,275,000
	School Bus Replacement & Acquisition	800,000
	School Bus Replacement & UHF Upgrades	10,420,000
	Subtotal – FY 2022	\$53,256,000



Schedule of Financing and Referenda

Notice of Intent

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

The Board of Supervisors of the County of Loudoun, Virginia (the "County"), has determined in connection with adoption of the County's Capital Improvement Program that it is necessary and desirable to undertake certain capital improvements consisting of the projects and estimated costs described in this Capital Improvement Program with financing as indicated on the **Schedule of Major Financing — Fiscal Years 2023 – 2028** in the maximum amount of \$1,632,113,606. This schedule is provided for convenience in this section and in the Debt Service Fund Section of this document.

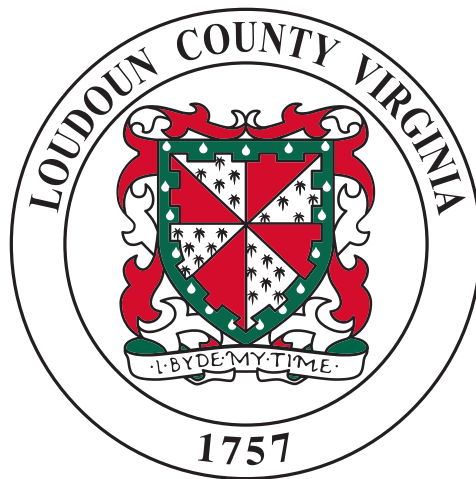
- **Statement of Intent.** The County presently intends, at one time or from time to time, to finance the indicated projects with either tax-exempt or taxable bonds (the "Bonds") and to reimburse itself, if needed, under the Reimbursement Regulations, for capital expenditures paid by the County (including 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

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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 2023, have a construction phase in the scope, and are currently in development. Previously authorized projects do not include IT projects, Landfill projects, Town administered projects, or VDOT administered projects. Additional project status information can be obtained from the CIP Project Status Report, which is provided to the Board of Supervisors' Finance/Government Operations and Economic Development Committee meeting on a quarterly basis.

Health and Welfare	Oracle Project Number	Final Year in Adopted Budget	Page Number
Developmental Services Group Residence – Purcellville	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
Ashburn Recreation & Community Center	C02142	FY 2022	9-59
This project provides funding for the design and construction of a recreation and community center on a 20.9-acre parcel along Broadlands Boulevard.			
Bles District Park Facility Improvements	C02230	n/a	n/a
This project provides funding for park improvements to include additional parking spaces, safety netting, updated playground with new equipment, a picnic pavilion, and a canoe/kayak launch. Project originated from the Board Business Meeting held on June 21, 2018, Item 13e.			
Hal and Berni Hanson Regional Park	C00089	FY 2020	10-49
This project provides funding for the development of the Hal and Berni Hanson Regional Park to include the renovation of the Hanson House and construction of active and passive recreational amenities.			
Lovettsville Community Center Replacement	C00245	FY 2018	10-44
This project provides funding for the design and construction of a new community center in the Town of Lovettsville to replace the existing building.			
Philip A. Bolen Memorial Park – Phase II	C02152	FY 2022	9-69
This project provides funding to construct four permanent restroom and concession facilities.			
Potomack Lakes Sportsplex – Field Improvements	C02233	FY 2022	9-70
This project provides funding for the conversion of two Bermuda athletic fields into synthetic turf at the Potomack Lakes Sportsplex.			
Scott Jenkins Park – Phase III	C02325	FY 2022	9-72
This project provides funding for the lighting of all the athletic fields at the park.			
Waterford Mill Restoration	C00112	FY 2011	4-14
This project provides funding for structural stabilization of the Waterford Mill and the addition of accessible facilities to allow use of the Mill for educational and cultural enrichment programs.			

**Previously Authorized Projects**

Public Safety	Oracle Project Number	Final Year in Adopted Budget	Page Number
Aldie Fire & Rescue Station #7 This project provides funding for the design and construction of a new Aldie Fire Station on a County owned site to replace the existing Aldie Fire & Rescue Company #7 Station.	C00140	FY 2019	10-58
Courts Phase III This project provides funding to design and construct a new facility for the General District Court and includes a 725-space parking garage.	C00150, C02140	FY 2022	9-79
Juvenile Detention Center This project provides funding for the design and construction of a new 40-bed Juvenile Detention Center on the Government Support Center site off Sycolin Road in Leesburg.	C00146	FY 2018	10-66
Lovettsville Fire & Rescue Station #12 Replacement This project provides funding for the design and construction of a new 18,500 square foot fire station to replace the existing Lovettsville Fire and Rescue Company #12 Station.	C02103	FY 2018	10-59
Sterling Fire & Rescue Station #11 Replacement This project provides funding for the design and construction of a new 22,000 square foot fire station to replace the existing Sterling Volunteer Fire and Rescue Company #11 Station.	C02042	FY 2016	10-67
Transportation	Oracle Project Number	Final Year in Adopted Budget	Page Number
Arcola Boulevard – Route 50 to Route 606 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.	C02182	FY 2022	10-17
Belmont Ridge Road – Truro Parish Drive to Croson Lane This project provides funding for the planning, design, right-of-way acquisition, and construction of two additional lanes to Belmont Ridge Road between Truro Parish Drive and Croson Lane.	C02043	FY 2020	11-15
Braddock Road, Segment 1 – Royal Hunter Drive to Gum Spring Road This project provides funding for the planning, design, right-of-way acquisition, and widening of a major collector roadway between Royal Hunter Drive and Gum Spring Road.	C02263	FY 2022	10-23
Braddock / Summerall Supreme Drive This project provides funding for the installation of a traffic signal, turn lanes, and the widening from two lanes to four lanes at the intersection of Braddock Road (Route 620) and Supreme / Summerall Drive.	C02121	FY 2018	11-22
Crosstrail Boulevard – Kincaid Boulevard to Russell Branch Parkway, Segment B This project provides funding 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.	C02127	FY 2020	11-25
Elk Lick Road Intersection Improvements 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 to right-in, right-out, improvements to Defender Drive, and installation of a traffic signal.	C02115	FY 2022	10-35
Local Fixed-Route Bus Stop Improvements This project provides funding for the design and construction of bus stop improvements throughout the County to bring bus stops into ADA compliance.	C02237	FY 2020	11-144



Previously Authorized Projects

Transportation	Oracle Project Number	Final Year in Adopted Budget	Page Number
Loudoun County Parkway – Dulles West to Route 50	C02234	FY 2020	11-51
This project provides funding for the planning, design, right-of-way acquisition, and construction of a southbound turning lane along Loudoun County Parkway from Dulles West to Route 50, continuing onto Route 50 westbound.			
Loudoun County Parkway – Ryan Road to Shellhorn Road	C02319	FY 2021	10-53
This project provides funding for ROW 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.			
Moorefield Boulevard Improvements	C02205	FY 2021	10-55
This project provides funding for the planning, design, right-of-way acquisition, and construction of Moorefield Boulevard improvements at the Moorefield Fire and Rescue station entrance/Old Ryan Road.			
Northstar Boulevard – Route 50 to Tall Cedars Parkway	C02082	FY 2020	11-57
This project provides funding for the planning, design, right-of-way acquisition, and construction of a minor arterial roadway from Little River Turnpike (Route 50) to Tall Cedars Parkway (Route 2200). The project entails the construction of a controlled-access, four-lane divided roadway, within a 120-foot right-of-way.			
Northstar Boulevard – Shreveport Drive to Route 50	C02044	FY 2020	11-59
This project provides funding for the planning, design, right-of-way acquisition, and construction of a minor arterial roadway between Shreveport Drive (Route 621) and Route 50. The project entails the construction of a controlled-access, four-lane divided roadway, within a 120-foot right-of-way, and intersection improvements at the future Dulles West Boulevard.			
Oakgrove Road – Pedestrian Improvements	C02264	FY 2020	11-121
This project provides funding for the planning, design, right-of-way acquisition, and construction of traffic calming measures and new sidewalk on the west side of Oakgrove Road between Trefoil Lane and Caraway Terrace.			
Prentice Drive – Loudoun County Parkway to Shellhorn & Lockridge West from Prentice to Waxpool	C02124	FY 2022	10-51
This project provides funding for the planning, design, right-of-way acquisition, and construction of Prentice Drive (Route 1071) from Loudoun County Parkway (Route 607) to Shellhorn Road (Route 643) at its intersection with Metro Center Drive, and a new road (Lockridge West) between Prentice Drive and Waxpool Road.			
Round Hill to Franklin Park Trail	C00007	FY 2014	10-11
This project provides funding for the construction of sidewalks and a shared-use trail which will create pedestrian and bicycle connectivity between the Town of Round Hill and Franklin Park.			
Route 7 Pedestrian Crossings	C02202	FY 2022	11-123
This project provides funding for improvements to three pedestrian crossings on Route 7: Bartholomew Fair Drive, Potomac View Drive, Lakeland Drive, and the design, right-of-way acquisition, and construction of a shared use path on the north side of Route 7 between the pedestrian crossings.			
Route 50 / Trailhead Drive Roundabout	C02269	FY 2021	10-89
This project provides funding for the planning, design, right-of-way acquisition, and construction of a roundabout at the intersection of Route 50 and Trailhead Drive (Route 3395).			



Previously Authorized Projects

Transportation	Oracle Project Number	Final Year in Adopted Budget	Page Number
Shaw Road This project provides funding for the design and construction of improvements to Shaw Road from the Sterling Technology property to the Dulles Electric Supply property to widen the road from two to four lanes and to solve existing roadway drainage issues.	C02116	FY 2018	11-82
Shellhorn Road – Loudoun County Parkway to MWAA This project provides funding for the design, right-of-way acquisition, utility relocation, and construction of Shellhorn Road between Bullpen Drive/Thumb Drive and the MWAA property.	C02361	FY 2022	10-95
Sterling Boulevard Extension This project provides funding for the design, right-of-way acquisition, and construction of Sterling Boulevard from Pacific Boulevard to Moran Road.	C02046	FY 2018	11-86
Waxpool Road at Pacific Boulevard and Broderick Drive This project provides funding for the design and construction of intersection improvements and turn lanes at Waxpool Road and Pacific Boulevard and Broderick Drive.	C00178	FY 2014	11-27
Woodgrove High School / Fields Farm Park Road This project provides funding for the design and construction of a two- lane road connecting Woodgrove High School to Route 690 through the County owned Fields Farm Park property.	C02037	FY 2018	11-92



Projects Identified for Future Development

To better manage the growth and priorities of the CIP, this section was added in the FY 2022 Amended CIP. Additional projects were identified during the FY 2023 CIP budget development process and have been added to the future development list. All projects whose funding were planned completely within the Future Fiscal Years (four years beyond the six-year planning period of FY 2023 through FY 2028) are included in this section, so that the FFY within the funding plan are for projects whose appropriations begin in FY 2023 through FY 2028. This list of projects will allow staff to develop capital budgets more strategically and in a more transparent and data-driven way. During subsequent budget processes, prioritizing these projects will be the basis of capital budget guidance sought from the Board of Supervisors during the fall.

These projects are planned for years outside of the current six-year plan (FY 2023 – FY 2028). 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
Landfill – Cell 1B Liner	General Government	Catoctin	Department Priority	\$440,000 - \$460,000
Southern Services Center	General Government	Blue Ridge	Department Priority	No Estimate Available
Adolescent Independent Living Residence	Health and Welfare	Undetermined	Department Priority	\$12,400,000 - \$13,000,000
Friendship House	Health and Welfare	Leesburg	Department Priority	\$10,700,000 - \$11,200,000
Bolen Park Amphitheater	Parks, Recreation, and Culture	Catoctin	Department Priority	No Estimate Available
Purcellville Library	Parks, Recreation, and Culture	Blue Ridge	Department Priority	\$41,700,000 - \$43,800,000
STEM Library	Parks, Recreation, and Culture	Catoctin	Capital Needs Assessment	\$64,400,000 - \$67,600,000
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	Catoctin	Department Priority	\$28,600,000 - \$30,000,000
Fire and Rescue - Station #30	Public Safety	Undetermined	Capital Needs Assessment	\$30,700,000 - \$32,300,000
Fire and Rescue - Station #31	Public Safety	Undetermined	Capital Needs Assessment	\$31,800,000 - \$33,400,000
Fire and Rescue Training Tower	Public Safety	Catoctin	Department Priority	\$2,300,000 - \$2,400,000
Juvenile Detention Center – Phase II	Public Safety	Catoctin	Department Priority	No Estimate Available
Arcola Mills Drive – Stone Springs Blvd to Loudoun County Parkway	Roads	Blue Ridge	Board Priority	\$46,300,000 - \$48,600,000
Belmont Ridge Road – Arcola Mills Drive to Shreveport Drive	Roads	Blue Ridge	Board Priority	\$57,700,000 - \$60,600,000

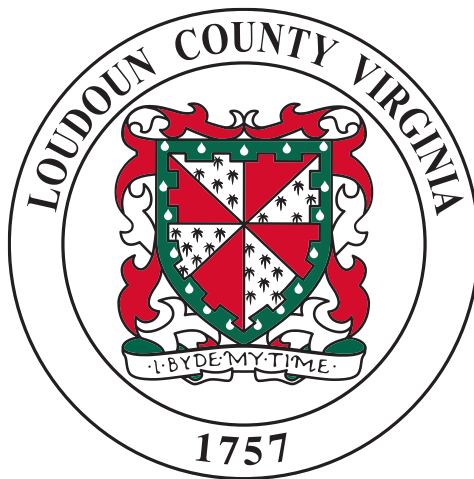


Projects Identified for Future Development

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 - \$24,600,000
Braddock Road, Segment 3 – Bull Run Post Office Rd to Fairfax County Line	Roads	Dulles	Countywide Transportation Plan	\$45,800,000 - \$48,100,000
Davis Drive Bridge	Roads	Broad Run	Board Priority	\$46,700,000 - \$49,000,000
Davis Drive Extension Innovation to Rock Hill Connector	Roads	Broad Run	Countywide Transportation Plan	\$50,100,000 – \$52,570,000
Dulles Greenway Interchange at Loudoun County Parkway Improvements	Roads	Dulles, Broad Run	Board Priority	\$15,200,000 - \$16,000,000
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 3	Roads	Catoctin, Leesburg	Board Priority	\$87,900,000 - \$92,300,000
Route 7 Improvements, Phase 4 – Route 9 to Route 704	Roads	Catoctin	Board Priority	\$68,300,000 - \$71,700,000
Route 7 Improvements, Phase 5 – Route 704 to Route 287	Roads	Blue Ridge, Catoctin	Board Priority	\$73,000,000 - \$76,700,000
Route 7 Improvements, Phase 6 – Route 287 to Route 690	Roads	Blue Ridge	Board Priority	\$96,400,000 - \$101,200,000
Route 15 Improvements, Montresor to POR, Phase 3	Roads	Catoctin	Board Priority	\$63,900,000 - \$67,100,000
Route 15 Improvements, Montresor to POR, Phase 4	Roads	Catoctin	Board Priority	\$46,600,000 - \$48,900,000
Route 15 Improvements, Montresor to POR, Phase 5	Roads	Catoctin	Board Priority	\$58,000,000 – \$60,800,000
Route 15 Improvements, Montresor to POR, Phase 6	Roads	Catoctin	Board Priority	\$73,560,000 – \$77,200,000
Route 15 Improvements, Montresor to POR, Phase 7	Roads	Catoctin	Board Priority	\$51,700,000 – \$54,300,000
Route 50 Widening from Loudoun County Parkway to Tall Cedars Parkway	Roads	Dulles	Board Priority	\$97,700,000 - \$102,600,000
Safety Audit Improvements: Evergreen Mills Road, North of Fleetwood Rd/Creighton Rd	Roads	Blue Ridge	Board Priority	\$21,800,000 - \$22,900,000
Route 7 Corridor: VA 28 to Fairfax County Line	Sidewalks, Signals, and Traffic Calming	Algonkian, Broad Run, Sterling	Department Priority	\$515,100,000 - \$540,900,000
Traffic Signal Storage Facility	Sidewalks, Signals, and Traffic Calming	Undetermined	Department Priority	\$5,000,000 - \$5,300,000
Transit Technology and Asset Modernization	Transit	Countywide	Department Priority	\$3,300,000 - \$3,500,000
Elementary School (ES-24) Central Loudoun	LCPS	Catoctin	LCPS CIP	\$79,200,000 – \$83,200,000
Elementary School (ES-36) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$79,200,000 – \$83,200,000
Elementary School (ES-37) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$79,200,000 – \$83,200,000
Elementary School (ES-38) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$79,200,000 – \$83,200,000
Elementary School (ES-39) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$79,200,000 – \$83,200,000
Middle School (MS-15) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$159,900,000 – \$167,900,000



Project	Functional Area	District	Source	Cost Range
Middle School (MS-19) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$159,900,000 – \$167,900,000
High School (HS-15) Undesignated Location	LCPS	Undetermined	LCPS CIP	\$226,400,000 – \$237,700,000
Eastern Transportation Facility	LCPS	Undetermined	LCPS CIP	\$31,400,000 – \$33,000,000





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County Projects

Capital Improvement Program										
County Projects										
	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Costs (\$ in 1000s)										
Administration	414,932	33,644	25,299	41,106	41,761	67,411	54,054	263,275	215,235	893,442
General Government	113,354	45,494	130,226	41,543	22,285	32,139	23,394	295,081	107,795	516,230
Health and Welfare	2,914	462	-	3,122	-	8,012	-	11,596	-	14,510
Information Technology	21,071	13,882	15,324	6,394	6,236	1,845	5,279	48,960	11,773	81,805
Parks, Recreation, and Culture	14,563	9,758	34,128	59,093	73,194	43,053	13,800	233,026	67,185	314,774
Public Safety	53,140	65,456	28,683	35,167	9,212	53,286	41,681	233,485	55,414	342,039
Towns	33,713	9,566	6,545	6,288	6,005	4,377	4,016	36,797	19,167	89,677
Total – Costs	653,688	178,262	240,205	192,713	158,692	210,123	142,224	1,122,220	476,569	2,252,476
Funding Sources (\$ in 1000s)										
Local Tax Funding	524,257	100,472	107,291	88,373	90,287	92,716	101,693	580,831	437,096	1,542,184
Local Tax Funding Roads	2,247	-	-	-	-	-	-	-	-	2,247
General Obligation Bonds	31,457	18,215	38,608	75,211	57,958	62,790	18,375	271,158	348	302,962
Appropriation-Backed Bonds	29,443	31,843	78,075	9,301	701	30,260	14,553	164,733	2,813	200,989
Cash Proffers	2,328	9,801	5,532	225	-	-	-	15,559	-	17,886
Other State Grants	-	-	-	-	-	7,000	-	7,000	-	7,000
Other Federal Grants	-	3,500	-	2,000	-	3,000	-	8,500	-	8,500
NVTA 30% Local	29,951	8,841	6,545	6,288	6,005	4,377	4,016	36,072	17,167	83,190
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Fees (Landfill and Transit)	29,738	5,590	4,153	11,315	3,742	9,980	3,587	38,367	19,145	87,249
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	653,688	178,262	240,205	192,713	158,692	210,123	142,224	1,122,220	476,569	2,252,476



Capital Improvement Program Administration

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Administration

Capital Improvement Program										
Administration Projects										
Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Capital Project Management	39,388	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	95,788
Capital Support Positions	9,655	3,339	3,439	3,542	3,649	3,758	3,871	21,598	16,680	47,933
CIP Contingency	97,171	19,337	11,835	21,500	17,000	19,000	21,000	109,672	90,492	297,334
Land Acquisition - County Projects	122,927	5,516	1,200	4,500	3,000	5,500	5,500	25,216	22,000	170,143
Land Acquisition - School Projects	141,792	-	-	2,475	8,750	29,510	13,750	54,485	43,260	239,537
Scoping and Preliminary Engineering	4,000	989	3,713	3,824	3,939	4,057	4,179	20,701	18,006	42,707
Total – Costs	414,932	33,644	25,299	41,106	41,761	67,411	54,054	263,275	215,235	893,442
Local Tax Funding	402,988	33,644	25,299	38,631	41,761	37,901	40,304	217,540	215,235	835,762
Local Tax Funding Roads	2,247	-	-	-	-	-	-	-	-	2,247
Appropriation-Backed Bonds	9,180	-	-	2,475	-	29,510	13,750	45,735	-	54,915
Cash Proffers	11	-	-	-	-	-	-	-	-	11
NVTA 30% Local	239	-	-	-	-	-	-	-	-	239
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	414,932	33,644	25,299	41,106	41,761	67,411	54,054	263,275	215,235	893,442



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:

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

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	39,388	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	95,788
Total – Costs	39,388	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	95,788
Local Tax Funding	39,149	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	95,549
NVTA 30% Local	239	-	-	-	-	-	-	-	-	239
Total – Funding Sources	39,388	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	95,788



Administration

Capital Support Positions

Details:

Project Number: C02247

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions



Background:

The FY 2023 – FY 2028 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.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Personnel	9,655	3,339	3,439	3,542	3,649	3,758	3,871	21,598	16,680	47,933
Total – Costs	9,655	3,339	3,439	3,542	3,649	3,758	3,871	21,598	16,680	47,933
Local Tax Funding	9,655	3,339	3,439	3,542	3,649	3,758	3,871	21,598	16,680	47,933
Total – Funding Sources	9,655	3,339	3,439	3,542	3,649	3,758	3,871	21,598	16,680	47,933



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

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Contingency	97,171	19,337	11,835	21,500	17,000	19,000	21,000	109,671	90,492	297,334
Total – Costs	97,171	19,337	11,835	21,500	17,000	19,000	21,000	109,671	90,492	297,334
Local Tax Funding	94,656	19,337	11,835	21,500	17,000	19,000	21,000	109,671	90,492	294,819
Local Tax Funding Roads	2,247	-	-	-	-	-	-	-	-	2,247
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	97,171	19,337	11,835	21,500	17,000	19,000	21,000	109,671	90,492	297,334



Administration

Land Acquisition Fund

Details:

Project Number: C02248, C00036

Election District: Countywide

Location: Countywide

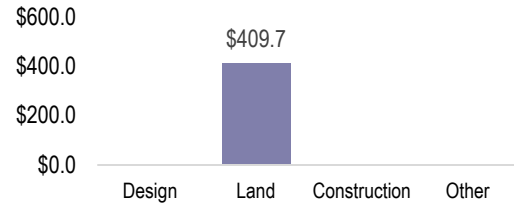
Estimated Completion Year: n/a

Referendum: n/a

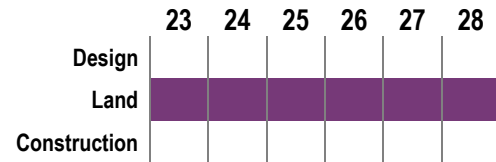
Background:

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Land	264,707	5,516	1,200	6,975	11,750	35,010	19,250	79,701	65,260	409,668
Personnel	12	-	-	-	-	-	-	-	-	12
Total – Costs	264,719	5,516	1,200	6,975	11,750	35,010	19,250	79,701	65,260	409,680
Local Tax Funding	255,527	5,516	1,200	4,500	11,750	5,500	5,500	33,966	65,260	354,753
Cash Proffers	11	-	-	-	-	-	-	-	-	11
Appropriation-Backed Bonds	9,180	-	-	2,475	-	29,510	13,750	45,735	-	54,915
Total – Funding Sources	264,719	5,516	1,200	6,975	11,750	35,010	19,250	79,701	65,260	409,680

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	62	246	977	3,491	4,775
Total – Impact	-	-	62	246	977	3,491	4,775



Administration

Scoping and Preliminary Engineering

Details:

Project Number: C02388

Election District: Countywide

Completion Year: Ongoing

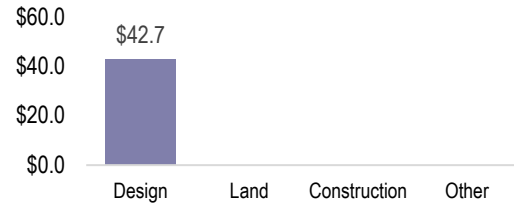
Referendum: n/a

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.

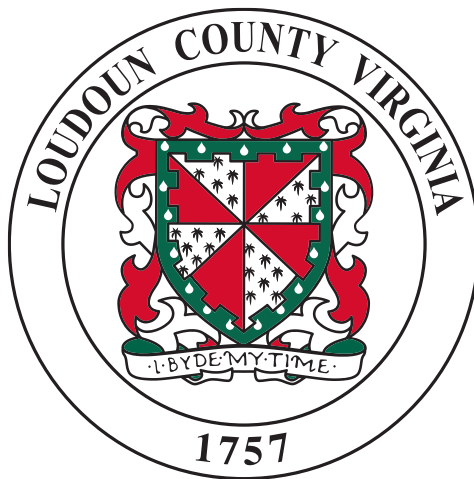
Phase Costs in Millions



Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	4,000	989	3,713	3,824	3,939	4,057	4,179	20,701	18,006	42,707
Total – Costs	4,000	989	3,713	3,824	3,939	4,057	4,179	20,701	18,006	42,707
Local Tax Funding	4,000	989	3,713	3,824	3,939	4,057	4,179	20,701	18,006	42,707
Total – Funding Sources	4,000	989	3,713	3,824	3,939	4,057	4,179	20,701	18,006	42,707





Capital Improvement Program

General Government

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General Government

Capital Improvement Program										
General Government										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
County Renovation Program	8,745	6,725	6,811	6,903	7,001	7,106	7,218	41,764	30,418	80,927
County Renovation Program - Government Center	1,035	572	612	655	701	750	803	4,093	2,813	7,941
County Renovation Program - Shenandoah Building Renovations	4,000	4,000	4,000	-	-	-	-	8,000	-	12,000
Eastern Services Center	-	-	17,250	-	-	-	-	17,250	-	17,250
General Government Office Building - Phase I	-	9,038	73,440	7,113	-	-	-	89,591	-	89,591
Landfill - CDD Cell A2 Liner	8,352	-	-	6,630	-	-	-	6,630	-	14,982
Landfill - Cell Capping	-	-	-	-	-	5,650	-	5,650	4,810	10,460
Landfill - Debt Service	16,183	4,320	4,153	4,065	3,742	3,670	3,587	23,537	12,325	52,045
Landfill - Infrastructure Improvements	5,203	1,270	-	620	-	660	-	2,550	2,010	9,763
Storm Water Management	56,899	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	147,441
Water/Wastewater Program	11,352	2,450	2,500	2,550	2,600	2,650	2,700	15,450	11,300	38,102
County Renovation Program - DIT Renovations	-	500	5,500	-	-	-	-	6,000	-	6,000
County Renovation Program - DTCI Renovations	-	-	3,000	3,000	-	-	-	6,000	-	6,000
County Renovation Program - DGS Operations and Maintenance Facility	-	4,000	-	-	-	-	-	4,000	-	4,000
Union Street School	1,585	-	5,485	158	-	-	-	5,643	-	7,228
EV Charging Stations for County Facilities	-	1,000	-	2,000	-	3,000	-	6,000	3,000	9,000
Village of Paeonian Springs Wastewater Modernization	-	3,500	-	-	-	-	-	3,500	-	3,500
Total – Costs	113,354	45,494	130,226	41,543	22,285	32,139	23,394	295,081	107,795	516,230
Local Tax Funding	78,407	27,991	44,498	21,402	17,842	18,409	19,004	149,146	85,837	313,390
Appropriation-Backed Bonds	5,180	8,413	78,075	6,826	701	750	803	95,568	2,813	103,561
Cash Proffers	29	-	3,500	-	-	-	-	3,500	-	3,529
Other Federal Grants	-	3,500	-	2,000	-	3,000	-	8,500	-	8,500
Fees (Landfill and Transit)	29,738	5,590	4,153	11,315	3,742	9,980	3,587	38,367	19,145	87,249
Total – Funding Sources	113,354	45,494	130,226	41,543	22,285	32,139	23,394	295,081	107,795	516,230



General Government

County Renovation Program

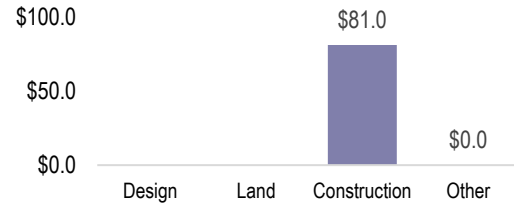
Details:

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

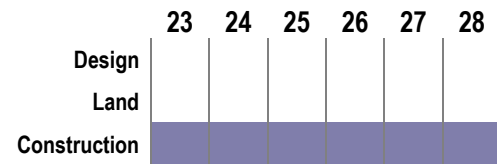
Background:

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/departments requirements.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	8,705	6,725	6,811	6,903	7,001	7,106	7,218	41,764	30,418	80,886
Personnel	33	-	-	-	-	-	-	-	-	33
Payments to Other	8	-	-	-	-	-	-	-	-	8
Total – Costs	8,745	6,725	6,811	6,903	7,001	7,106	7,218	41,764	30,418	80,927
Local Tax Funding	4,571	6,725	6,811	6,903	7,001	7,106	7,218	41,764	30,418	76,753
Appropriation-Backed Bonds	4,145	-	-	-	-	-	-	-	-	4,145
Cash Proffers	29	-	-	-	-	-	-	-	-	29
Total – Funding Sources	8,745	6,725	6,811	6,903	7,001	7,106	7,218	41,764	30,418	80,927



General Government

County Renovation Program – Department of Information Technology

Details:

Project Number: C02491

Election District: Catoclin

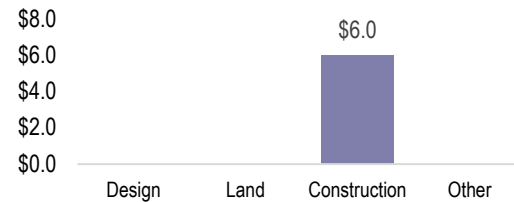
Square Feet: n/a

Location: 41975 Loudoun Center Pl, Leesburg, VA

Estimated Completion Year: FY 2025

Referendum: n/a

Phase Costs in Millions

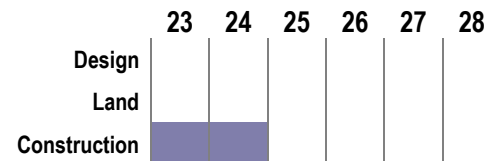


Background:

This project funds the full, floor by floor renovation of the Department of Information Technology's building located at 41975 Loudoun Center Place in Leesburg. The project will be performed in phases, with final funding expected in FY 2024. Total funding for this project is \$6 million.

Beginning with the FY 2022 Adopted 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	-	500	5,500	-	-	-	-	6,000	-	6,000
Total – Costs	-	500	5,500	-	-	-	-	6,000	-	6,000
Local Tax Funding	-	500	5,500	-	-	-	-	6,000	-	6,000
Total – Funding Sources	-	500	5,500	-	-	-	-	6,000	-	6,000



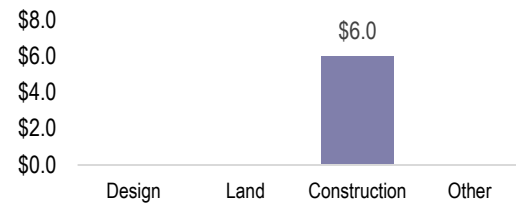
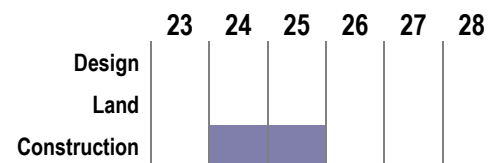
General Government

County Renovation Program – Department of Transportation and Capital Infrastructure

Details:**Project Number:** n/a**Election District:** Catoctin**Square Feet:** n/a**Location:** 101 Blue Seal Drive SE, Leesburg, VA**Estimated Completion Year:** FY 2026**Referendum:** n/a**Background:**

This project funds the full, phased renovation of the Department of Transportation and Capital Infrastructure's building located at 101 Blue Seal Drive in Leesburg. The project will be performed in multiple phases to maintain operational continuity, with final funding expected in FY 2025. Total funding for this project is \$6 million.

Beginning with the FY 2022 Adopted 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	-	-	3,000	3,000	-	-	-	6,000	-	6,000
Total – Costs	-	-	3,000	3,000	-	-	-	6,000	-	6,000
Local Tax Funding	-	-	3,000	3,000	-	-	-	6,000	-	6,000
Total – Funding Sources	-	-	3,000	3,000	-	-	-	6,000	-	6,000



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

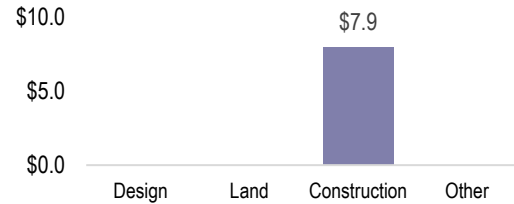
Referendum: n/a

Background:

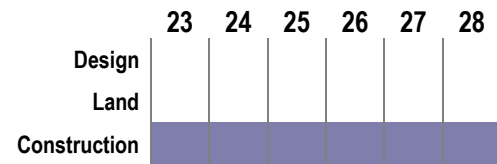
This project will fund ongoing routine renovations to the Loudoun County Government Center. The County Government work force has grown substantially, and, in addition to general renovation needs due to age, the facility will need to undergo continued renovations as departments continue to add more employees to maintain current service levels. This project ensures that resources are available to meet the regular renovation needs to the County's primary government center.

Beginning with the FY 2022 Adopted 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	1,035	572	612	655	701	750	803	4,093	2,813	7,941
Total – Costs	1,035	572	612	655	701	750	803	4,093	2,813	7,941
Appropriation-Backed Bonds	1,035	572	612	655	701	750	803	4,093	2,813	7,941
Total – Funding Sources	1,035	572	612	655	701	750	803	4,093	2,813	7,941

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	14	73	133	198	263	335	1,016
Total – Impact	14	73	133	198	263	335	1,016



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 2025

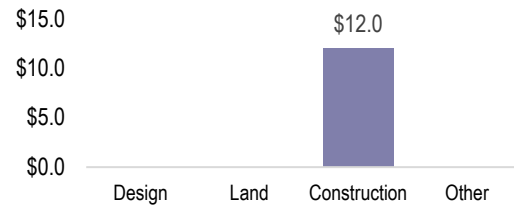
Referendum: n/a

Background:

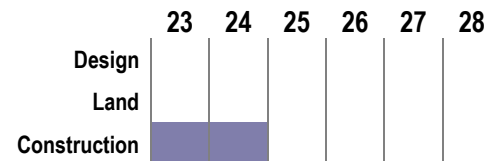
This project funds the full floor by floor renovation of the Shenandoah Office Building located at 102 Heritage Way in Leesburg. The project will include three years of funding to complete a phased renovation on each floor of the building, with final funding expected in FY 2024. Total funding for this project is \$12 million.

Beginning with the FY 2022 Adopted 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	4,000	4,000	4,000	-	-	-	-	8,000	-	12,000
Total – Costs	4,000	4,000	4,000	-	-	-	-	8,000	-	12,000
Local Tax Funding	4,000	4,000	4,000	-	-	-	-	8,000	-	12,000
Total – Funding Sources	4,000	4,000	4,000	-	-	-	-	8,000	-	12,000

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	400	390	380	370	360	1,900
Total – Impact	-	400	390	380	370	360	1,900



General Government

County Renovation Program - DGS Operations and Maintenance Facility

Details:

Project Number: C02488

Election District: Catoctin

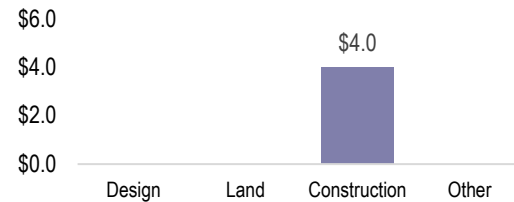
Square Feet: 123,600

Location: Tuscarora Land Bay Lot 5A and 7A

Estimated Completion Year: FY 2023

Referendum: n/a

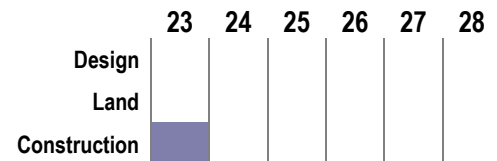
Phase Costs in Millions



Background:

This project provides funding for furniture, equipment, and necessary outfitting for the Department of General Services Operations and Maintenance Facility located at Tuscarora Land Bay Lot 5A and 7A outside of the Town of Leesburg limits. There will be approximately 123,600 sq ft of industrial and office space located on 25 acres. Total funding is \$4M and the project will be completed in FY 2023.

Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	-	4,000	-	-	-	-	-	4,000	-	4,000
Total – Costs	-	4,000	-	-	-	-	-	4,000	-	4,000
Local Tax Funding	-	4,000	-	-	-	-	-	4,000	-	4,000
Total – Funding Sources	-	4,000	-	-	-	-	-	4,000	-	4,000

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
O&M	-	-	1,176	1,212	1,224	1,236	4,848
Total – Impact	-	-	1,176	1,212	1,224	1,236	4,848



General Government

Eastern Services Center

Details:

Project Number: n/a

Election District: n/a

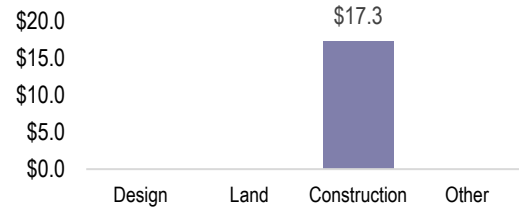
Square Feet: 60,000

Location: n/a

Estimated Completion Year: FY 2025

Referendum: n/a

Phase Costs in Millions

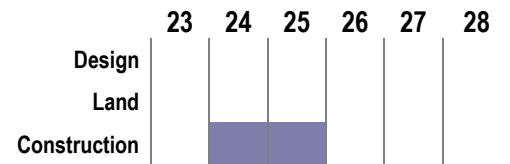


Background:

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 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	-	-	17,250	-	-	-	-	17,250	-	17,250
Total – Costs	-	-	17,250	-	-	-	-	17,250	-	17,250
Appropriation-Backed Bonds	-	-	13,750	-	-	-	-	13,750	-	13,750
Cash Proffers	-	-	3,500	-	-	-	-	3,500	-	3,500
Total – Funding Sources	-	-	17,250	-	-	-	-	17,250	-	17,250

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
O&M	-	-	-	412	416	420	1,248
Debt Service	-	172	852	1,343	1,309	1,274	4,949
Total – Impact	-	172	852	1,755	1,725	1,694	6,198



General Government

Electric Vehicle Charging Stations for County Facilities

Details

Project Number: C02489

Election District: Countywide

Location: Countywide

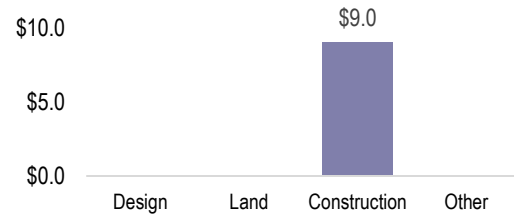
Estimated Completion Year: Ongoing

Referendum: n/a

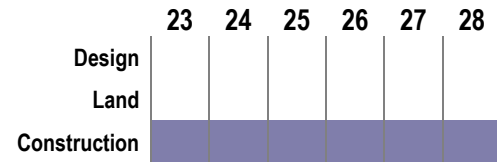
Background

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

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	-	1,000	-	2,000	-	3,000	-	6,000	3,000	9,000
Total – Costs	-	1,000	-	2,000	-	3,000	-	6,000	3,000	9,000
Local Tax Funding	-	1,000	-	-	-	-	-	1,000	3,000	4,000
Other Federal Grants	-	-	-	2,000	-	3,000	-	5,000	-	5,000
Total – Funding Sources	-	1,000	-	2,000	-	3,000	-	6,000	3,000	9,000



General Government

General Government Office Building – Phase I

Details:

Project Number: C02490

Election District: Catocin

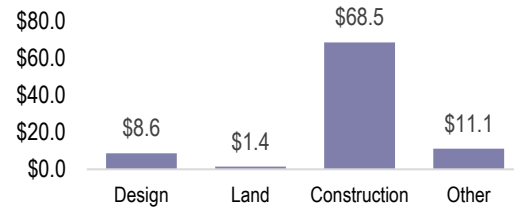
Square Feet: 125,000

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

Estimated Completion Year: FY 2027

Referendum: n/a

Phase Costs in Millions

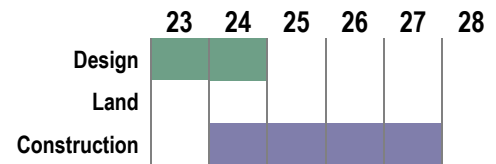


Background:

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. The site will be located adjacent to the Loudoun County Animal Services Facility off of Kincaid Boulevard.

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	8,608	-	-	-	-	-	8,608	-	8,608
Owner Costs	-	-	1,407	-	-	-	-	1,407	-	1,407
Construction	-	-	68,536	-	-	-	-	68,536	-	68,536
Furniture, Fixtures & Equip	-	-	-	6,774	-	-	-	6,774	-	6,774
Contingency	-	430	3,497	339	-	-	-	4,266	-	4,266
Total – Costs	-	9,038	73,440	7,113	-	-	-	89,591	-	89,591
Local Tax Funding	-	1,197	9,727	942	-	-	-	11,866	-	11,866
Appropriation-Backed Bonds	-	7,841	63,713	6,171	-	-	-	77,725	-	77,725
Total – Funding Sources	-	9,038	73,440	7,113	-	-	-	89,591	-	89,591

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Personnel \$	-	-	-	101	104	107	311
O&M	-	-	-	1,132	1,143	1,155	3,430
Capital	-	-	-	52	-	-	52
Debt Service	-	1,021	1,868	2,853	4,757	6,052	16,550
Total – Impact	-	1,021	1,868	4,137	6,004	7,314	20,343



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

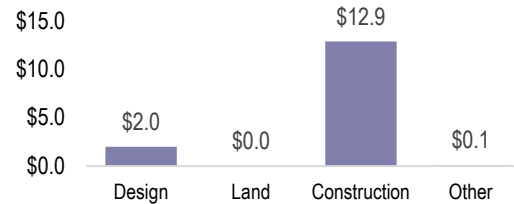
Referendum: n/a

Background:

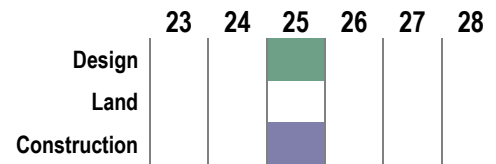
This project funds the engineering, design, and permitting of the Construction Demolition Debris (CDD) Unit at the Loudoun County Solid Waste Management Facility. This project also includes preparation of bidding documents and construction of the first 8-acre CDD-only Cell Area 2 (Cell A2) of an approximate 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.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	906	-	-	-	906	-	906
Planning	1,080	-	-	-	-	-	-	-	-	1,080
Owner Costs	13	-	-	-	-	-	-	-	-	13
Construction	7,172	-	-	5,724	-	-	-	5,724	-	12,896
Furniture, Fixtures & Equip	87	-	-	-	-	-	-	-	-	87
Total – Costs	8,352	-	-	6,630	-	-	-	6,630	-	14,982
Fees (Landfill and Transit)	8,352	-	-	6,630	-	-	-	6,630	-	14,982
Total – Funding Sources	8,352	-	-	6,630	-	-	-	6,630	-	14,982



General Government

Landfill – Cell Capping

Details:

Project Number: C02391

Election District: Catoclin

Location: Loudoun County Landfill

Completion Year: Ongoing

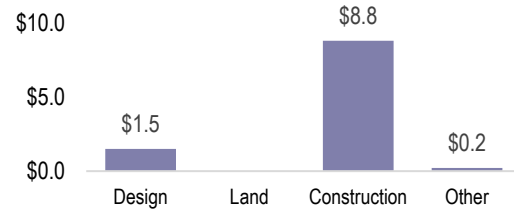
Referendum: n/a

Background:

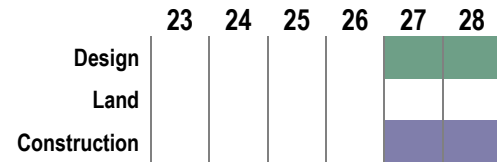
This ongoing project consists of the design and construction of erosion and sediment controls, fine grading, and installation of a permanent synthetic cap over landfill cells which have been filled to capacity, per approved permit conditions. Closure operations and maintenance costs include maintenance 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	1,071	-	1,071	420	1,491
Construction	-	-	-	-	-	4,579	-	4,579	4,180	8,759
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	210	210
Total – Costs	-	-	-	-	-	5,650	-	5,650	4,810	10,460
Fees (Landfill and Transit)	-	-	-	-	-	5,650	-	5,650	4,810	10,460
Total – Funding Sources	-	-	-	-	-	5,650	-	5,650	4,810	10,460



General Government

Landfill – Infrastructure Improvements

Details:

Project Number: C02390

Election District: Catoclin

Location: Loudoun County Landfill

Completion Year: Ongoing

Referendum: n/a

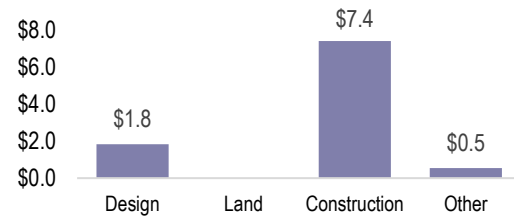
Background:

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.

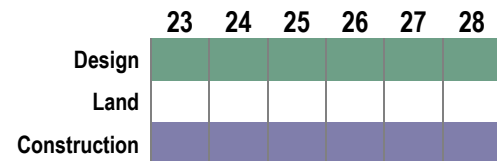
This project consists of improvements to include separating residential from commercial traffic with the addition of commercial only scales, convenience center improvements including grade separation, acquisition of compactor containers, entrance realignment and roadway improvements, stormwater management 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.

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

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	770	275	-	155	-	170	-	600	460	1,830
Construction	3,890	995	-	465	-	490	-	1,950	1,550	7,390
Furniture, Fixtures & Equip	543	-	-	-	-	-	-	-	-	543
Total – Costs	5,203	1,270	-	620	-	660	-	2,550	2,010	9,763
Fees (Landfill and Transit)	5,203	1,270	-	620	-	660	-	2,550	2,010	9,763
Total – Funding Sources	5,203	1,270	-	620	-	660	-	2,550	2,010	9,763



General Government

Storm Water Management

Details:

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

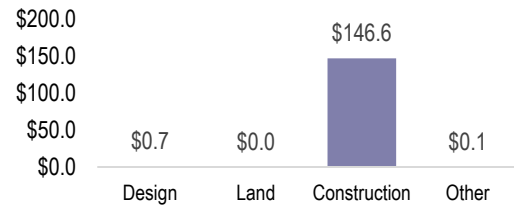
Background:

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.

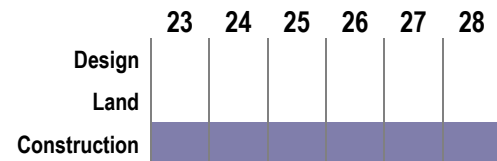
These capital funds support the restoration and management of storm water infrastructure that the County has identified in the storm water management strategic plan. This project provides funding to meet storm water management programmatic needs, partially restore the older sections of the system, address 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	684	-	-	-	-	-	-	-	-	684
Planning	1	-	-	-	-	-	-	-	-	1
Utility Relocation	89	-	-	-	-	-	-	-	-	89
Owner Costs	1	-	-	-	-	-	-	-	-	1
Construction	56,087	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	146,629
Furniture, Fixtures & Equip	38	-	-	-	-	-	-	-	-	38
Total – Costs	56,899	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	147,441
Local Tax Funding	56,899	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	147,441
Total – Funding Sources	56,899	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	147,441



General Government

Union Street School

Details:

Project Number: C02487

Election District: Leesburg

Square Feet: 5,000

Location: 20 Union Street NW, Leesburg, VA

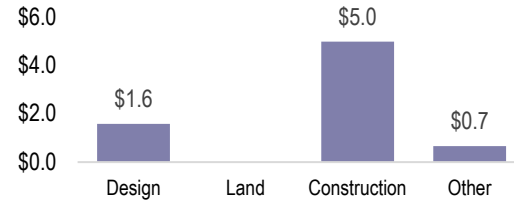
Estimated Completion Year: FY 2025

Referendum: n/a

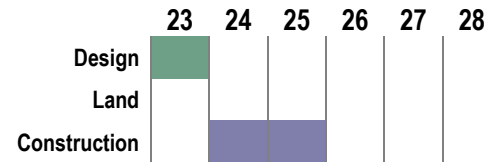
Background:

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

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,585	-	-	-	-	-	-	-	-	1,585
Construction	-	-	4,986	-	-	-	-	4,986	-	4,986
Furniture, Fixtures & Equip	-	-	-	144	-	-	-	144	-	144
Contingency	-	-	499	14	-	-	-	513	-	513
Total – Costs	1,585	-	5,485	158	-	-	-	5,643	-	7,228
Local Tax Funding	1,585	-	5,485	158	-	-	-	5,643	-	7,228
Total – Funding Sources	1,585	-	5,485	158	-	-	-	5,643	-	7,228



General Government

Village of Paeonian Springs Wastewater Modernization

Details:

Project Number: C02494

Election District: Catoclin

Location: Village of Paeonian Springs

Completion Year: TBD

Referendum: n/a

Background:

In 2019, a Water and Wastewater Feasibility Study (Study) was completed for the Village of Paeonian Springs, after residents requested assistance through the County's Water and Wastewater Program. The Study was conducted by Loudoun Water through a Memorandum of Understanding with the County and outlined potential options for addressing the water and wastewater concerns. A supplemental technical memorandum is being prepared jointly by County staff and Loudoun Water. The memorandum will identify an appropriate project boundary that recognizes public health needs and will further explore wastewater and water solutions.

\$3.5 million of ARPA funding has been identified in order to fund necessary pre-construction and design work that will begin in FY 2023. This funding will allow County staff and Loudoun Water to determine the technical requirements of the improvements and finalize a project scope. Construction funding may be added to the CIP in the future. Initial estimates indicate a combined water and wastewater project recommendation could cost \$24.5 million and a wastewater-only solution could cost over \$12 million.

Phase Costs in Millions



Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payment to Other Entities (Loudoun Water)	-	3,500	-	-	-	-	-	3,500	-	3,500
Total – Costs	-	3,500	-	-	-	-	-	3,500	-	3,500
Other Federal Grants	-	3,500	-	-	-	-	-	3,500	-	3,500
Total – Funding Sources	-	3,500	-	-	-	-	-	3,500	-	3,500



General Government

Water/Wastewater Program

Details:

Project Number: C02091

Election District: Countywide

Location: Countywide

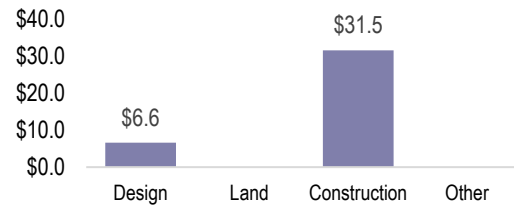
Completion Year: Ongoing

Referendum: n/a

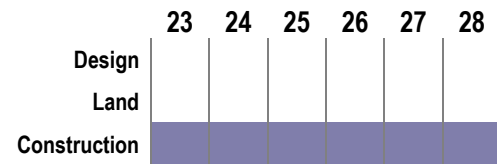
Background:

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.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	6,602	-	-	-	-	-	-	-	-	6,602
Construction	4,750	2,450	2,500	2,550	2,600	2,650	2,700	15,450	11,300	31,500
Total – Costs	11,352	2,450	2,500	2,550	2,600	2,650	2,700	15,450	11,300	38,102
Local Tax Funding	11,352	2,450	2,500	2,550	2,600	2,650	2,700	15,450	11,300	38,102
Total – Funding Sources	11,352	2,450	2,500	2,550	2,600	2,650	2,700	15,450	11,300	38,102



Capital Improvement Program

Health and Welfare

Contents

Health and Welfare Summary	9-29
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MHSADS Group Home Replacements	9-31



Health and Welfare

Capital Improvement Program										
Health and Welfare										
	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Costs (\$ in 1000s)										
Eastern Loudoun Group Home	2,914	462	-	-	-	-	-	462	-	3,376
Mental Health Group Home Replacements	-	-	-	3,122	-	8,012	-	11,134	-	11,134
Total – Costs	2,914	462	-	3,122	-	8,012	-	11,596	-	14,510
Funding Sources (\$ in 1000s)										
Local Tax Funding	530	12	-	312	-	802	-	1,126	-	1,656
General Obligation Bonds	-	-	-	2,810	-	7,210	-	10,020	-	10,020
Appropriation-Backed Bonds	2,225	-	-	-	-	-	-	-	-	2,225
Cash Proffers	159	450	-	-	-	-	-	450	-	609
Total – Funding Sources	2,914	462	-	3,122	-	8,012	-	11,596	-	14,510



Health and Welfare

Eastern Loudoun Group Home

Details

Project Number: C02201

Election District: Algonkian

Square Feet: 3,400

Location: Eastern Loudoun

Estimated Completion Year: FY 2024

Referendum: n/a

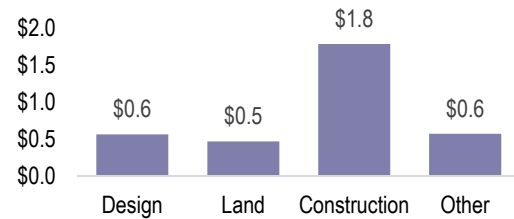
Background:

This project provides funding for the design and construction of a single level house in eastern Loudoun to serve four adults with a mental illness or developmental disability diagnosis and provide staff office space in the home.

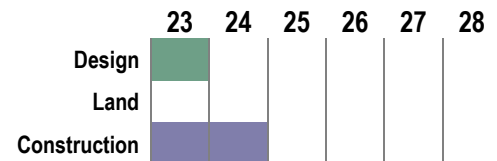
The Department of Mental Health, Substance Abuse, and Developmental Services' Residential Group Home Programs provide long-term, person-centered, intervention and support to empower individuals with a mental illness or developmental disability diagnosis to live meaningful and successful lives in the Loudoun community. The County-owned homes provide adults with opportunities to develop and implement skills to improve their mental and physical health, community connections and independence. Therapeutic staff support services within the County-owned homes are provided by either county staff or contracted private service providers. Each program is operated 24 hours a day, 7 days a week.

Timelines for the project have been updated from the FY 2022 Adopted CIP (pg. 9-32) to reflect the most likely completion date resulting from site location delays and their resulting timeline impact.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	560	-	-	-	-	-	-	-	-	560
Land	465	-	-	-	-	-	-	-	-	465
Construction	1,782	-	-	-	-	-	-	-	-	1,782
Furniture, Fixtures & Equip	-	450	-	-	-	-	-	450	-	450
Personnel	58	4	-	-	-	-	-	4	-	62
Project Mgmt Consultant	49	8	-	-	-	-	-	8	-	57
Total – Costs	2,914	462	-	-	-	-	-	462	-	3,376
Local Tax Funding	530	12	-	-	-	-	-	12	-	542
Appropriation-Backed Bonds	2,225	-	-	-	-	-	-	-	-	2,225
Cash Proffers	159	450	-	-	-	-	-	450	-	609
Total – Funding Sources	2,914	462	-	-	-	-	-	462	-	3,376

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
O&M	700	721	743	765	788	811	4,528
Debt Service	42	239	231	223	215	207	1,158
Total – Impact	742	960	974	988	1,003	1,019	5,686



Health and Welfare

MHSADS Group Home Replacements

Details

Project Number: n/a

Election District: n/a

Square Feet: 10,200

Location: Western Loudoun

Estimated Completion Year: FY 2028

Referendum: November 2023

Background:

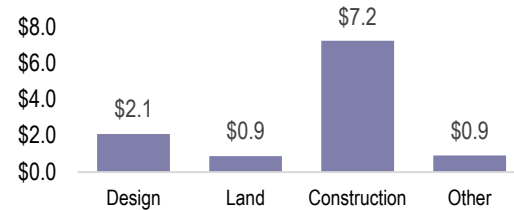
This project provides funding for the design and construction of two residential homes in the Purcellville area as replacements for two existing group homes that are reaching the end of their useful, functional, and structural lives.

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

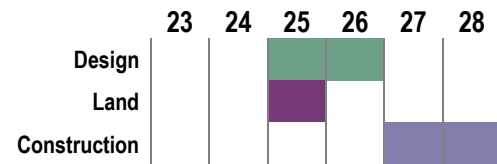
Funding will allow for the construction of four or five-bedroom residences that are ADA-compliant. Both homes will also provide on-site office space for MHSADS program staff.

This project has been updated from the FY 2022 Adopted CIP (pg. 9-33), with design and professional services funding being accelerated from FY 2026 to FY 2025 and construction delayed to FY 2027 to accommodate up to one-year for planning and design service work. Costs have also been updated to reflect the revised square footage and scope of the facilities.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	1,860	-	-	-	1,860	-	1,860
Planning	-	-	-	236	-	-	-	236	-	236
Owner Costs	-	-	-	282	-	-	-	282	-	282
Land	-	-	-	595	-	-	-	595	-	595
Construction	-	-	-	-	-	7,244	-	7,244	-	7,244
Furniture, Fixtures & Equip	-	-	-	-	-	386	-	386	-	386
Contingency	-	-	-	149	-	382	-	531	-	531
Total – Costs	-	-	-	3,122	-	8,012	-	11,134	-	11,134
Local Tax Funding	-	-	-	312	-	802	-	1,114	-	1,114
General Obligation Bonds	-	-	-	2,810	-	7,210	-	10,020	-	10,020
Total – Funding Sources	-	-	-	3,122	-	8,012	-	11,134	-	11,134

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	82	278	561	921
Total – Impact	-	-	-	82	278	561	921



Capital Improvement Program Information Technology

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Information Technology



Capital Improvement Program										
Information Technology Projects										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
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	-	-	-	-	3,869	-	5,719
GeoHub Servers	160	160	160	160	160	-	-	640	-	800
Information Technology Contingency	3,688	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	22,479
Oracle Upgrades - Hosting Solution	5,738	138	-	-	-	-	-	138	-	5,876
Oracle Upgrades - Hyperion	-	660	-	-	-	-	-	660	-	660
PCI Replacement System	375	5,710	775	-	-	-	-	6,485	-	6,860
Public Safety - 911 Phone Switch Replacement	-	350	3,044	-	-	-	-	3,394	-	3,394
Public Safety - Radio Tower Expansion Program	4,635	150	3,502	-	3,185	-	3,379	10,216	3,585	18,436
Public Safety - School Radio Coverage Program	2,860	1,100	1,100	1,100	1,100	-	-	4,400	-	7,260
Total – Costs	21,071	13,882	15,324	6,394	6,236	1,845	5,279	48,960	11,773	81,805
Local Tax Funding	11,939	13,882	15,324	6,394	6,236	1,845	5,279	48,960	11,773	72,673
Appropriation-Backed Bonds	9,132	-	-	-	-	-	-	-	-	9,132
Total – Funding Sources	21,071	13,882	15,324	6,394	6,236	1,845	5,279	48,960	11,773	81,805



Information Technology

Backup Emergency Communications Center

Details:

Project Number: C02484

Election District: Countywide

Square Feet: n/a

Location: n/a

Estimated Completion Year: FY 2025

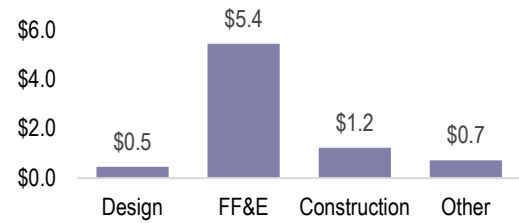
Referendum: n/a

Background:

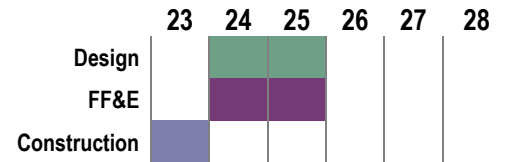
This project provides funding for relocation of the Backup Emergency Communications Center (ECC) to a modern, technically redundant, and secure facility. This migration could be a step whereby the technology and operations are moved to a data center.

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

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	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
Total – Costs	-	1,348	3,092	3,395	-	-	-	7,835	-	7,835
Local Tax Funding	-	1,348	3,092	3,395	-	-	-	7,835	-	7,835
Total – Funding Sources	-	1,348	3,092	3,395	-	-	-	7,835	-	7,835

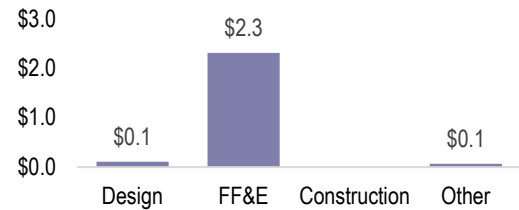
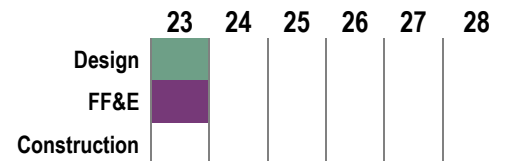


Information Technology

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	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
Total – Costs	1,765	721	-	-	-	-	-	721	-	2,486
Local Tax Funding	1,765	721	-	-	-	-	-	721	-	2,486
Total – Funding Sources	1,765	721	-	-	-	-	-	721	-	2,486



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

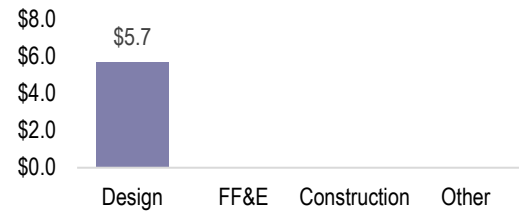
Background:

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.

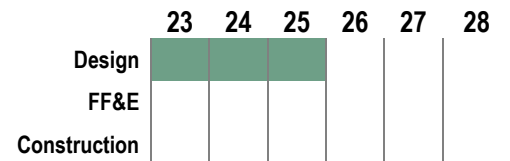
Key activities include establishing data governance that clearly establishes authoritative sources of data and data stewards, strengthening data security privacy and confidentiality models, cataloging and consolidating data repositories across the County, and applying advanced analytics to an integrated 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,850	1,906	1,963			-	-	3,869	-	5,719
Total – Costs	1,850	1,906	1,963	-	-	-	-	3,869	-	5,719
Local Tax Funding	1,850	1,906	1,963	-	-	-	-	3,869	-	5,719
Total – Funding Sources	1,850	1,906	1,963	-	-	-	-	3,869	-	5,719

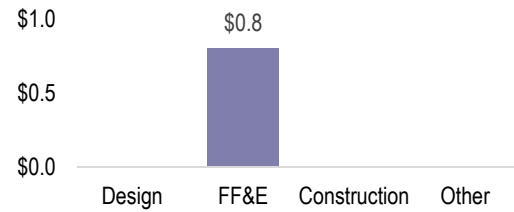
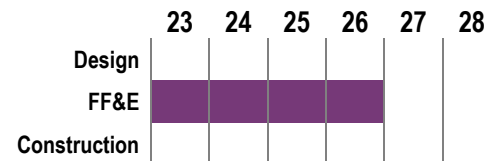


Information Technology

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	160	160	160	160	160	-	-	640	-	800
Total – Costs	160	160	160	160	160	-	-	640	-	800
Local Tax Funding	160	160	160	160	160	-	-	640	-	800
Total – Funding Sources	160	160	160	160	160	-	-	640	-	800



Information Technology

Information Technology Contingency

Details:

Project Number: C02242

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

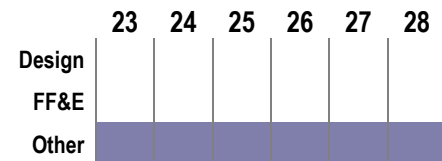
Phase Costs in Millions



Background:

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.

Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Contingency	3,688	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	22,479
Total – Costs	3,688	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	22,479
Local Tax Funding	3,688	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	22,479
Total – Funding Sources	3,688	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	22,479



Information Technology

Oracle Upgrades - Hosting Solution

Details:

Project Number: C02369

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2023

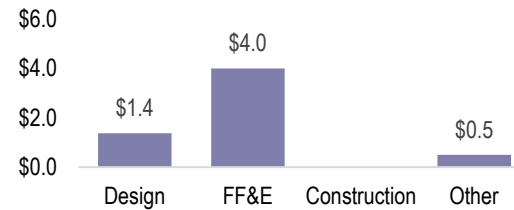
Referendum: n/a

Background:

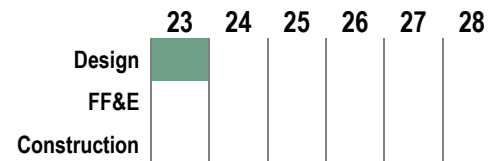
This project provides funding for the migration of the current Oracle Hosting Solution to a Platform as a Service (PaaS) solution. A PaaS solution is a software distribution model in which a third-party vendor will host the Oracle application and provides access via the internet.

The annual cost for incremental operations and maintenance as a result of 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,263	125	-	-	-	-	-	125	-	1,388
Furniture, Fixtures & Equip	4,000	-	-	-	-	-	-	-	-	4,000
Contingency	475	13	-	-	-	-	-	13	-	488
Total – Costs	5,738	138	-	-	-	-	-	138	-	5,876
Local Tax Funding	536	138	-	-	-	-	-	138	-	674
Appropriation-Backed Bonds	5,202	-	-	-	-	-	-	-	-	5,202
Total – Funding Sources	5,738	138	-	-	-	-	-	138	-	5,876

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	432	416	400	384	368	1,999
Total – Impact	-	432	416	400	384	368	1,999



Information Technology

Oracle Upgrades - Hyperion

Details:

Project Number: C02371

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2023

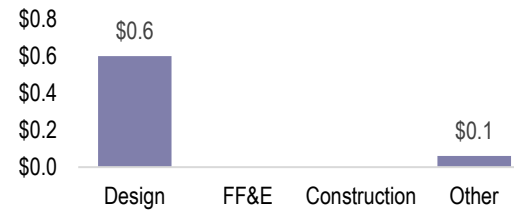
Referendum: n/a

Background:

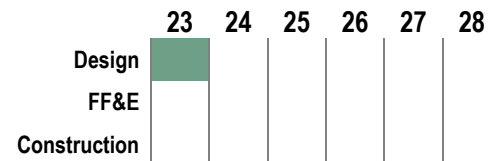
This project provides a funding plan for the Oracle Hyperion Enterprise Performance Management (EPM) module upgrade necessary to remain compliant and secure.

The annual cost for incremental operations and maintenance as a result of 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	600	-	-	-	-	-	600	-	600
Contingency	-	60	-	-	-	-	-	60	-	60
Total – Costs	-	660	-	-	-	-	-	660	-	660
Local Tax Funding	-	660		-	-	-	-	660	-	660
Total – Funding Sources	-	660	-	-	-	-	-	660	-	660



Information Technology

PCI Replacement System

Details:

Project Number: C02378

Election District: Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2024

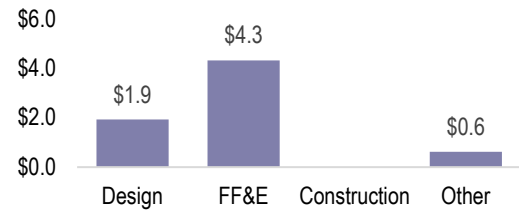
Referendum: n/a

Background:

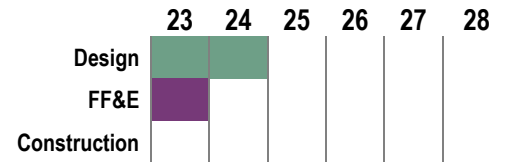
This project provides funding to replace the County's current Payment Card Industry (PCI) Tax and Revenue system. A new tax and assessment system will provide increased operational efficiencies, a reduction in manual processes and workarounds, and a reduction in the amount of support required to maintain 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	375	775	775	-	-	-	-	1,550	-	1,925
Furniture, Fixtures & Equip	-	4,320	-	-	-	-	-	4,320	-	4,320
Contingency	-	615	-	-	-	-	-	615	-	615
Total – Costs	375	5,710	775	-	-	-	-	6,485	-	6,860
Local Tax Funding	375	5,710	775	-	-	-	-	6,485	-	6,860
Total – Funding Sources	375	5,710	775	-	-	-	-	6,485	-	6,860



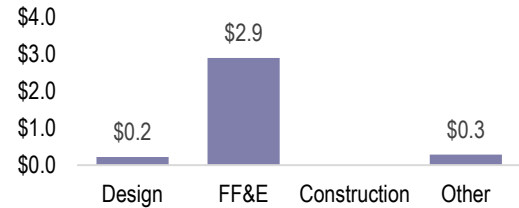
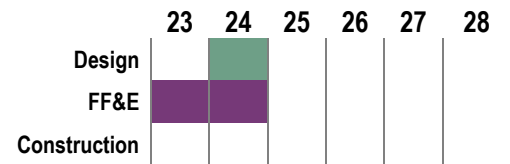
Information Technology

Public Safety - 911 Phone Switch Replacement

Details:**Project Number:** C02468**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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	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
Total – Costs	-	350	3,044	-	-	-	-	3,394	-	3,394
Local Tax Funding	-	350	3,044	-	-	-	-	3,394	-	3,394
Total – Funding Sources	-	350	3,044	-	-	-	-	3,394	-	3,394



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:

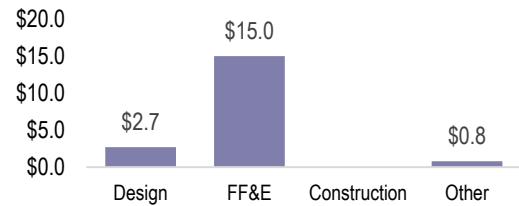
This project provides funding for the installation of additional Public Safety Radio Towers that are needed to provide required radio coverage for First Responders based on the findings of a coverage study that was managed by the Department of Information and Technology.

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.

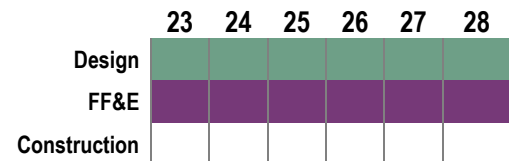
Due to population growth within the County, it is expected that additional Public Safety Radio Towers are needed to provide the required radio coverage for First Responders. Future funding for this program will be re-evaluated based on updated requirements.

The project's budget was increased during the FY 2023 CIP budget development process to include funding for additional equipment and installation that was not identified when the original project estimate was developed.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,945	-	169	-	179	-	190	538	202	2,685
Furniture, Fixtures & Equip	2,536	150	3,190	-	2,854	-	3,028	9,222	3,212	14,970
Contingency	154	-	143	-	152	-	161	456	171	781
Total – Costs	4,635	150	3,502	-	3,185	-	3,379	10,216	3,585	18,436
Local Tax Funding	1,805	150	3,502	-	3,185	-	3,379	10,216	3,585	15,606
Appropriation-Backed Bonds	2,830	-	-	-	-	-	-	-	-	2,830
Total – Funding Sources	4,635	150	3,502	-	3,185	-	3,379	10,216	3,585	18,436



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

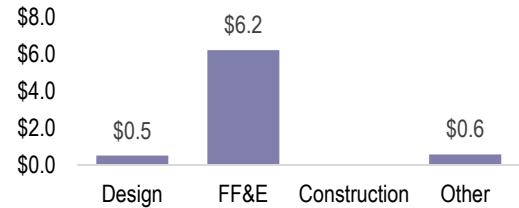
Referendum: n/a

Background:

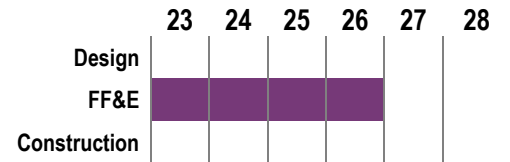
This project provides funding to purchase and install Bi-Directional Amplifiers (BDAs) in public school buildings to provide Public Safety radio coverage for the school resource officers.

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.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	500	-	-	-	-	-	-	-	-	500
Furniture, Fixtures & Equip	2,200	1,000	1,000	1,000	1,000	-	-	4,000	-	6,200
Contingency	160	100	100	100	100	-	-	400	-	560
Total – Costs	2,860	1,100	1,100	1,100	1,100	-	-	4,400	-	7,260
Local Tax Funding	1,760	1,100	1,100	1,100	1,100	-	-	4,400	-	6,160
Appropriation-Backed Bonds	1,100	-	-	-	-	-	-	-	-	1,100
Total – Funding Sources	2,860	1,100	1,100	1,100	1,100	-	-	4,400	-	7,260





Capital Improvement Program

Parks, Recreation, and Culture

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Parks, Recreation, and Culture

Capital Improvement Program										
Parks, Recreation, and Culture Projects										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Arcola Quarters for the Enslaved	3,662	-	13,980	-	-	-	-	13,980	-	17,642
Brambleton West Park Improvements	457	3,691	64	-	-	-	-	3,755	-	4,213
Dulles Adult Day Center	-	-	-	6,236	-	10,228	-	16,464	-	16,464
Dulles South Community Park	-	3,990	-	-	-	19,034	-	23,024	-	23,024
Fields Farm Park	8,562	-	-	31,146	-	-	-	31,146	-	39,708
Linear Parks and Trails System	350	-	-	-	-	5,000	10,000	15,000	52,000	67,350
LPAT Signature Project	-	-	3,067	9,321	-	-	-	12,388	-	12,388
Potomack Lakes Parking and Field Improvements	-	-	-	-	-	-	800	800	3,185	3,985
PRCS Renovation Program	1,500	1,750	2,000	2,250	2,500	2,750	3,000	14,250	12,000	27,750
Sterling Neighborhood Park	32	-	-	10,140	-	4,825	-	14,965	-	14,997
Western Loudoun Recreation Center	-	-	14,159	-	58,434	1,216	-	73,809	-	73,809
Westpark Improvements	-	327	858	-	12,260	-	-	13,445	-	13,445
Total – Costs	14,563	9,758	34,128	59,093	73,194	43,053	13,800	233,026	67,185	314,774
Local Tax Funding	3,355	2,169	17,937	14,331	20,760	24,019	13,800	93,016	67,185	163,556
General Obligation Bonds	6,707	-	14,159	44,537	52,434	19,034	-	130,164	-	136,871
Appropriation-Backed Bonds	3,000	-	-	-	-	-	-	-	-	3,000
Cash Proffers	1,501	7,589	2,032	225	-	-	-	9,846	-	11,347
Total – Funding Sources	14,563	9,758	34,128	59,093	73,194	43,053	13,800	233,026	67,185	314,774



Parks, Recreation, and Culture

Arcola Quarters for the Enslaved

Details:

Project Number: C02399

Election District: Blue Ridge

Acreage: 15

Location: Arcola Boulevard

Estimated Completion Year: FY 2025

Referendum: n/a

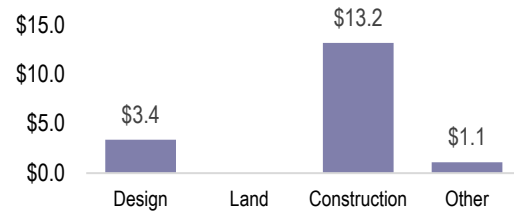
Background:

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, trails, and potentially a visitor's center to house educational resources. Depending on the final scope for the project, the existing house on site may be restored to serve in the capacity of a visitor's center in lieu of constructing a new facility.

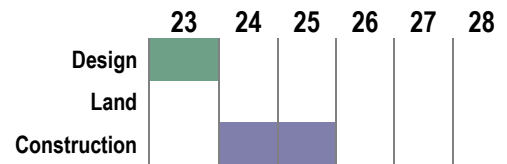
This project was added during the FY 2022 CIP development process in response to a request from the Department of Parks, Recreation, and Community Services (PRCS) and is consistent with the Board of Supervisors' priority of preserving historic sites in Loudoun County.

Cost estimates have been revised from the FY 2022 Adopted CIP (9-58) to reflect updated design options for optimal use of the project facilities and an entrance off Arcola Boulevard.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	2,541	-	-	-	-	-	-	-	-	2,541
Planning	831	-	-	-	-	-	-	-	-	831
Construction	-	-	13,175	-	-	-	-	13,175	-	13,175
Furniture, Fixtures & Equip	-	-	139	-	-	-	-	139	-	139
Personnel	196	-	-	-	-	-	-	-	-	196
Contingency	94	-	666	-	-	-	-	666	-	760
Total – Costs	3,662	-	13,980	-	-	-	-	13,980	-	17,642
Local Tax Funding	893	-	13,012	-	-	-	-	13,012	-	13,905
Appropriation-Backed Bonds	1,500	-	-	-	-	-	-	-	-	1,500
Cash Proffers	1,269	-	968	-	-	-	-	968	-	2,237
Total – Funding Sources	3,662	-	13,980	-	-	-	-	13,980	-	17,642

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE	0.00	0.00	3.00	0.00	0.00	0.00	3.00
Personnel \$	-	-	221	221	228	235	905
O&M	-	-	61	37	38	38	175
Total – Impact	-	-	282	258	266	273	1,079



Parks, Recreation, and Culture

Brambleton West Park Improvements

Details:

Project Number: C02252

Election District: Blue Ridge

Square Feet: n/a

Location: Brambleton Community Park West

Estimated Completion Year: FY 2024

Referendum: n/a

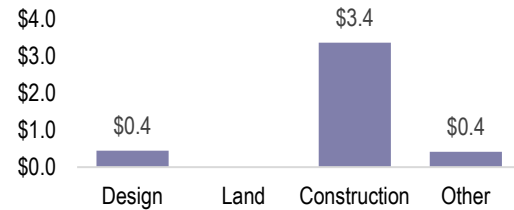
Background:

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

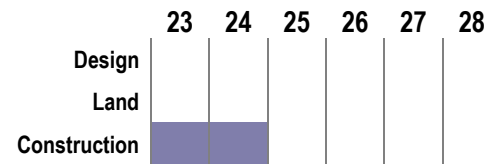
Additionally, the project provides funding for sewer connectivity to the existing restroom facilities and the construction of a new restroom facility to service the expanded population that the complex will be able to handle once improvements are complete.

Cost estimates and the scope for the project have been revised from the FY 2022 Adopted CIP to include the design and construction of a new restroom facility and sanitary sewer extension that were approved by the Board as part of *Item 11h- Brambleton West Park Improvements-Restroom Facility and Utility Extension* as presented at the September 21, 2021, Board Business Meeting.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	441	-	-	-	-	-	-	-	-	441
Owner Costs	-	161	-	-	-	-	-	161	-	161
Construction	-	3,357	-	-	-	-	-	3,357	-	3,357
Furniture, Fixtures & Equip	-	-	61	-	-	-	-	61	-	61
Personnel	6	28	-	-	-	-	-	28	-	34
Contingency	10	81	3	-	-	-	-	84	-	94
Project Mgmt. Consultant		64						64	-	64
Total – Costs	457	3,691	64	-	-	-	-	3,755	-	4,213
Local Tax Funding	332	92		-	-	-	-	92	-	424
Cash Proffers	125	3,599	64	-	-	-	-	3,663	-	3,788
Total – Funding Sources	457	3,691	64	-	-	-	-	3,755	-	4,213

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE	0.00	0.00	1.25	0.00	0.00	0.00	1.25
Personnel \$	-	-	73	75	77	80	305
O&M	-	-	43	43	44	44	175
Total – Impact	-	-	116	119	121	124	480



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 2028

Referendum: November 2023

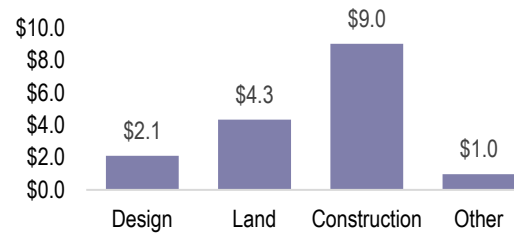
Background:

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

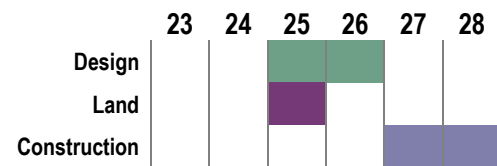
This facility provides a safe and engaging environment through professionally designed programs that meet the specific needs of each participant. Services include: physical activities and exercise, medication administration, nutritious meals, health monitoring, mentally stimulating activities, assistance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

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	1,794	-	-	-	1,794	-	1,794
Planning	-	-	-	316	-	-	-	316	-	316
Owner Costs	-	-	-	-	-	514	-	514	-	514
Land	-	-	-	3,829	-	-	-	3,829	-	3,829
Construction	-	-	-	-	-	9,043	-	9,043	-	9,043
Furniture, Fixtures & Equip	-	-	-	-	-	184	-	184	-	184
Contingency	-	-	-	297	-	487	-	784	-	784
Total – Costs	-	-	-	6,236	-	10,228	-	16,464	-	16,464
Local Tax Funding	-	-	-	1,000	-	10,228	-	11,228	-	11,228
General Obligation Bonds	-	-	-	5,236	-	-	-	5,236	-	5,236
Total – Funding Sources	-	-	-	6,236	-	10,228	-	16,464	-	16,464

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	98	463	513	1,074
Total – Impact	-	-	-	98	463	513	1,074



Parks, Recreation, and Culture

Dulles South Community Park

Details:

Project Number: C02497

Election District: Blue Ridge

Acreage: 34.3

Location: Co-located with Lightridge High School

Estimated Completion Year: FY 2029

Referendum: November 2025

Background:

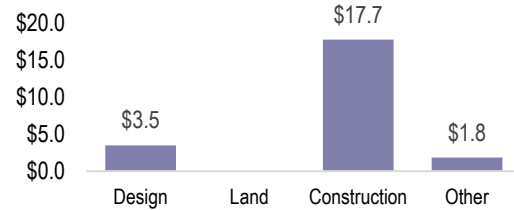
This project provides funding for a community park in the Dulles South area.

The Park will include passive and/or active (programmed and un-programmed) recreation. Passive areas may include playgrounds, picnic areas, trails, wooded areas, and streams. Active areas may include two to four diamond fields and/or three to four large rectangle fields. The athletic fields may be natural grass and/or synthetic turf. The park will be built in a manner that maintains the western woods that are currently present on the property.

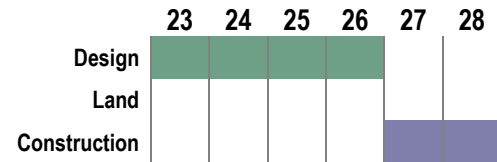
In addition, the park will include field lighting, fencing, site utilities, parking, and site access from the public road. It will also include landscaping, public restrooms, concessions, groundwater wells, irrigation, playground, storage, picnic pavilions, bleachers, and signage.

Cost estimates have been updated from the FY 2022 Adopted CIP (9-64) based on a revised design of the project. Additionally, cost estimates and funding have been revised to reflect acceleration of design and professional services, and related funding from FY 2024 to FY 2023.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	2,831	-	-	-	-	-	2,831	-	2,831
Planning	-	630	-	-	-	-	-	630	-	630
Owner Costs	-	400	-	-	-	-	-	400	-	400
Construction	-	-	-	-	-	17,742	-	17,742	-	17,742
Furniture, Fixtures & Equip	-	-	-	-	-	386	-	386	-	386
Contingency	-	129	-	-	-	906	-	1,035	-	1,035
Total – Costs	-	3,990	-	-	-	19,034	-	23,024	-	23,024
General Obligation Bonds	-	-	-	-	-	19,034	-	19,034	-	19,034
Cash Proffers	-	3,990	-	-	-	-	-	3,990	-	3,990
Total – Funding Sources	-	3,990	-	-	-	19,034	-	23,024	-	23,024

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	-	371	371
Total – Impact	-	-	-	-	-	371	371



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 2026

Referendum: November 2019 & November 2023

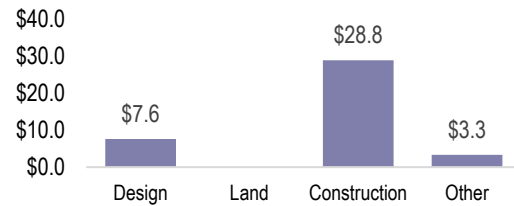
Background:

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.

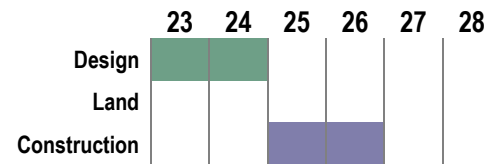
The Park includes up to ten athletic fields – four diamond fields and six rectangular fields. Supporting amenities will include athletic field lighting, fencing, public utilities, parking, access from a public road, groundwater wells irrigation, and landscaping.

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	6,462	-	-	-	-	-	-	-	-	6,462
Planning	1,107	-	-	-	-	-	-	-	-	1,107
Owner Costs	-	-	-	623	-	-	-	623	-	623
Construction	-	-	-	28,821	-	-	-	28,821	-	28,821
Furniture, Fixtures & Equip	-	-	-	219	-	-	-	219	-	219
Personnel	482	-	-	-	-	-	-	-	-	482
Contingency	326	-	-	1,483	-	-	-	1,483	-	1,809
Project Mgmt. Consultant	185	-	-	-	-	-	-	-	-	185
Total – Costs	8,562	-	-	31,146	-	-	-	31,146	-	39,708
Local Tax Funding	1,749	-	-	-	-	-	-	-	-	1,749
General Obligation Bonds	6,707	-	-	31,146	-	-	-	31,146	-	37,853
Cash Proffers	106	-	-	-	-	-	-	-	-	106
Total – Funding Sources	8,562	-	-	31,146	-	-	-	31,146	-	39,708

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE	0.00	0.00	0.00	6.67	0.00	0.00	6.67
Personnel \$	-	-	-	414	426	439	1,280
O&M	-	-	-	136	137	139	412
Capital	-	-	-	173	-	-	173
Debt Service	-	502	489	818	1,405	2,277	5,491
Total – Impact	-	502	489	1,541	1,969	2,855	7,356



Parks, Recreation, and Culture

Linear Parks and Trails System

Details:

Project Number: C02336

Election District: Countywide

Square Feet: n/a

Location: n/a

Estimated Completion Year: Ongoing

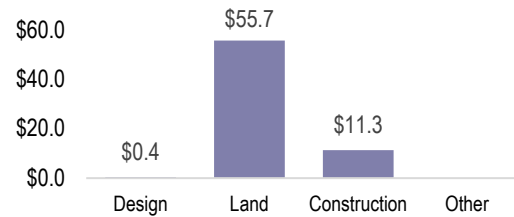
Referendum: n/a

Background:

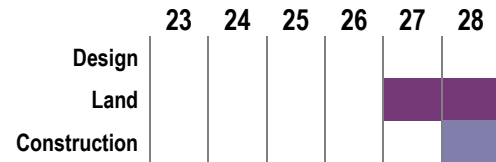
In 2019, the Board of Supervisors directed the Loudoun County Parks, Recreation and Open Space (PROS) Board to develop a detailed implementation plan for an interconnected, countywide linear parks and trails system. In FY 2020, funding was provided to develop a strategic plan for the Linear Parks and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

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

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Planning	350	-	-	-	-	-	-	-	-	350
Land	-	-	-	-	-	5,000	8,709	13,709	42,000	55,709
Construction	-	-	-	-	-	-	1,291	1,291	10,000	11,291
Total – Costs	350	-	-	-	-	5,000	10,000	15,000	52,000	67,350
Local Tax Funding	350	-	-	-	-	5,000	10,000	15,000	52,000	67,350
Total – Funding Sources	350	-	-	-	-	5,000	10,000	15,000	52,000	67,350



Parks, Recreation, and Culture

LPAT Signature Project

Details:

Project Number: n/a

Election District: Countywide

Acreage: n/a

Location: n/a

Estimated Completion Year: FY 2026

Referendum: November 2023

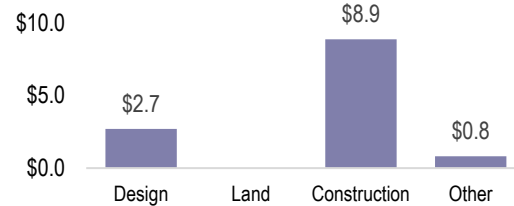
Background:

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 (LPAT) System.

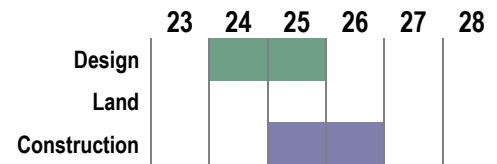
Following the completion of the Linear Parks and Trails Strategic Plan in the summer of 2021, this project was established to facilitate the design, acquisition, and construction of the improvements identified as part of the signature project described in the strategic plan (remaining improvements in the plan will be included in the *Linear Parks and Trails (LPAT) System* project). Project elements include the construction of pedestrian bridges in the Goose Creek and Broad Run Stream Valleys, restoration of the historic Toll House, parking/access points, trails, benches/seating areas, and trailhead restroom facilities. The project will also provide for a canoe/kayak launch in the Goose Creek Stream Valley and wayfinding signage for connectivity to major regional trail networks. This project replaces the *Broad Run Stream Valley Park* and *Goose Creek Stream Valley Linear Park* projects (FY 2022 CIP 9-61 and 7-18).

Funding is also included to construct a pedestrian bridge (with associated abutments and trail connections) over Horsepen Run to complete connectivity to the Potomac Heritage Trail in or proximate to Algonkian Regional Park.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	2,439	-	-	-	-	2,439	-	2,439
Planning	-	-	262	-	-	-	-	262	-	262
Owner Costs	-	-	220	-	-	-	-	220	-	220
Construction	-	-	-	8,877	-	-	-	8,877	-	8,877
Contingency	-	-	146	444	-	-	-	590	-	590
Total – Costs	-	-	3,067	9,321	-	-	-	12,388	-	12,388
Local Tax Funding	-	-	2,067	1,166	-	-	-	3,233	-	3,233
General Obligation Bonds	-	-	-	8,155	-	-	-	8,155	-	8,155
Cash Proffers	-	-	1,000	-	-	-	-	1,000	-	1,000
Total – Funding Sources	-	-	3,067	9,321	-	-	-	12,388	-	12,388

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE	0.00	0.00	0.00	6.00	0.00	0.00	6.00
Personnel \$	-	-	-	420	434	447	1,302
O&M	-	-	-	492	350	369	1,211
Capital	-	-	-	257	-	-	257
Debt Service	-	-	-	328	648	793	1,769
Total – Impact	-	-	-	1,497	1,432	1,610	4,539



Parks, Recreation, and Culture

Potomack Lakes Parking and Field Improvements

Details:

Project Number: n/a

Election District: Algonkian

Acreage: n/a

Location: Potomack Lakes Sportsplex

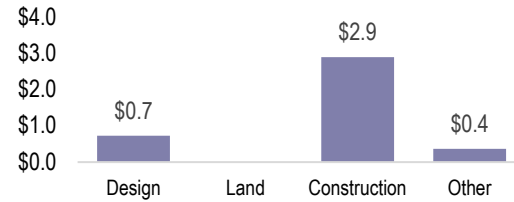
Estimated Completion Year: FY 2030

Referendum: n/a

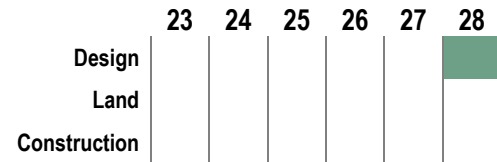
Background:

This project provides for the design and construction of additional parking at the Potomack Lakes Sportsplex to address capacity issues in the park. Additionally, this project provides for the conversion of an existing natural grass field to a synthetic turf field to provide additional field space at the park as a complement to work being undertaken as part of the FY 2022 Adopted CIP project, *Potomack Lakes Sportsplex – Field Improvements* (Adopted FY 2022 CIP 9-70).

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	-	615	615	-	615
Planning	-	-	-	-	-	-	112	112	-	112
Construction	-	-	-	-	-	-	-	-	2,895	2,895
Contingency	-	-	-	-	-	-	73	73	290	363
Total – Costs	-	-	-	-	-	-	800	800	3,185	3,985
Local Tax Funding	-	-	-	-	-	-	800	800	3,185	3,985
Total – Funding Sources	-	-	-	-	-	-	800	800	3,185	3,985



Parks, Recreation, and Culture

PRCS Renovation Program

Details:

Project Number: C02398

Election District: Countywide

Square Feet: Varies

Location: Multiple Locations

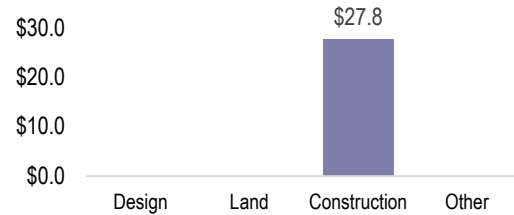
Estimated Completion Year: Ongoing

Referendum: n/a

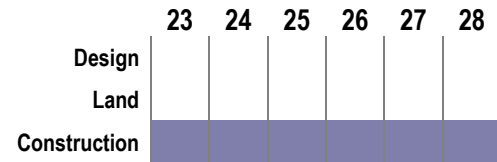
Background:

This project provides funding for large-scale maintenance projects for capital facilities managed by the Department of Parks, Recreation, and Community Services. The projects are typically larger in scale and require long-term planning. Additionally, a portion of these funds will be 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	1,500	1,750	2,000	2,250	2,500	2,750	3,000	14,250	12,000	27,750
Total – Costs	1,500	1,750	2,000	2,250	2,500	2,750	3,000	14,250	12,000	27,750
Local Tax Funding	-	1,750	2,000	2,250	2,500	2,750	3,000	14,250	12,000	26,250
Appropriation-Backed Bonds	1,500	-	-	-	-	-	-	-	-	1,500
Total – Funding Sources	1,500	1,750	2,000	2,250	2,500	2,750	3,000	14,250	12,000	27,750



Parks, Recreation, and Culture

Sterling Neighborhood Park

Details:

Project Number: C02353

Election District: Sterling

Acreage: 12

Location: n/a

Estimated Completion Year: FY 2028

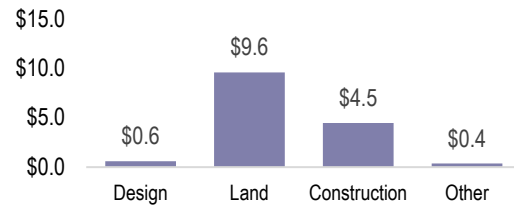
Referendum: n/a

Background:

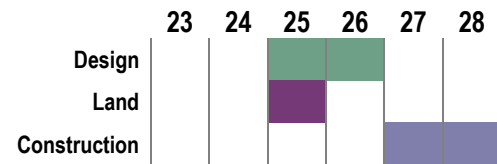
This project provides funding for land acquisition, design, and construction of a neighborhood park in the Sterling area. The park will include passive and/or active (programmed and un-programmed) recreation. Passive areas may include playgrounds, picnic areas, trails, wooded areas, and streams. Active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

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	32	-	-	560	-	-	-	560	-	592
Land	-	-	-	9,580	-	-	-	9,580	-	9,580
Construction	-	-	-	-	-	4,460	-	4,460	-	4,460
Furniture, Fixtures & Equip	-	-	-	-	-	365	-	365	-	365
Total – Costs	32	-	-	10,140	-	4,825	-	14,965	-	14,997
Local Tax Funding	32	-	-	9,915	-	4,825	-	14,740	-	14,772
Cash Proffers	-	-	-	225	-	-	-	225	-	225
Total – Funding Sources	32	-	-	10,140	-	4,825	-	14,965	-	14,997



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 2028

Referendum: November 2022

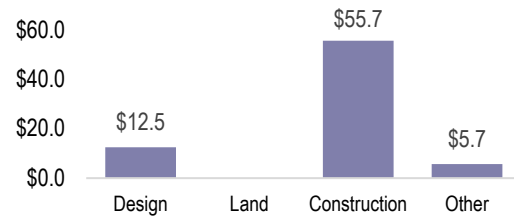
Background:

This project provides funding for the 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.

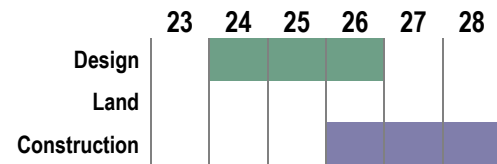
The recreation center will include meeting/classrooms, administrative office space, a gymnasium, a kitchen, a fitness center, multi-purpose rooms, and a running track. The facility will also include an aquatics center with a competition pool, leisure pool, spa, spectator seating areas, two wet classrooms,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

Cost estimates and the production schedule have been updated from the FY 2022 Adopted CIP. The project was accelerated during the FY 2022 CIP development process with initial funding programmed for FY 2024.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	11,689	-	-	-	-	11,689	-	11,689
Planning	-	-	779	-	-	-	-	779	-	779
Owner Costs	-	-	1,017	-	-	-	-	1,017	-	1,017
Construction	-	-	-	-	55,651	-	-	55,651	-	55,651
Furniture, Fixtures & Equip	-	-	-	-	-	1,158	-	1,158	-	1,158
Contingency	-	-	674	-	2,783	58	-	3,515	-	3,515
Total – Costs	-	-	14,159	-	58,434	1,216	-	73,809	-	73,809
Local Tax Funding	-	-	-	-	6,000	1,216	-	7,216	-	7,216
General Obligation Bonds	-	-	14,159	-	52,434	-	-	66,593	-	66,593
Total – Funding Sources	-	-	14,159	-	58,434	1,216	-	73,809	-	73,809

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE	0.00	0.00	0.00	0.00	0.00	27.00	27.00
Personnel \$	-	-	-	-	-	1,937	1,937
O&M	-	-	-	-	-	963	963
Capital	-	-	-	-	-	192	192
Debt Service	-	-	850	1,397	1,361	1,326	4,933
Total – Impact	-	-	850	1,397	1,361	4,418	8,026



Parks, Recreation, and Culture

Westpark Improvements

Details:

Project Number: C02486

Election District: Leesburg

Acreage: n/a

Location: Former Westpark Golf Course Property

Estimated Completion Year: FY 2027

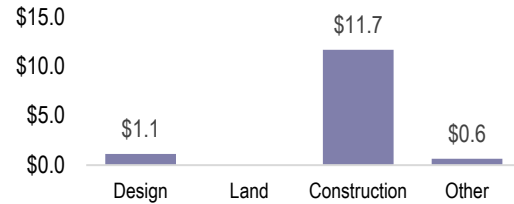
Referendum: n/a

Background:

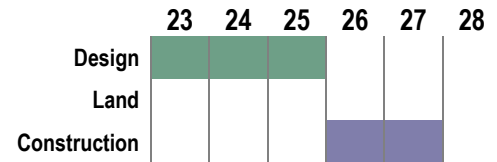
This project provides funding to develop the former Westpark Golf Course property into a passive park with significant environmental features focused on best management practices (BMPs) and the creation of a bank of wetland/nutrient credits that can benefit other County projects as well as the Municipal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

Passive park elements will include pervious trails and interpretive signage denoting the BMPs used in the project.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	817	-	-	-	-	817	-	817
Planning	-	311	-	-	-	-	-	311	-	311
Construction	-	-	-	-	11,676	-	-	11,676	-	11,676
Contingency	-	16	41	-	584	-	-	641	-	641
Total – Costs	-	327	858	-	12,260	-	-	13,445	-	13,445
Local Tax Funding	-	327	858	-	12,260	-	-	13,445	-	13,445
Total – Funding Sources	-	327	858	-	12,260	-	-	13,445	-	13,445

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
O&M	-	-	-	-	-	42	42
Total – Impact	-	-	-	-	-	42	42



Capital Improvement Program

Public Safety

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Public Safety



Capital Improvement Program										
Public Safety										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Adult Detention Center Expansion, Phase III	260	-	-	12,496	-	49,487	2,098	64,081	-	64,341
Brambleton Sheriff Station	-	-	-	-	-	-	8,992	8,992	18,300	27,292
Courts Complex Phase IV - Renovation	4,484	23,430	-	-	-	-	-	23,430	-	27,914
Fire and Rescue - Basic Training Facility	1,954	17,827	675	-	-	-	-	18,502	-	20,456
Fire and Rescue - Capital Apparatus	32,486	3,354	3,477	3,581	3,688	3,799	3,913	21,812	16,860	71,158
Fire and Rescue - Station #04 - Round Hill Station Replacement	7,560	20,845	647	-	-	-	-	21,492	-	29,052
Fire and Rescue - Station #08 - Philomont Station Replacement	4,035	-	-	15,640	2,181	-	-	17,821	-	21,856
Fire and Rescue - Station #28 - Leesburg South Station	2,361	-	23,884	3,450	-	-	-	27,334	-	29,695
Fire and Rescue - Station #29 - Loudoun Gateway Station	-	-	-	-	-	-	9,776	9,776	19,906	29,682
Fire and Rescue - Training Academy Expansion	-	-	-	-	3,343	-	16,902	20,245	348	20,593
Total – Costs	53,140	65,456	28,683	35,167	9,212	53,286	41,681	233,485	55,414	342,039
Local Tax Funding	27,037	22,049	4,234	7,302	3,688	9,740	23,306	70,319	55,066	152,422
General Obligation Bonds	24,750	18,215	24,449	27,865	5,524	36,546	18,375	130,974	348	156,072
Appropriation-Backed Bonds	726	23,430	-	-	-	-	-	23,430	-	24,156
Cash Proffers	627	1,762	-	-	-	-	-	1,762	-	2,390
Other State Grants	-	-	-	-	-	7,000	-	7,000	-	7,000
Total – Funding Sources	53,140	65,456	28,683	35,167	9,212	53,286	41,681	233,485	55,414	342,039



Public Safety

Adult Detention Center Expansion - Phase III

Details:

Project Number: C02094

Election District: Catoclin

Square Feet: 40,000

Location: Adult Detention Center

Estimated Completion Year: FY 2028

Referendum: November 2023

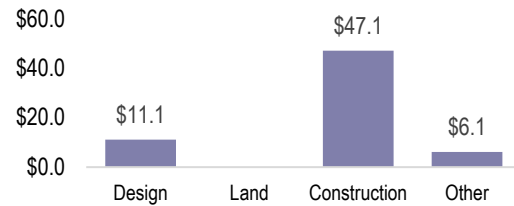
Background:

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

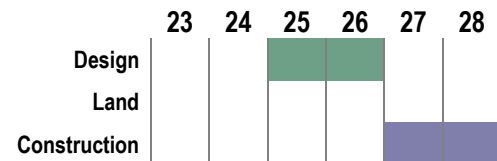
The addition and remodel may include mental health units, re-entry units, kitchen expansion, laundry expansion, classroom expansion, medical area renovation, administrative office space, records storage, and storage and maintenance expansion.

A mandatory planning process, initiated in FY 2021, will determine the final scope and timeline for this specific project. Square footage and timelines for the project have been updated from the FY 2022 Adopted CIP (pg. 9-78) to reflect planning process changes in project scope and completion date. 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	260	-	-	10,383	-	-	-	10,383	-	10,643
Planning	-	-	-	484	-	-	-	484	-	484
Owner Costs	-	-	-	1,034	-	-	-	1,034	-	1,034
Construction	-	-	-	-	-	47,130	-	47,130	-	47,130
Furniture, Fixtures & Equip	-	-	-	-	-	-	1,998	1,998	-	1,998
Contingency	-	-	-	595	-	2,357	100	3,052	-	3,052
Total – Costs	260	-	-	12,496	-	49,487	2,098	64,081	-	64,341
Local Tax Funding	260	-	-	3,721	-	5,941	625	10,287	-	10,547
General Obligation Bonds	-	-	-	8,775	-	36,546	1,473	46,794	-	46,794
Other State Grants	-	-	-	-	-	7,000	-	7,000	-	7,000
Total – Funding Sources	260	-	-	12,496	-	49,487	2,098	64,081	-	64,341

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	262	867	845	1,974
Total – Impact	-	-	-	262	867	845	1,974



Public Safety

Brambleton Sheriff Station

Details:

Project Number: n/a

Election District: Blue Ridge

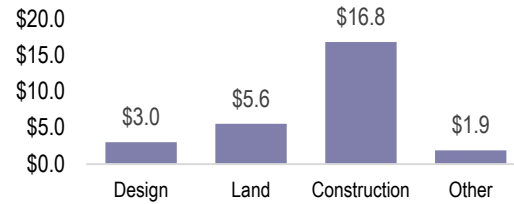
Square Feet: 19,000

Location: Brambleton

Estimated Completion Year: FY 2031

Referendum: n/a

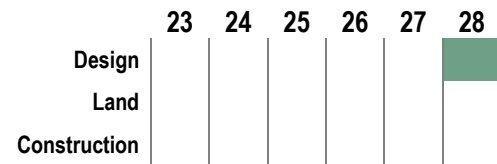
Phase Costs in Millions



Background:

This project provides funding for the design and construction of a new Sheriff Station in the Brambleton area. A location for the facility has not yet been identified. The station will include offices, work rooms, interview rooms, processing areas, evidence storage, and equipment storage.

Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	-	2,780	2,780	-	2,780
Planning	-	-	-	-	-	-	233	233	-	233
Owner Costs	-	-	-	-	-	-	393	393	-	393
Land	-	-	-	-	-	-	5,158	5,158	-	5,158
Construction	-	-	-	-	-	-	-	-	16,832	16,832
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	596	596
Contingency	-	-	-	-	-	-	428	428	872	1,300
Total – Costs	-	-	-	-	-	-	8,992	8,992	18,300	27,292
Local Tax Funding	-	-	-	-	-	-	8,992	8,992	18,300	27,292
Total – Funding Sources	-	-	-	-	-	-	8,992	8,992	18,300	27,292



Public Safety

Courts Complex – Phase IV

Details:

Project Number: C02329

Election District: Leesburg

Square Feet: 72,500

Location: Courts Complex in the Town of Leesburg

Estimated Completion Year: FY 2025

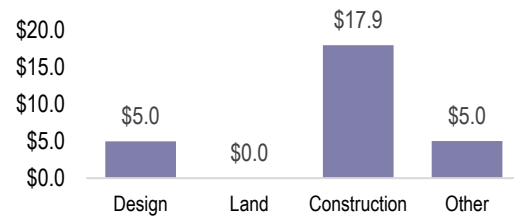
Referendum: n/a

Background:

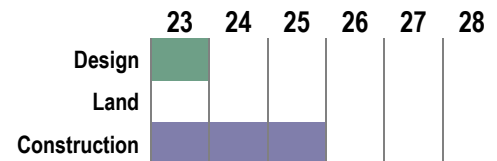
This project funds the renovation of the existing courthouse facility. The renovation will improve approximately 72,500 square feet of space including modifications to the Circuit Court courtrooms, shared hearing rooms, small courtroom, Circuit Court Judicial offices, Circuit Court support areas, Juvenile and Domestic Relations (J&DR) courtrooms, J&DR Court Clerk's Office, Court support areas, Juvenile Court services area, Court Administrator's Office, and the Circuit Court Clerk's Office. The Valley Bank Building is also being renovated for the Law Library.

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	3,549	781	-	-	-	-	-	781	-	4,330
Planning	634	-	-	-	-	-	-	-	-	634
Owner Costs	-	2,018	-	-	-	-	-	2,018	-	2,018
Construction	-	17,945	-	-	-	-	-	17,945	-	17,945
Personnel	91	1,172	-	-	-	-	-	1,172	-	1,262
Contingency	210	1,116	-	-	-	-	-	1,116	-	1,326
Project Mgmt. Consultant	-	399	-	-	-	-	-	399	-	399
Total – Costs	4,484	23,430	-	-	-	-	-	23,430	-	27,914
Local Tax Funding	4,418	-	-	-	-	-	-	-	-	4,418
Appropriation-Backed Bonds	-	23,430	-	-	-	-	-	23,430	-	23,430
Cash Proffers	66	-	-	-	-	-	-	-	-	66
Total – Funding Sources	4,484	23,430	-	-	-	-	-	23,430	-	27,914

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
O&M	-	-	392	404	408	412	1,616
Debt Service	-	243	480	1,290	1,972	2,226	6,211
Total – Impact	-	243	872	1,694	2,380	2,638	7,827



Public Safety

Fire and Rescue – Basic Training Facility

Details:

Project Number: C02214

Election District: Catoclin

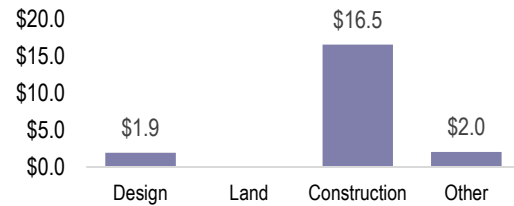
Square Feet: 21,500

Location: Government Support Center off Sycolin Road

Estimated Completion Year: FY 2025

Referendum: November 2019, November 2021

Phase Costs in Millions

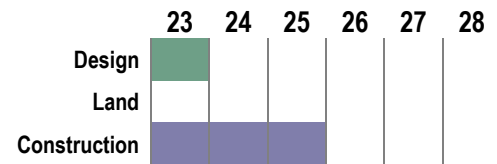


Background:

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, will provide a dedicated educational training facility for incoming career and volunteer fire and rescue candidates as well as the staff that supports them. In addition, this facility will also provide climate-controlled garaging for the Training Division's apparatus, and other specialized apparatus.

The Basic Training Facility will be designed similar to a typical Loudoun County Fire and Rescue station with many of the same programmatic needs. This includes dedicated classrooms, areas for staff, and other support functions. The facility will be a two-story design and have 5 apparatus bays, restrooms, lockers, and other ancillary spaces for trainees and staff.

Project Phase Timeline by FY



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.

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,915	-	-	-	-	-	-	-	-	1,915
Construction	-	16,521	-	-	-	-	-	16,521	-	16,521
Furniture, Fixtures & Equip	-	-	643	-	-	-	-	643	-	643
Personnel	39	140	-	-	-	-	-	140	-	179
Contingency	-	849	32	-	-	-	-	881	-	881
Project Mgmt. Consultant	-	317	-	-	-	-	-	317	-	317
Total – Costs	1,954	17,827	675	-	-	-	-	18,502	-	20,456
Local Tax Funding	751	16,065	675	-	-	-	-	16,740	-	17,491
General Obligation Bonds	1,175	-	-	-	-	-	-	-	-	1,175
Cash Proffers	28	1,762	-	-	-	-	-	1,762	-	1,791
Total – Funding Sources	1,954	17,827	675	-	-	-	-	18,502	-	20,456

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE	0.00	0.00	2.00	0.00	0.00	0.00	2.00
Personnel \$	-	-	121	125	128	132	506
O&M	-	-	102	104	107	108	421
Capital	-	-	80	-	-	-	80
Total – Impact	-	-	303	229	235	240	1,007



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.

The table below captures planned FY 2023 acquisitions and the estimated cost (County) or contribution (Volunteer) associated with each item.

Volunteer

EMS Transport	Sterling Rescue	\$196,693
EMS Transport	Sterling Rescue	\$196,693
Brush Unit	Purcellville Fire	\$121,017
Engine	Purcellville Fire	\$509,160
FY 2023 Volunteer		\$1,023,562

TotalCounty

Engine	County	\$1,054,330
Engine	County	\$1,054,330
Brush Unit	County	\$221,995
FY 2023 County		\$2,330,656
Total		

FY 2023 costs and funding have been revised to reflect planned County and volunteer acquisitions for the fiscal year.

Phase Costs in Millions



Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	32,486	3,354	3,477	3,581	3,688	3,799	3,913	21,812	16,860	71,158
Total – Costs	32,486	3,354	3,477	3,581	3,688	3,799	3,913	21,812	16,860	71,158
Local Tax Funding	19,311	3,354	3,477	3,581	3,688	3,799	3,913	21,812	16,860	57,983
General Obligation Bonds	12,449	-	-	-	-	-	-	-	-	12,449
Appropriation-Backed Bonds	726	-	-	-	-	-	-	-	-	726
Total – Funding Sources	32,486	3,354	3,477	3,581	3,688	3,799	3,913	21,812	16,860	71,158



Public Safety

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

Details:

Project Number: C02215

Election District: Blue Ridge

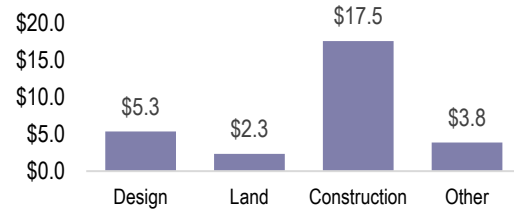
Square Feet: 19,800 (new fire station #4), 3,500 (community room addition)

Location: Town of Round Hill

Estimated Completion Year: FY 2025

Referendum: November 2017, November 2022

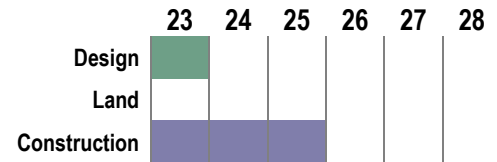
Phase Costs in Millions



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 the planned fire station to provide a community meeting room and ancillary support for the community room.

Project Phase Timeline by FY



Timelines for the project have been updated from the FY 2022 Adopted CIP (pg. 9-83) with construction accelerating from FY 2024 to FY 2023 and project completion accelerating from FY 2026 to FY 2025 to better align construction with design completion in FY 2023.

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	4,872	-	-	-	-	-	-	-	-	4,872
Planning	472	-	-	-	-	-	-	-	-	472
Owner Costs	-	720	-	-	-	-	-	720	-	720
Land	1,595	-	-	-	-	-	-	-	-	1,595
Construction	-	17,544	-	-	-	-	-	17,544	-	17,544
Furniture, Fixtures & Equip	-	-	616	-	-	-	-	616	-	616
Personnel	277	1,231	-	-	-	-	-	1,231	-	1,508
Contingency	254	993	31	-	-	-	-	1,024	-	1,278
Project Mgmt Consultant	90	357	-	-	-	-	-	357	-	447
Total – Costs	7,560	20,845	647	-	-	-	-	21,492	-	29,052
Local Tax Funding	2,075	2,630	82	-	-	-	-	2,712	-	4,787
General Obligation Bonds	5,001	18,215	565	-	-	-	-	18,780	-	23,781
Cash Proffers	484	-	-	-	-	-	-	-	-	484
Total – Funding Sources	7,560	20,845	647	-	-	-	-	21,492	-	29,052

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
O&M	-	-	319	322	325	329	1,295
Capital	-	-	95	-	-	-	95
Debt Service	-	1,091	1,902	1,852	1,803	1,753	8,401
Total – Impact	-	1,091	2,316	2,174	2,128	2,082	9,792



Public Safety

Fire and Rescue - Station #08 - Philomont Station Replacement

Details:

Project Number: C02372

Election District: Blue Ridge

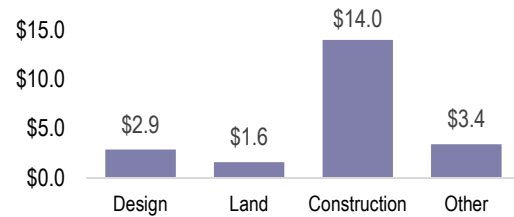
Square Feet: 18,500

Location: 37180 Snickersville Turnpike, Purcellville, VA 20132

Estimated Completion Year: FY 2026

Referendum: November 2020

Phase Costs in Millions

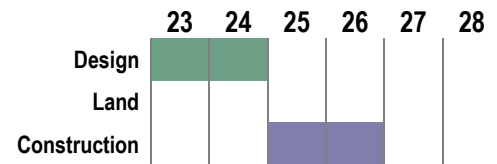


Background:

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 will be built on a seven-acre site on Snickersville Turnpike that is 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 SCBA 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.

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	2,498	-	-	-	-	-	-	-	-	2,498
Planning	380	-	-	-	-	-	-	-	-	380
Owner Costs	-	-	-	906	-	-	-	906	-	906
Land	679	-	-	-	-	-	-	-	-	679
Construction	-	-	-	13,989	-	-	-	13,989	-	13,989
Furniture, Fixtures & Equip	-	-	-	-	2,077	-	-	2,077	-	2,077
Personnel	191	-	-	-	-	-	-	-	-	191
Contingency	182	-	-	745	104	-	-	849	-	1,031
Project Mgmt. Consultant	105	-	-	-	-	-	-	-	-	105
Total – Costs	4,035	-	-	15,640	2,181	-	-	17,821	-	21,856
Local Tax Funding	220	-	-	-	-	-	-	-	-	220
General Obligation Bonds	3,815	-	-	15,640	2,181	-	-	17,821	-	21,636
Total – Funding Sources	4,035	-	-	15,640	2,181	-	-	17,821	-	21,856

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE	0.00	0.00	0.00	6.00	0.00	0.00	6.00
Personnel \$	-	-	-	605	623	642	1,870
O&M	-	-	-	-	231	233	464
Capital	-	-	-	-	50	-	50
Debt Service	-	252	246	867	2,209	2,142	5,717
Total – Impact	-	252	246	1,472	3,113	3,018	8,101



Public Safety

Fire and Rescue - Station #28 – Leesburg South Station

Details:

Project Number: C02321

Election District: Catoclin

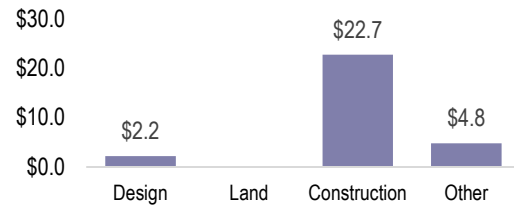
Square Feet: 25,000

Location: Adjacent to Loudoun County Landfill

Estimated Completion Year: FY 2025

Referendum: November 2019, November 2021, November 2023

Phase Costs in Millions



Background:

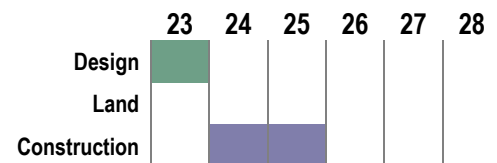
This project provides funding to design and construct a Fire and Rescue Station to improve local response times and fire protection coverage. The station will be located on the southwest corner of the Evergreen Mills Road and The Woods Road intersection, south of the Loudoun County Landfill. Project funding increased due to a re-estimate of the project and from the need for longer water distribution lines to service the property.

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 relocation of the Hazardous Materials Response Team.

The Hazardous Materials Response Team is currently located at Fire Station 19 which is a less central geographic location and currently lacks the programmatic space needed to support this specialized team. 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	2,183	-	-	-	-	-	-	-	-	2,183
Construction	-	-	22,747	-	-	-	-	22,747	-	22,747
Furniture, Fixtures & Equip	-	-	-	3,286	-	-	-	3,286	-	3,286
Personnel	68	-	-	-	-	-	-	-	-	68
Contingency	110	-	1,137	164	-	-	-	1,301	-	1,411
Total – Costs	2,361	-	23,884	3,450	-	-	-	27,334	-	29,695
Local Tax Funding	2	-	-	-	-	-	-	-	-	2
General Obligation Bonds	2,310	-	23,884	3,450	-	-	-	27,334	-	29,644
Cash Proffers	49	-	-	-	-	-	-	-	-	49
Total – Funding Sources	2,361	-	23,884	3,450	-	-	-	27,334	-	29,695

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE	0.00	23.00	24.00	0.00	0.00	0.00	47.00
Personnel \$	-	2,737	5,594	5,762	5,935	6,113	26,141
O&M	-	-	1,056	1,067	1,078	1,088	4,289
Capital	-	-	-	73	-	-	73
Debt Service	-	-	1,462	2,348	2,961	2,871	9,642
Total – Impact	-	2,737	8,113	9,250	9,973	10,072	40,145



Public Safety

Fire and Rescue Station #29 – Loudoun Gateway Station

Details:

Project Number: n/a

Election District: Broad Run

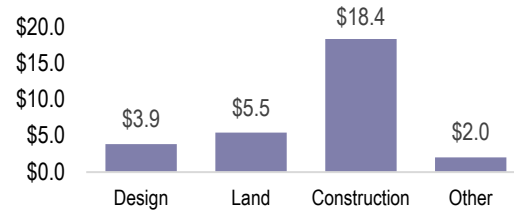
Square Feet: 18,500

Location: Ashburn

Estimated Completion Year: FY 2030

Referendum: n/a

Phase Costs in Millions

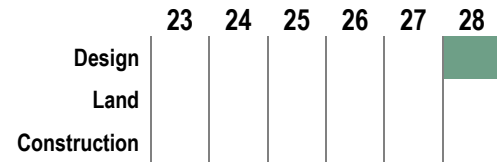


Background:

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

The facility will include apparatus bays, bunkroom facilities, a training room, break room, restrooms, showers, food preparation and dining areas, laundry and decontamination areas, supply storage, a gear and hose drying area, a breathing apparatus air compressor room, a fitness room, offices, and a repair shop. Staffing for the station will be 24 hours, seven days a week.

Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	-	3,503	3,503	-	3,503
Planning	-	-	-	-	-	-	355	355	-	355
Owner Costs	-	-	-	-	-	-	586	586	-	586
Land	-	-	-	-	-	-	4,866	4,866	-	4,866
Construction	-	-	-	-	-	-	-	-	18,359	18,359
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	599	599
Contingency	-	-	-	-	-	-	466	466	948	1,414
Total – Costs	-	-	-	-	-	-	9,776	9,776	19,906	29,682
Local Tax Funding	-	-	-	-	-	-	9,776	9,776	19,906	29,682
Total – Funding Sources	-	-	-	-	-	-	9,776	9,776	19,906	29,682



Public Safety

Fire and Rescue – Training Academy Expansion

Details:

Project Number: n/a

Election District: Catoclin

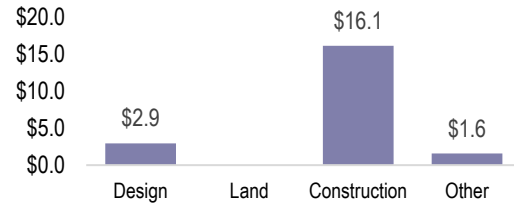
Square Feet: 22,000

Location: Government Support Center off Sycolin Road

Estimated Completion Year: FY 2029

Referendum: November 2020, November 2024

Phase Costs in Millions

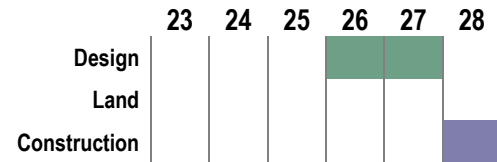


Background:

This project provides funding to design and construct an addition to the Fire and Rescue Training Academy. Funding and the production schedule have been updated due to a re-estimate of the project. 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.

Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	2,705	-	-	2,705	-	2,705
Planning	-	-	-	-	226	-	-	226	-	226
Owner Costs	-	-	-	-	253	-	-	253	-	253
Construction	-	-	-	-	-	-	16,097	16,097	-	16,097
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	331	331
Contingency	-	-	-	-	159	-	805	964	17	981
Total – Costs	-	-	-	-	3,343	-	16,902	20,245	348	20,593
General Obligation Bonds	-	-	-	-	3,343	-	16,902	20,245	348	20,593
Total – Funding Sources	-	-	-	-	3,343	-	16,902	20,245	348	20,593

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	100	230	330
Total – Impact	-	-	-	-	100	230	330



Capital Improvement Program Towns

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Towns

Capital Improvement Program										
Town Projects										
	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Town of Hillsboro - Multi-Modal Trail and Pedestrian Bridge	-	250	-	-	-	-	-	250	-	250
Town of Leesburg - Evergreen Mill Rd. Widening	6,000	3,000	-	-	-	-	-	3,000	-	9,000
Town of Leesburg - NVTa Local Distribution	18,885	2,888	2,963	3,040	3,120	3,202	3,287	18,500	14,045	51,430
Town of Leesburg - Veteran's Park	4,000	-	-	-	-	-	-	-	2,000	6,000
Town of Leesburg - W&OD Trail Lighting	-	-	-	500	-	-	-	500	-	500
Town of Lovettsville - Broadway Streetscapes Phase 2A	480	671	800	-	-	-	-	1,471	-	1,951
Town of Lovettsville - Pedestrian Improvements	325	278	473	210	90	-	-	1,051	-	1,376
Town of Lovettsville - South Loudoun and South Locust Streetscape Improvements	-	365	365	270	1,000	-	-	2,000	-	2,000
Town of Middleburg - Middleburg Town Hall	-	500	-	-	-	-	-	500	-	500
Town of Purcellville - Berlin Turnpike Traffic Signal	-	-	-	700	-	-	-	700	-	700
Town of Purcellville - Hirst Road to W&OD Shared-Use Path	-	-	538	667	-	-	-	1,205	-	1,205
Town of Purcellville - Nursery Avenue Sidewalk Improvements, Phase 1 and Phase 2	-	-	-	227	1,103	465	-	1,795	-	1,795
Town of Purcellville - NVTa Local Distribution	4,022	639	656	674	692	710	729	4,100	3,122	11,244
Town of Round Hill - Southern Gateway Pedestrian Trail	-	750	750	-	-	-	-	1,500	-	1,500
Town of Round Hill - Stabilization of Stone Farmhouse Ruins at Sleeter Lake Park	-	225	-	-	-	-	-	225	-	225
Total – Costs	33,713	9,566	6,545	6,288	6,005	4,377	4,016	36,797	19,167	89,677
Local Tax Funding	4,000	725	-	-	-	-	-	725	2,000	6,725
NVTa 30% Local	29,713	8,841	6,545	6,288	6,005	4,377	4,016	36,072	17,167	82,952
Total – Funding Sources	33,713	9,566	6,545	6,288	6,005	4,377	4,016	36,797	19,167	89,677



Towns

Town of Hillsboro – Multi-Modal Trail and Pedestrian Bridge

Details:

Project Number: C02472

Election District: Blue Ridge

Length: 2,150 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.

This project includes the rehabilitation and restoration of a historically significant 19th-century truss bridge across North Fork Catoclin Creek for bike and pedestrian use. The bike and pedestrian trail allow for a safe connection to the Stony Point Road bike trail. The preservation of the bridge, listed on the National Register of Historic Places, reclaims a historical asset, and makes the remains of a mill race and the site of an 18th-century mill accessible to Town and County residents. The Town has applied for the VDOT Transportation Alternatives Grant for this project. If awarded, the funds will become available in July 2022.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

This project was added to the CIP during the FY 2023 budget development process.

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	-	250	-	-	-	-	-	250	-	250
Total – Costs	-	250	-	-	-	-	-	250	-	250
NVTA 30% Local	-	250	-	-	-	-	-	250	-	250
Total – Funding Sources	-	250	-	-	-	-	-	250	-	250



Towns

Town of Leesburg – Evergreen Mill Road Widening

Details:

Project Number: C02197

Election District: Leesburg

Length: 1.3 miles

Estimated Completion Year: FY 2025

Referendum: n/a

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 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.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

County funding for this project was accelerated into FY 2023 during the FY 2023 budget development process at the request of the Town of Leesburg to accommodate the project timeline.

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	6,000	3,000	-	-	-	-	-	3,000	-	9,000
Total – Costs	6,000	3,000	-	-	-	-	-	3,000	-	9,000
NVTA 30% Local	6,000	3,000	-	-	-	-	-	3,000	-	9,000
Total – Funding Sources	6,000	3,000	-	-	-	-	-	3,000	-	9,000



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

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.

Phase Costs in Millions



Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	18,885	2,888	2,963	3,040	3,120	3,202	3,287	18,500	14,045	51,430
Total – Costs	18,885	2,888	2,963	3,040	3,120	3,202	3,287	18,500	14,045	51,430
NVTa 30% Local	18,885	2,888	2,963	3,040	3,120	3,202	3,287	18,500	14,045	51,430
Total – Funding Sources	18,885	2,888	2,963	3,040	3,120	3,202	3,287	18,500	14,045	51,430



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

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	4,000	-	-	-	-	-	-	-	2,000	6,000
Total – Costs	4,000	-	-	-	-	-	-	-	2,000	6,000
Local Tax Funding	4,000	-	-	-	-	-	-	-	2,000	6,000
Total – Funding Sources	4,000	-	-	-	-	-	-	-	2,000	6,000



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

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 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.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	-	500	-	-	-	500	-	500
Total – Costs	-	-	-	500	-	-	-	500	-	500
NVTA 30% Local	-	-	-	500	-	-	-	500	-	500
Total – Funding Sources	-	-	-	500	-	-	-	500	-	500



Towns

Town of Lovettsville – Broadway Streetscapes Phase 2A

Details:

Project Number: C02164

Election District: Catoclin

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.

This 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 includes installing lighting to enhance nighttime visibility. This 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

	23	24	25	26	27	28
Design						
Land						
Construction						

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	480	671	800	-	-	-	-	1,471	-	1,951
Total – Costs	480	671	800	-	-	-	-	1,471	-	1,951
NVTA 30% Local	480	671	800	-	-	-	-	1,471	-	1,951
Total – Funding Sources	480	671	800	-	-	-	-	1,471	-	1,951



Towns

Town of Lovettsville – Pedestrian Improvements

Details:

Project Number: C02266

Election District: Catoctin

Length: 500 feet

Estimated Completion Year: FY 2028

Referendum: n/a

Background:

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 and sizing the storm lines branching off East Pennsylvania Avenue in the Town of Lovettsville. In addition to sidewalks and storm lines, improvements include roadway widening, curb and gutter, storm water management, and streetlights.

Phase Costs in Millions



Project Phase Timeline by FY

	23	24	25	26	27	28
Planning						
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	325	278	473	210	90	-	-	1,051	-	1,376
Total – Costs	325	278	473	210	90	-	-	1,051	-	1,376
NVTA 30% Local	325	278	473	210	90	-	-	1,051	-	1,376
Total – Funding Sources	325	278	473	210	90	-	-	1,051	-	1,376



Towns

Town of Lovettsville – South Loudoun and South Locust Streetscape Improvements

Details:

Project Number: C02473

Election District: Catoctin

Acreage: n/a

Estimated Completion Year: FY 2028

Referendum: n/a

Phase Costs in Millions



Background:

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

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

This project was added to the CIP during the FY 2023 budget development process.

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	-	365	365	270	1,000	-	-	2,000	-	2,000
Total – Costs	-	365	365	270	1,000	-	-	2,000	-	2,000
NVTA 30% Local	-	365	365	270	1,000	-	-	2,000	-	2,000
Total – Funding Sources	-	365	365	270	1,000	-	-	2,000	-	2,000



Towns

Town of Middleburg – Middleburg Town Hall

Details:

Project Number: C02492

Election District: Blue Ridge

Square Feet: 12,000

Location: 10 W Marshall St, Middleburg, VA 20117

Estimated Completion Year: FY 2023

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 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 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.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	-	500	-	-	-	-	-	500	-	500
Total – Costs	-	500	-	-	-	-	-	500	-	500
Local Tax Funding	-	500	-	-	-	-	-	500	-	500
Total – Funding Sources	-	500	-	-	-	-	-	500	-	500



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

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	-	700	-	-	-	700	-	700
Total – Costs	-	-	-	700	-	-	-	700	-	700
NVTA 30% Local	-	-	-	700	-	-	-	700	-	700
Total – Funding Sources	-	-	-	700	-	-	-	700	-	700



Towns

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

Details:

Project Number: n/a

Election District: Blue Ridge

Length: n/a

Estimated Completion Year: FY 2027

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

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	538	667	-	-	-	1,205	-	1,205
Total – Costs	-	-	538	667	-	-	-	1,205	-	1,205
NVTA 30% Local	-	-	538	667	-	-	-	1,205	-	1,205
Total – Funding Sources	-	-	538	667	-	-	-	1,205	-	1,205



Towns

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

Details:

Project Number: n/a

Election District: Blue Ridge

Acreage: n/a

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.

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

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

This project was added to the CIP during the FY 2023 budget development process.

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	-	-	-	227	1,103	465	-	1,795	-	1,795
Total – Costs	-	-	-	227	1,103	465	-	1,795	-	1,795
NVTA 30% Local	-	-	-	227	1,103	465	-	1,795	-	1,795
Total – Funding Sources	-	-	-	227	1,103	465	-	1,795	-	1,795



Towns

Town of Purcellville – 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

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	4,022	639	656	674	692	710	729	4,100	3,122	11,244
Total – Costs	4,022	639	656	674	692	710	729	4,100	3,122	11,244
NVTa 30% Local	4,022	639	656	674	692	710	729	4,100	3,122	11,244
Total – Funding Sources	4,022	639	656	674	692	710	729	4,100	3,122	11,244



Towns

Town of Round Hill – Southern Gateway Pedestrian Trail

Details:

Project Number: C02482

Election District: Blue Ridge

Square Feet: n/a

Location: Town of Round Hill

Estimated Completion Year: FY 2026

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 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 to the existing trails networks found across the County.

This project will serve over 1,000 residents, that are currently landlocked by Route 7, with a safe route to access the Town of Round Hill and the Franklin Park trail 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

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	-	750	750	-	-	-	-	1,500	-	1,500
Total – Costs	-	750	750	-	-	-	-	1,500	-	1,500
NVTA 30% Local	-	750	750	-	-	-	-	1,500	-	1,500
Total – Funding Sources	-	750	750	-	-	-	-	1,500	-	1,500



Towns

Town of Round Hill – Stabilization of Stone Farmhouse Ruins at Sleeter Lake Park

Details:

Project Number: C02485

Election District: Blue Ridge

Acreage: n/a

Estimated Completion Year: FY 2024

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.

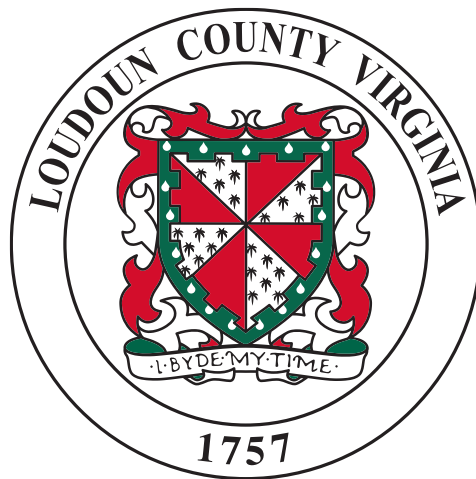
This project is for the emergency stabilization of the historically significant 17th-century Stone Farmhouse Ruins at Sleeter Lake Park in the Town of Round Hill.

This project was added to the CIP during the FY 2023 budget development process.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Towns	-	225	-	-	-	-	-	225	-	225
Total – Costs	-	225	-	-	-	-	-	225	-	225
Local Tax Funding	-	225	-	-	-	-	-	225	-	225
Total – Funding Sources	-	225	-	-	-	-	-	225	-	225





Capital Improvement Program Transportation Projects

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Transportation Projects

Capital Improvement Program by Functional Area										
Transportation Projects										
	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Costs										
Roads	296,939	131,794	95,336	187,050	163,851	113,626	127,316	818,973	480,946	1,596,858
Sidewalks, Signals, and Traffic Calming	38,280	23,987	49,857	37,435	42,327	32,108	38,514	224,228	124,693	387,200
Transit	20,340	7,739	6,669	6,669	7,299	7,369	7,529	43,274	31,995	95,608
Total – Costs	355,558	163,521	151,862	231,154	213,477	153,103	173,358	1,086,475	637,634	2,079,666
Funding Sources										
Local Tax Funding	15,825	5,037		7,697	7,229	8,000		27,462	15,196	58,984
Local Tax Funding Roads	57,073	34,470	26,214	25,562	51,909	42,722	38,033	218,910	52,885	328,869
General Obligation Bonds	57,983	84,407	46,119	149,083	92,232	70,530	88,185	530,555	511,543	1,100,081
Appropriation-Backed Bonds	1,257									1,257
Cash Proffers	23,347	6,566	23,954	1,727	2,012	1,482	1,613	37,354		60,701
Revenue Sharing	3,500			6,500	2,654	7,000	3,000	19,154		22,654
RSTP					7,000		6,000	13,000		13,000
Smart Scale	14,989	25,308	4,390	15,100				44,798	6,015	65,802
CMAQ	7,262				5,000		4,000	9,000		16,262
Other Federal Grants	6,093	635			2,000			2,635		8,728
NVTA 70% Regional	132,627		36,730	18,000	22,500	16,000	25,000	118,230	20,000	270,857
NVTA 30% Local	35,323	7,097	14,455	7,485	20,941	7,369	7,529	64,876	31,995	132,194
Local Gas Tax	279									279
Total – Funding Sources	355,558	163,521	151,862	231,154	213,477	153,103	173,358	1,086,475	637,634	2,079,666



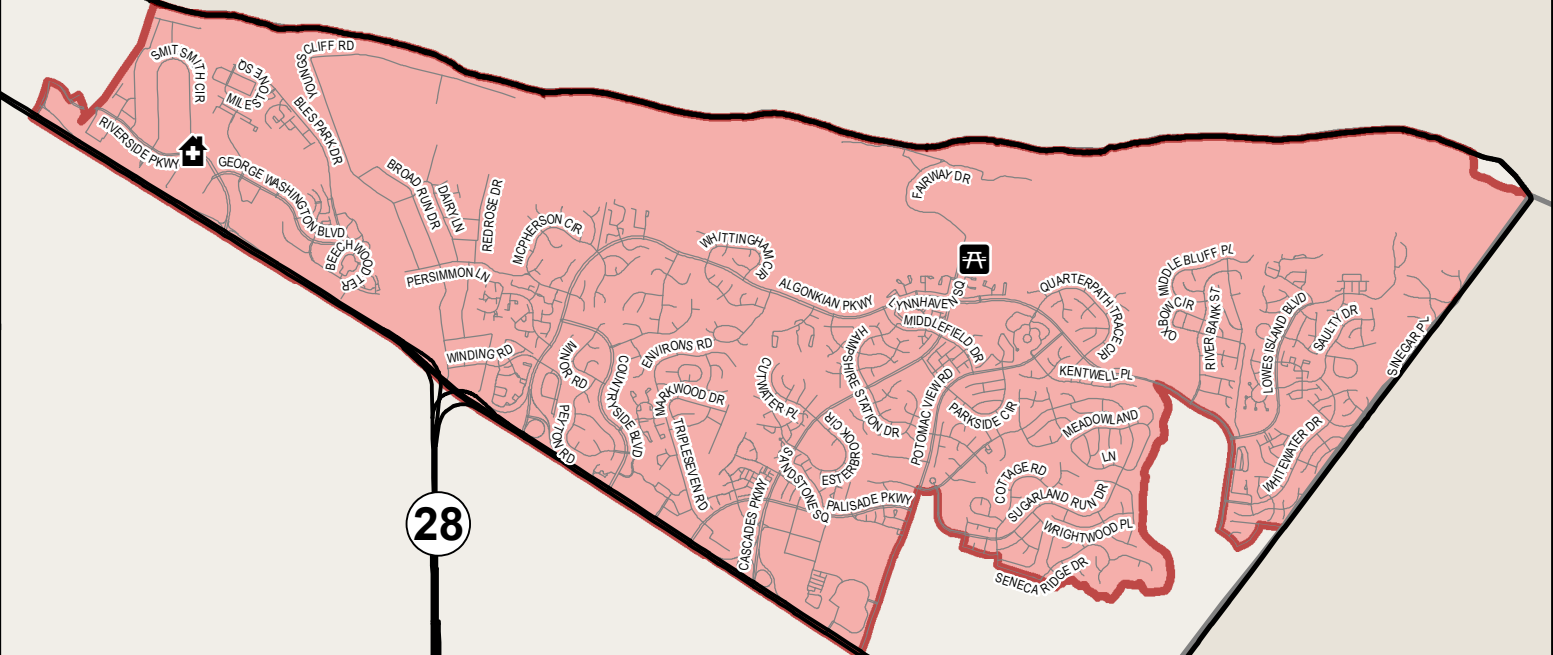
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MONTGOMERY
COUNTY, MD



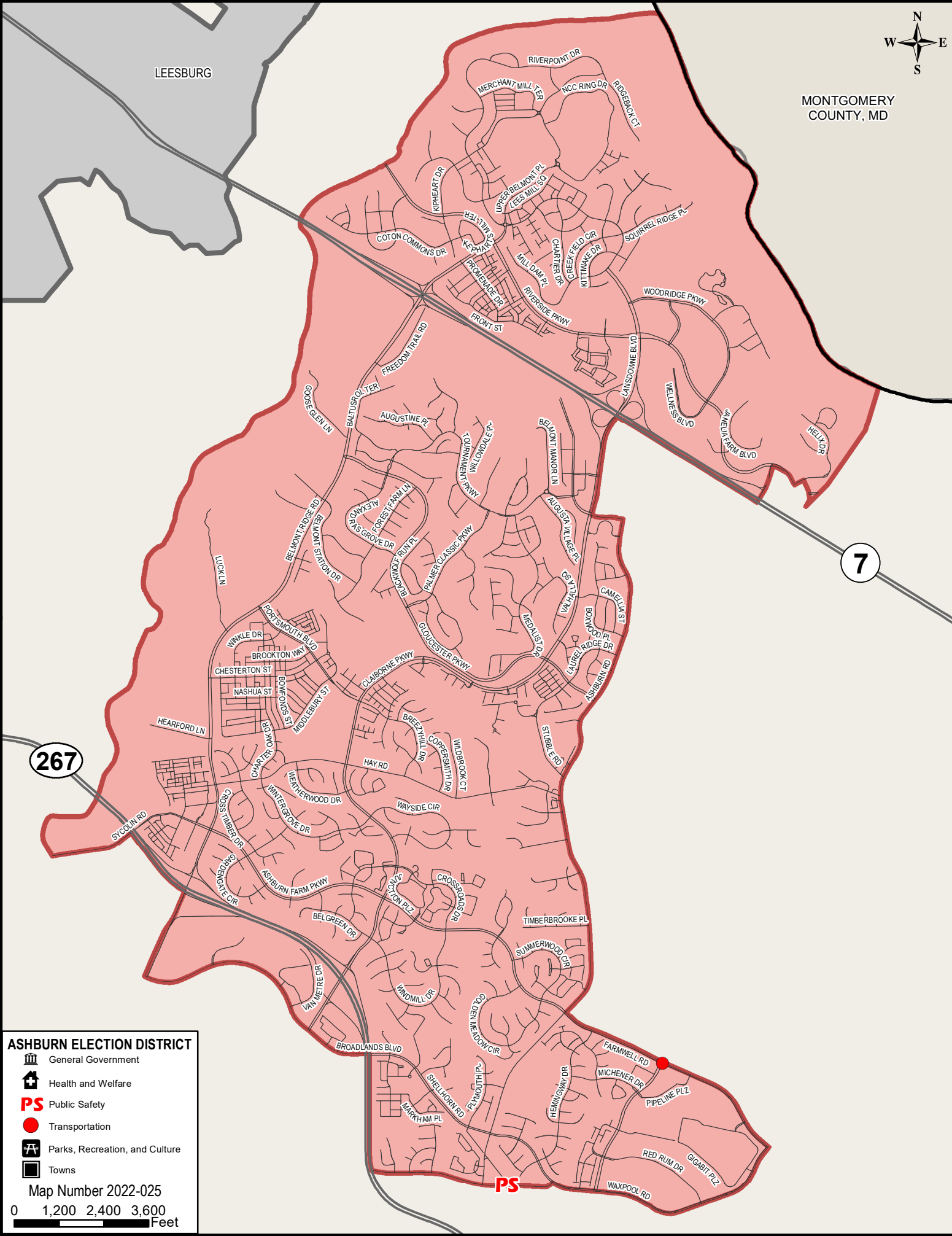
ALGONKIAN ELECTION DISTRICT

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

Map Number 2022-024

0 2,000 4,000 6,000 Feet

FAIRFAX
COUNTY, VA

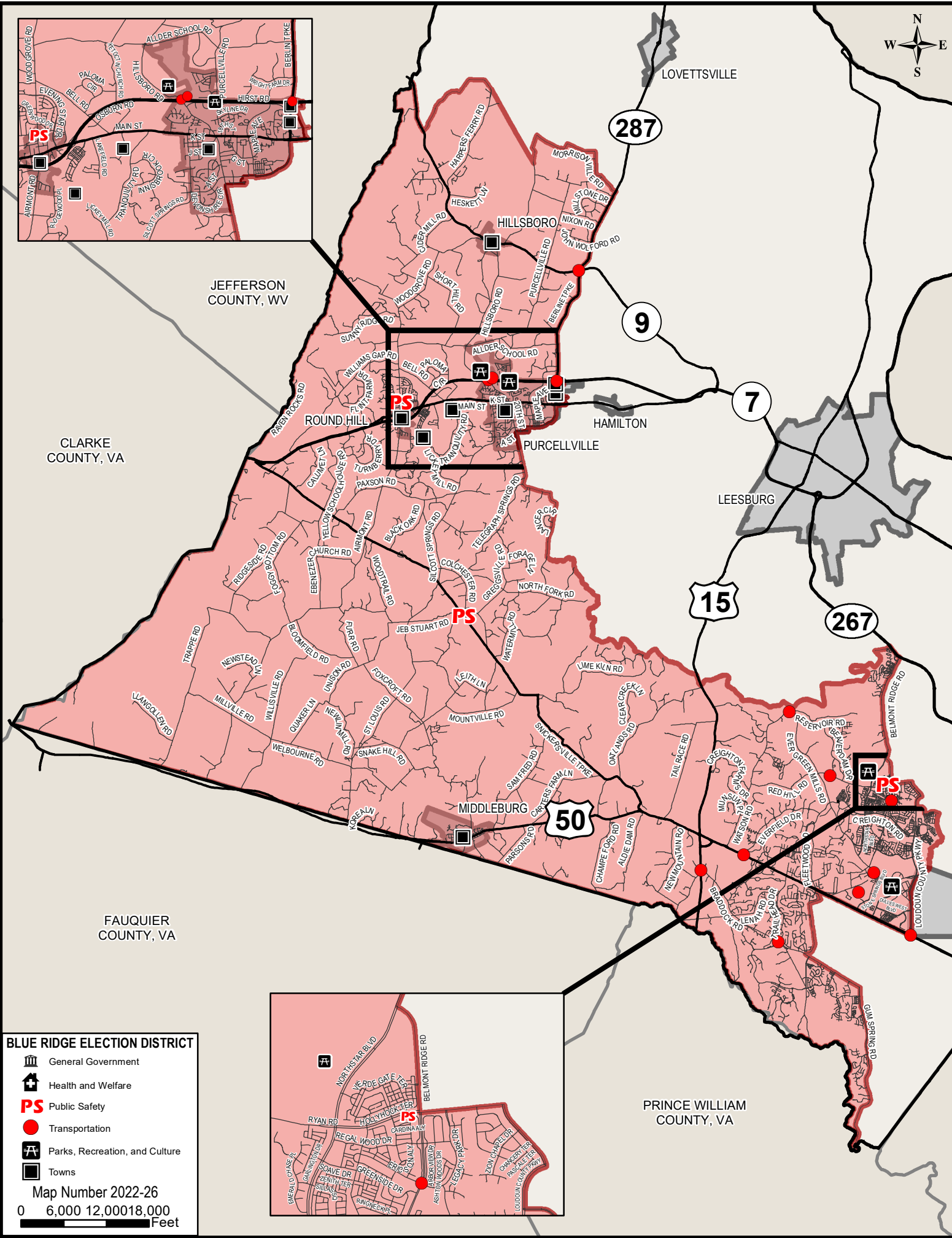


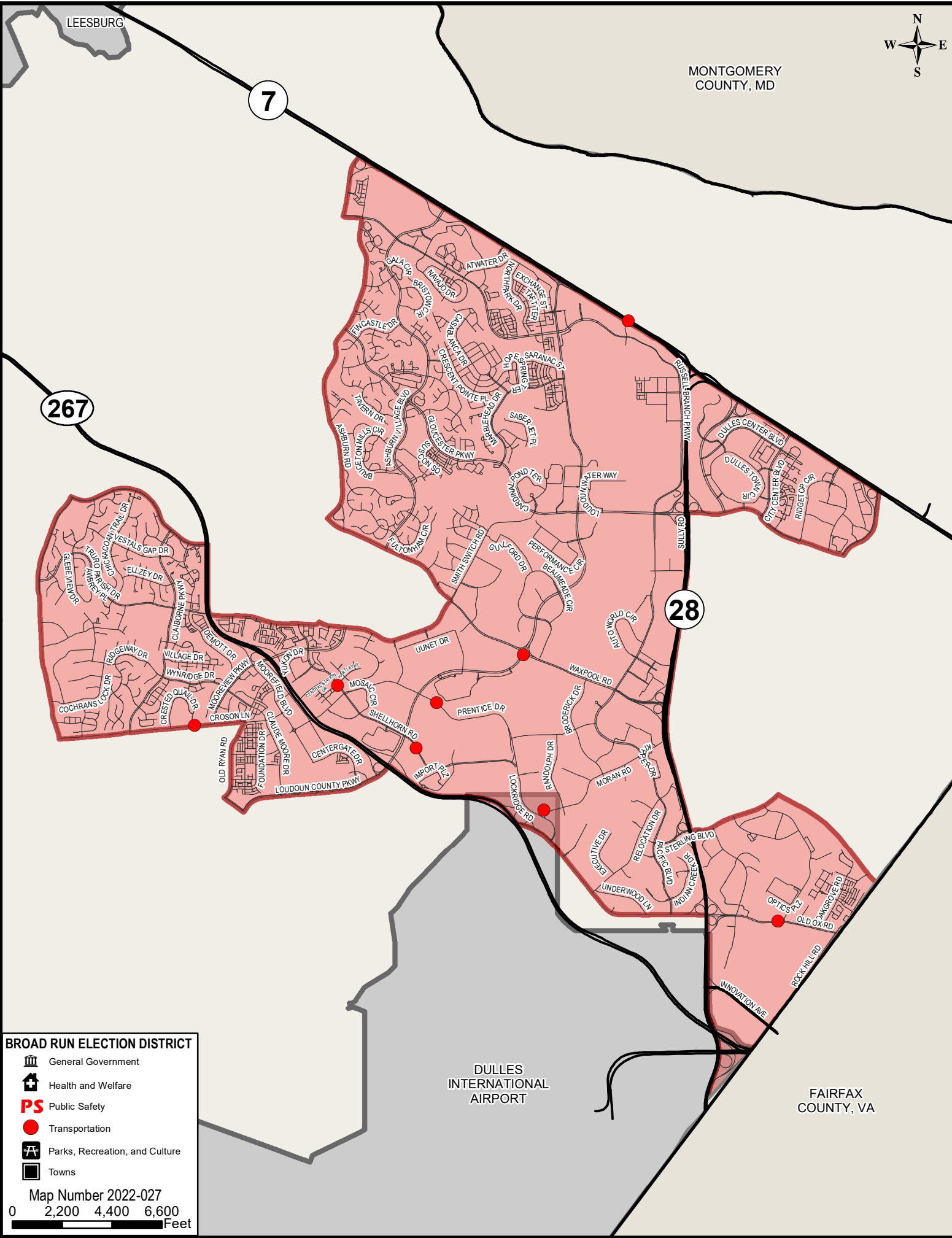
MONTGOMERY COUNTY, MD

7

267

PS



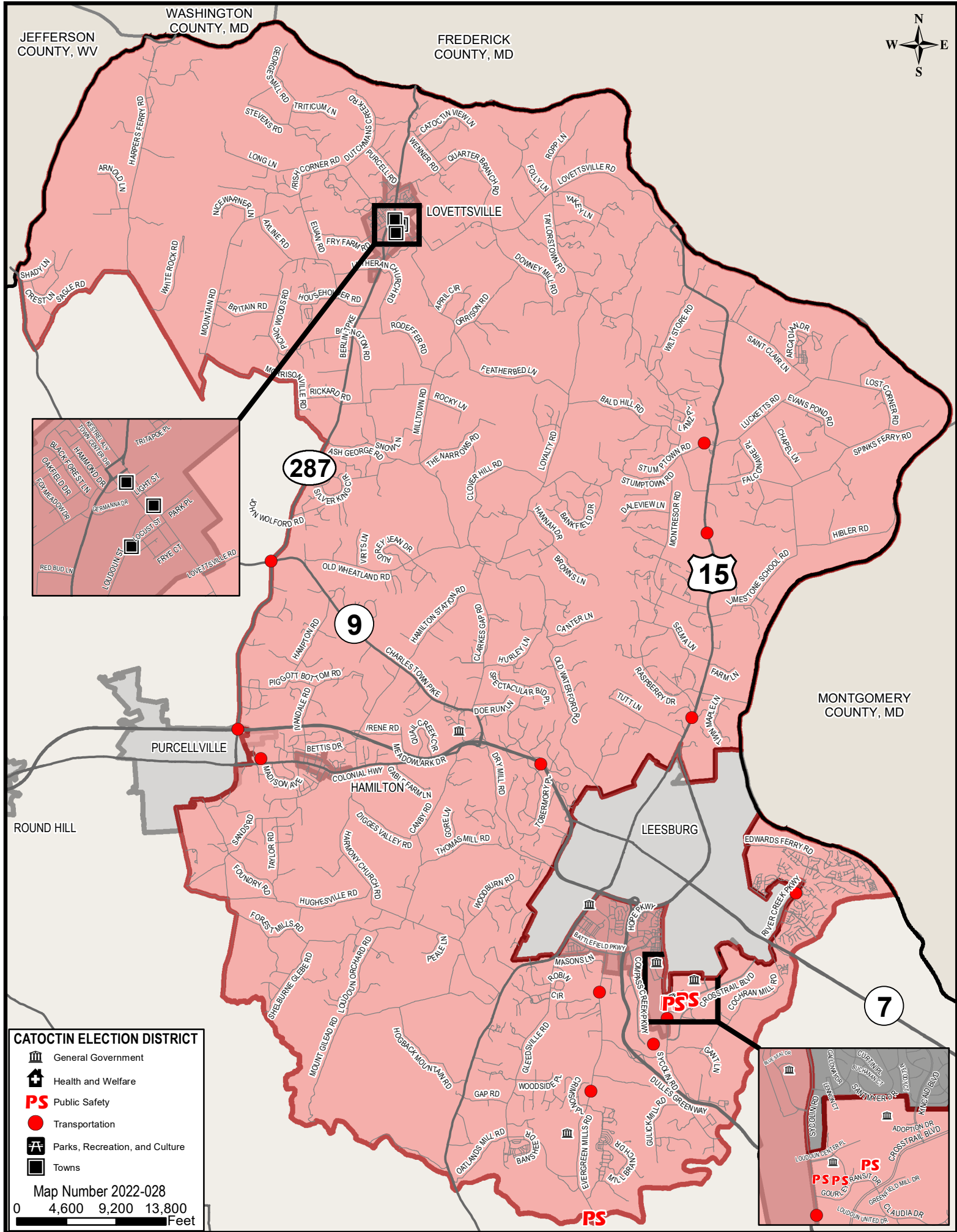


BROAD RUN ELECTION DISTRICT

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

Map Number 2022-027

0 2,200 4,400 6,600 Feet





15

MONTGOMERY
COUNTY, MD

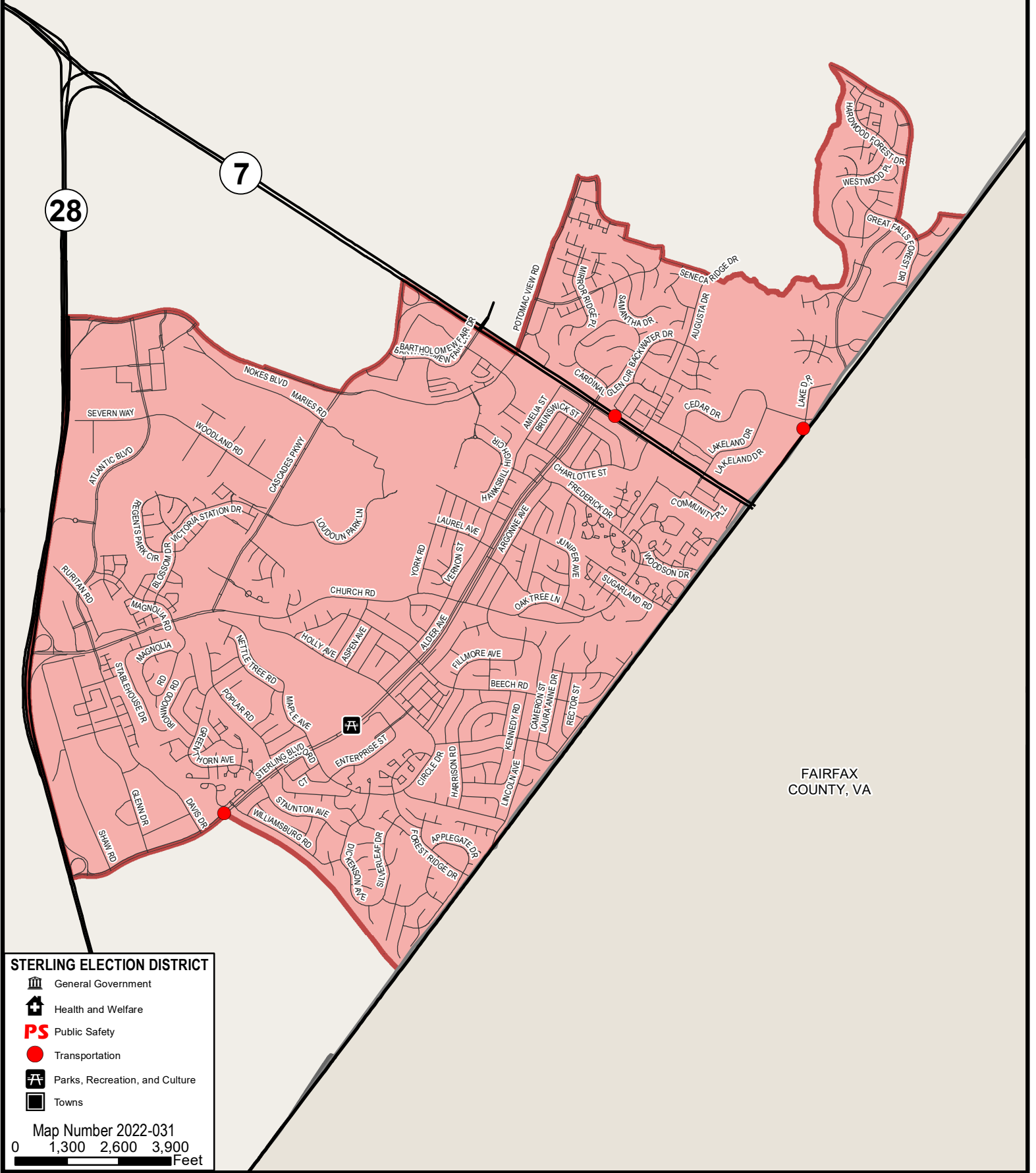
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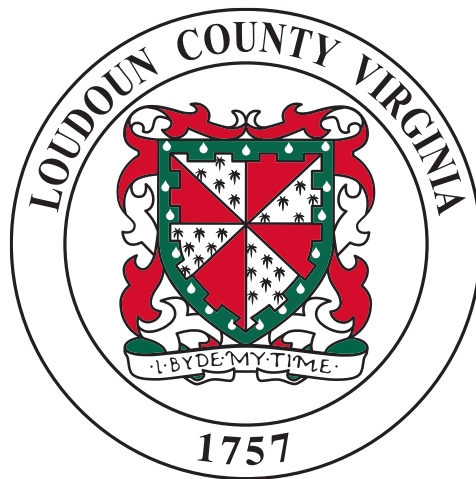
267

LEESBURG ELECTION DISTRICT

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

Map Number 2022-030
0 1,300 2,600 3,900
Feet







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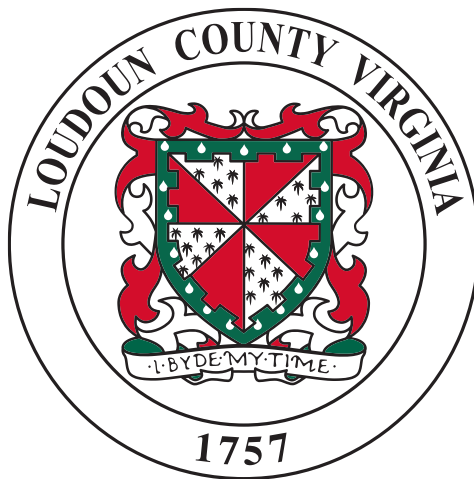
Roads

Capital Improvement Program by Functional Area										
Road Projects										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Arcola Mills Drive, Segment 1 (Belmont Ridge Road to Stone Springs Boulevard)	-	4,544	-	18,000	-	5,686	29,410	57,640	-	57,640
Braddock Road, Segment 2 (Paul VI Eastern Entrance to Loudoun County Parkway)	750	1,881	1,587	1,193	1,348	35,915	-	41,924	-	42,674
Croson Widening (Claiborne Pkwy to Old Ryan Road)	2,579	-	990	1,725	13,534	-	-	16,250	-	18,829
Crosstrail Boulevard, Segment C (Sycolin Road to Dulles Greenway)	6,744	18,757	61,626	-	-	-	-	80,382	-	87,126
Dulles West Boulevard (Northstar Boulevard to Arcola Boulevard)	47,412	6,319	-	24,999	-	-	-	31,317	-	78,729
Evergreen Mills Road (Reservoir Road and Watson Road)	17,495	6,539	-	-	-	-	-	6,539	-	24,034
Farmwell Road Intersection Improvements	8,470	5,417	-	25,767	-	-	-	31,184	-	39,654
Intelligent Transportation System (ITS)	1,220	-	1,277	-	2,500	-	2,000	5,777	-	6,997
Lake Drive Improvements	-	2,765	-	-	7,229	-	-	9,994	-	9,994
Northstar Boulevard (Tall Cedars Parkway to Braddock Road)	3,298	491	-	1,381	1,626	-	33,373	36,870	-	40,168
Old Ox Road Widening from Shaw Road to Oakgrove Road	9,600	-	9,600	-	-	-	-	9,600	30,000	49,200
Prentice Drive (Loudoun County Pkwy to Lockridge Road)	29,655	-	2,114	69,967	-	-	-	72,081	-	101,736
Route 7 Eastbound Widening (Loudoun County Parkway to Route 28)	-	-	-	1,612	-	296	312	2,221	3,058	5,279
Route 7 Improvements, Phase 1: Route 7 & Route 287 Interchange	2,140	5,224	4,867	7,782	-	-	-	17,872	-	20,012
Route 7 Improvements, Phase 2: Route 7 & Route 690 (Hillsboro Rd) Interchange	17,939	34,746	-	-	-	-	-	34,746	-	52,685
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 1	3,676	-	2,205	3,985	-	-	-	6,190	-	9,866
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2	-	5,926	1,730	986	23,012	11,030	-	42,684	-	42,684
Route 9 / Route 287 Roundabout	17,891	7,476	-	-	-	-	-	7,476	-	25,367
Route 15 / Braddock Road Roundabout	-	-	1,089	-	5,510	-	80	6,679	-	6,679
Route 15 Improvements: Montresor to POR, Phase 1	2,718	336	4,077	2,545	17,842	-	-	24,799	-	27,517
Route 15 Improvements: Montresor to POR, Phase 2	1,324	-	1,745	242	4,250	-	-	6,237	-	7,561
Route 15 Widening (Battlefield Parkway to Montresor Road)	57,540	-	-	-	57,351	-	-	57,351	-	114,891



Roads

Route 50 / Everfield Roundabout	-	-	1,215	-	1,422	5,185	-	7,822	-	7,822
Route 50 / Loudoun County Parkway Interchange	16,539	-	-	-	11,791	-	-	11,791	243,044	271,374
Route 50 / North Collector Road (Tall Cedars Parkway to Route 28)	8,510	-	-	-	8,224	-	27,277	35,500	202,899	246,909
Ryan Road (Evergreen Mills Road to Beaverdam Drive)	2,163	569	-	-	3,921	18,000	10,493	32,983	-	35,146
Safety Improvements - Evergreen Mills Rd: Bridge & Pavement Modifications Near Hogeland Mill Road	-	-	-	669	-	156	318	1,143	1,946	3,089
Safety Improvements - Evergreen Mills Rd: Westbound Left-Turn Lane at the Sportsplex	-	-	-	696	391	122	3,973	5,182	-	5,182
Shellhorn Road (Loudoun County Parkway to MWA Property - SDC Property to Silver District West)	3,836	4,398	-	-	-	-	-	4,398	-	8,234
Shellhorn Road (MWA Property to Moran - County Project)	8,495	-	-	-	1,701	34,371	-	36,072	-	44,567
Sycolin Road (Loudoun Center Place to Crosstrail Boulevard)	-	-	-	15,100	-	2,865	14,895	32,860	-	32,860
Trailhead Drive / Braddock Road Roundabout	-	-	1,215	-	2,200	-	5,185	8,600	-	8,600
Waxpool Road / Loudoun County Parkway Intersection Improvements	7,241	3,250	-	-	-	-	-	3,250	-	10,491
Westwind Drive (Loudoun County Parkway to Old Ox Road)	19,703	23,159	-	10,400	-	-	-	33,559	-	53,262
Total – Cost	296,939	131,794	95,336	187,050	163,851	113,626	127,316	818,973	480,946	1,596,858
Funding Sources										
Local Tax Funding	7,904	3,281	-	3,226	7,229	8,000	-	21,736	-	29,639
Local Tax Funding Roads	48,664	31,970	20,577	20,574	21,154	15,668	22,410	132,354	37,439	218,457
General Obligation Bonds	41,858	66,310	17,609	122,044	91,041	65,576	73,294	435,773	423,507	901,137
Cash Proffers	22,730	6,558	12,218	1,606	1,673	1,482	1,613	25,150	-	47,881
Revenue Sharing	3,500	-	-	6,500	2,654	7,000	3,000	19,154	-	22,654
RSTP	-	-	-	-	7,000	-	2,000	9,000	-	9,000
Smart Scale	12,989	23,675	4,390	15,100	-	-	-	43,165	-	56,154
CMAQ	3,291	-	-	-	5,000	-	-	5,000	-	8,291
NVTA 70% Regional	132,627	-	36,730	18,000	22,500	16,000	25,000	118,230	20,000	270,857
NVTA 30% Local	23,377	-	3,812	-	5,600	-	-	9,412	-	32,789
Total – Funding Sources	296,939	131,794	95,336	187,050	163,851	113,626	127,316	818,973	480,946	1,596,858





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

Details:

Project Number: C02459

Election District: Blue Ridge

Length: 1.1 miles

Project Type: Reconstruction and Widening with Intersection Improvements

Estimated Completion Year: FY 2030

Referendum: November 2026

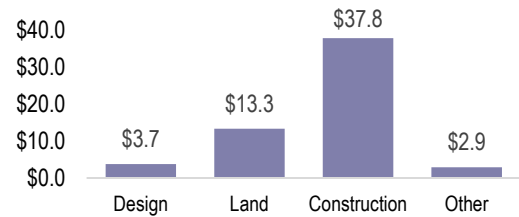
Background:

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

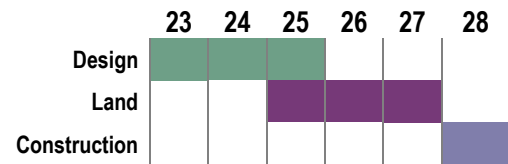
The funding source allocations were revised during the FY 2023 CIP budget development process. In addition, the project's budget was increased, and the production schedule was updated based on the most recent cost estimate and projection for the duration of the development phases.

The Virginia Department of Transportation delayed the issuance of Revenue Sharing funding to the County due to the revenue impacts from the COVID-19 pandemic. The delay of funding did not delay the overall project production schedule.

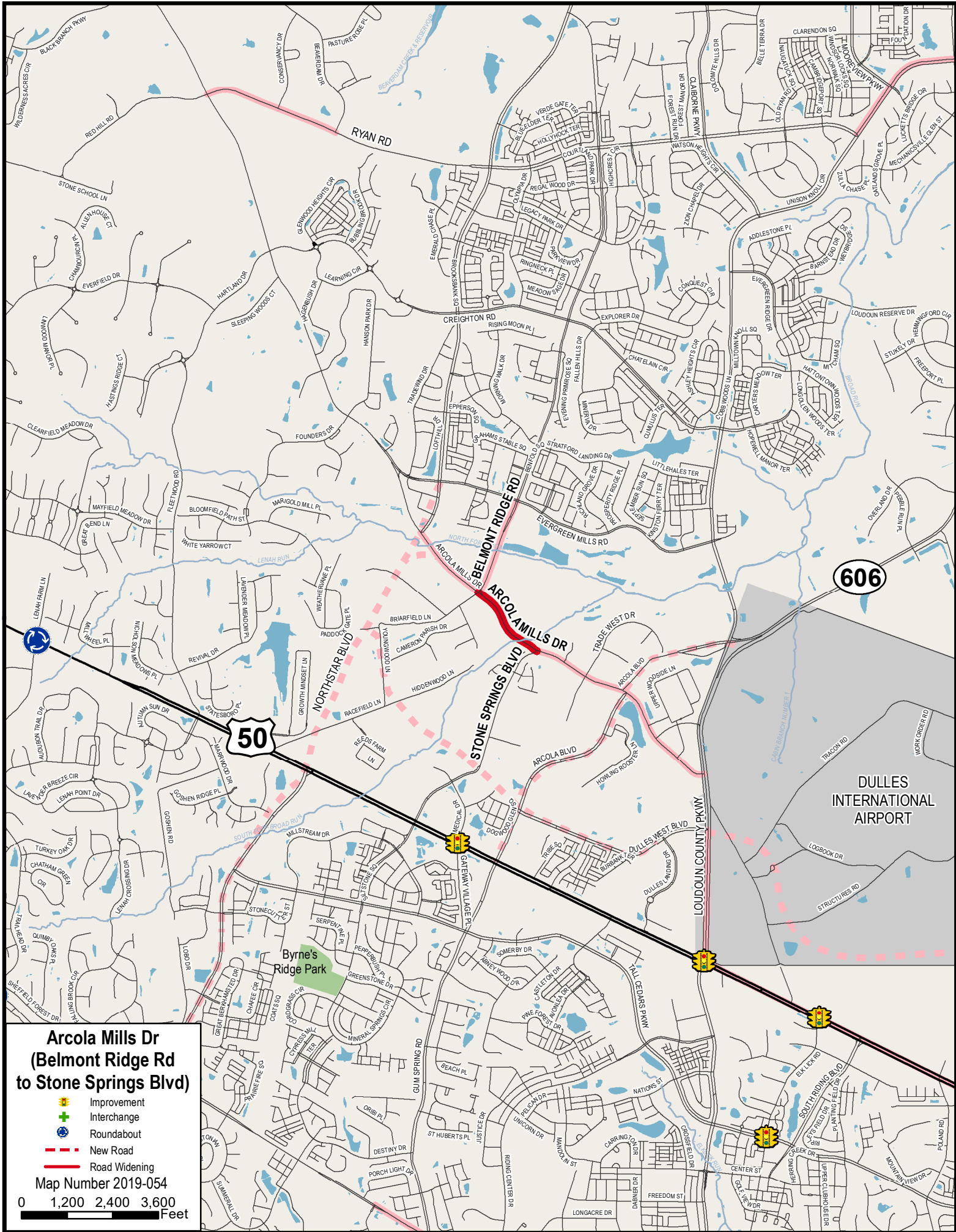
Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	3,741	-	-	-	-	-	3,741	-	3,741
Utility Relocation	-	-	-	1,306	-	-	-	1,306	-	1,306
Land	-	-	-	11,958	-	-	-	11,958	-	11,958
Construction	-	-	-	4,049	-	5,000	28,724	37,773	-	37,773
Personnel	-	36	-	-	-	-	-	36	-	36
Contingency	-	686	-	686	-	686	686	2,745	-	2,745
Project Mgmt. Consultant	-	81	-	-	-	-	-	81	-	81
Total – Costs	-	4,544	-	18,000	-	5,686	29,410	57,640	-	57,640
Local Tax Funding Roads	-	3,865	-	-	-	-	-	3,865	-	3,865
General Obligation Bonds	-	-	-	-	-	-	28,410	28,410	-	28,410
Cash Proffers	-	679	-	-	-	686	-	1,366	-	1,366
Revenue Sharing	-	-	-	-	-	5,000	1,000	6,000	-	6,000
NVTA 70% Regional	-	-	-	18,000	-	-	-	18,000	-	18,000
Total – Funding Sources	-	4,544	-	18,000	-	5,686	29,410	57,640	-	57,640





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

Details:

Project Number: C02430

Election District: Dulles

Length: 0.8 mile

Project Type: Roadway Widening

Estimated Completion Year: FY 2030

Referendum: November 2025

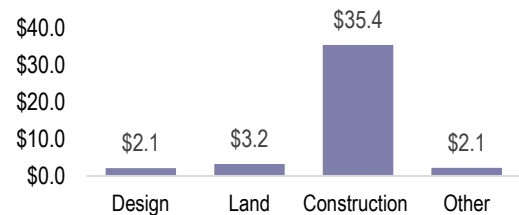
Background:

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.

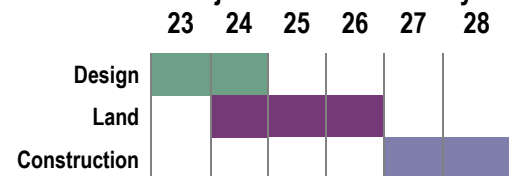
The scope and budget for this project were originally included in the FY 2021 CIP project entitled *Braddock Road, Segment 2 – Paul VI Eastern Entrance to Bull Run Post Office Road*. As part of the FY 2022 CIP budget development process, the project was re-segmented to more effectively administer and to mitigate the impact of the County not receiving the award of \$30 million in NVT A 70% funding. The planned funding that made up the original project budget was reallocated to align the budgets for the newly created segments. In addition, design funding was accelerated to begin preliminary engineering in FY 2021.

The project's budget was increased, and the production schedule was updated during the FY 2023 CIP budget development process based on the most recent cost estimate and projection for the duration of the development phases.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	750	1,308	-	-	-	-	-	1,308	-	2,058
Utility Relocation	-	-	-	-	934	-	-	934	-	934
Land	-	-	1,080	1,100	-	-	-	2,181	-	2,180
Construction	-	-	-	-	-	35,408	-	35,408	-	35,408
Personnel	-	15	-	-	-	-	-	15	-	15
Contingency	-	524	507	94	414	507	-	2,045	-	2,045
Project Mgmt. Consultant	-	33	-	-	-	-	-	33	-	33
Total – Costs	750	1,881	1,587	1,193	1,348	35,915	-	41,924	-	42,674
Local Tax Funding	750	-	-	-	-	-	-	-	-	750
Local Tax Funding Roads	-	1,476	-	1,193	1,348	8,214	-	12,231	-	12,231
General Obligation Bonds	-	-	-	-	-	27,201	-	27,201	-	27,201
Cash Proffers	-	404	1,587	-	-	500	-	2,491	-	2,491
Total – Funding Sources	750	1,881	1,587	1,193	1,348	35,915	-	41,924	-	42,674



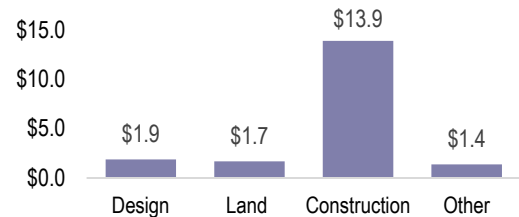
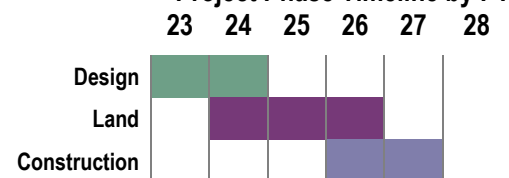
Croson Lane Widening – Claiborne Parkway to Old Ryan Road

Details:**Project Number:** C02315**Election District:** Broad Run, Dulles**Length:** 0.9 miles**Project Type:** Roadway Widening**Estimated Completion Fiscal Year:** FY 2027**Referendum:** n/a**Background:**

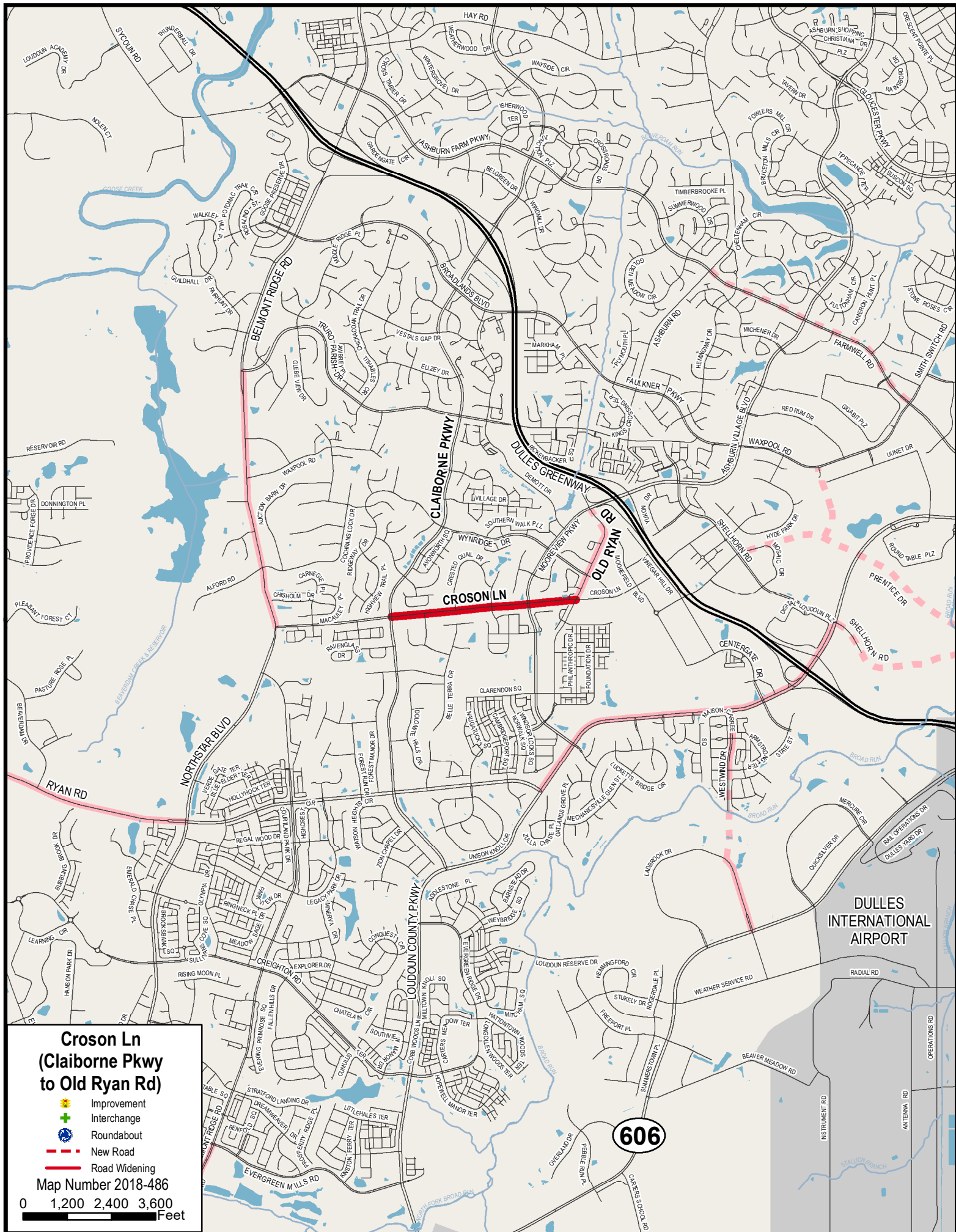
This project provides for the planning, design, right-of-way acquisition, and construction to widen Croson Lane (Route 645) to four lanes between Claiborne Parkway (Route 901) and Old Ryan Road (Route 722). The project entails the construction of a four-lane, median-divided roadway within a 120-foot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

The funding source allocations were revised during the FY 2023 CIP budget development process and the production schedule was updated based on the most recent cost estimate and projection for the duration of the development phases.

The Virginia Department of Transportation delayed the issuance of Revenue Sharing funding to the County due to the revenue impacts from the COVID-19 pandemic. The delay of funding did not delay the overall project production schedule.

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

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,918	-	-	-	-	-	-	-	-	1,918
Utility Relocation	-	-	-	915	-	-	-	915	-	915
Land	-	-	765	-	-	-	-	765	-	765
Construction	-	-	-	585	13,309	-	-	13,894	-	13,894
Personnel	535	-	-	-	-	-	-	-	-	535
Contingency	125	-	225	225	225	-	-	676	-	801
Total – Costs	2,579	-	990	1,725	13,534	-	-	16,250	-	18,829
Local Tax Funding	1	-	-	-	-	-	-	-	-	1
Local Tax Funding Roads	497	-	881	-	10,062	-	-	10,943	-	11,440
Cash Proffers	2,081	-	109	225	819	-	-	1,153	-	3,234
Revenue Sharing	-	-	-	1,500	2,654	-	-	4,154	-	4,154
Total – Funding Sources	2,579	-	990	1,725	13,534	-	-	16,250	-	18,829



**Croson Ln
(Claiborne Pkwy
to Old Ryan Rd)**

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

Map Number 2018-486

0 1,200 2,400 3,600
Feet



Crosstrail Boulevard, Segment C - Sycolin Road to Dulles Greenway

Details:

Project Number: C02317

Election District: Catoclin

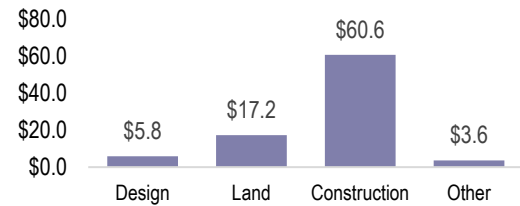
Length: 3,000 feet

Project Type: New Roadway

Estimated Completion Year: FY 2028

Referendum: November 2022

Phase Costs in Millions

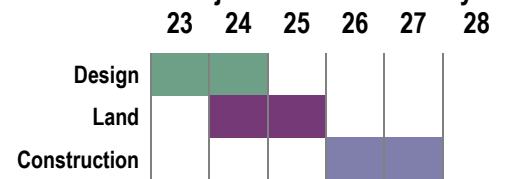


Background:

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.

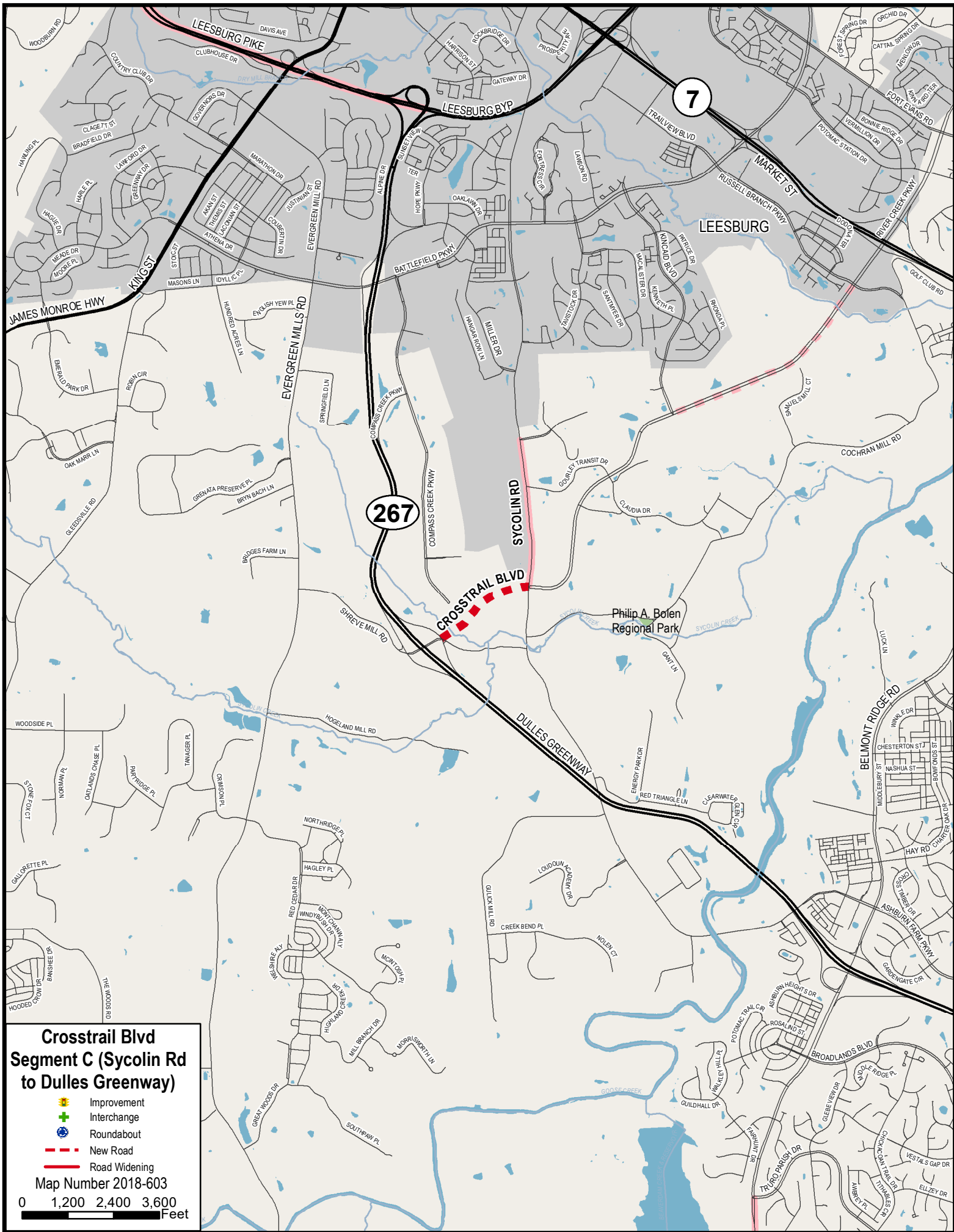
The project's budget was decreased, and the production schedule was revised during the FY 2023 CIP budget development process based on the most recent cost estimate and projection for the duration of the development phases.

Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	5,778	-	-	-	-	-	-	-	-	5,778
Utility Relocation	-	1,066	-	-	-	-	-	1,066	-	1,066
Land	-	16,157	-	-	-	-	-	16,157	-	16,157
Construction	-	-	60,573	-	-	-	-	60,573	-	60,573
Personnel	120	147	-	-	-	-	-	147	-	267
Contingency	846	1,053	1,053	-	-	-	-	2,105	-	2,951
Project Mgmt. Consultant	-	334	-	-	-	-	-	334	-	334
Total – Costs	6,744	18,757	61,626	-	-	-	-	80,382	-	87,126
Local Tax Funding	3	-	-	-	-	-	-	-	-	3
Local Tax Funding Roads	6,259	18,743	14,913	-	-	-	-	33,656	-	39,916
General Obligation Bonds	-	-	9,982	-	-	-	-	9,982	-	9,982
Cash Proffers	482	13	-	-	-	-	-	13	-	495
NVTA 70% Regional	-	-	36,730	-	-	-	-	36,730	-	36,730
Total – Funding Sources	6,744	18,757	61,626	-	-	-	-	80,382	-	87,126

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	999	974	949	924	3,846
Total – Impact	-	-	999	974	949	924	3,846





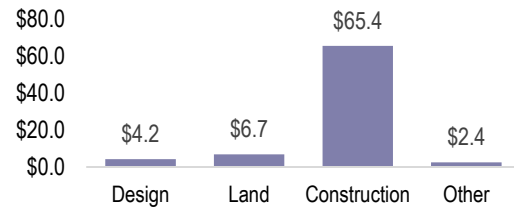
Dulles West Boulevard – Northstar Boulevard to Arcola Boulevard

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.

The project limits for this project that were presented in the FY 2020 CIP were revised during the FY 2021 CIP budget development process 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.

The segment from Northstar Boulevard to Racefield Lane is being built by the design-builder of the Northstar Boulevard – Shreveport Drive to Route 50, Phase I project (C02044), and the budget for the scope of work was transferred to the Northstar project in FY 2022.

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

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	4,200	-	-	-	-	-	-	-	-	4,200
Land	1,560	5,158	-	-	-	-	-	5,158	-	6,718
Construction	41,404	-	-	24,000	-	-	-	24,000	-	65,404
Personnel	248	50	-	-	-	-	-	50	-	298
Contingency	-	999	-	999	-	-	-	1,997	-	1,997
Project Mgmt. Consultant	-	112	-	-	-	-	-	112	-	112
Total – Costs	47,412	6,319	-	24,999	-	-	-	31,317	-	78,729
Local Tax Funding	29	-	-	-	-	-	-	-	-	29
Local Tax Funding Roads	-	6,319	-	13,444	-	-	-	19,763	-	19,763
General Obligation Bonds	-	-	-	11,555	-	-	-	11,555	-	11,555
Cash Proffers	2,693	-	-	-	-	-	-	-	-	2,693
NVTA 70% Regional	44,690	-	-	-	-	-	-	-	-	44,690
Total – Funding Sources	47,412	6,319	-	24,999	-	-	-	31,317	-	78,729

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	692	674	1,366
Total – Impact	-	-	-	-	692	674	1,366





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 2026

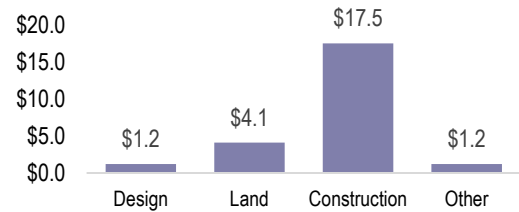
Referendum: November 2021

Background:

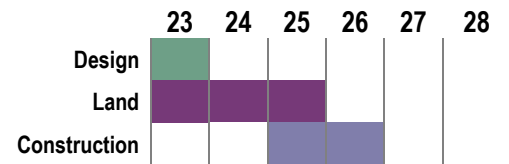
This project provides for the planning, design, right-of-way acquisition, and construction of the realignment of Evergreen Mills Road at the intersections of Reservoir Road and Watson Road. To facilitate the roadway realignment, Watson Road will also be realigned to intersect Evergreen Mills Road opposite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

The project's production schedule was revised during the FY 2023 CIP budget development process based on the most recent projection for the duration of the development phases.

Phase Costs in Millions

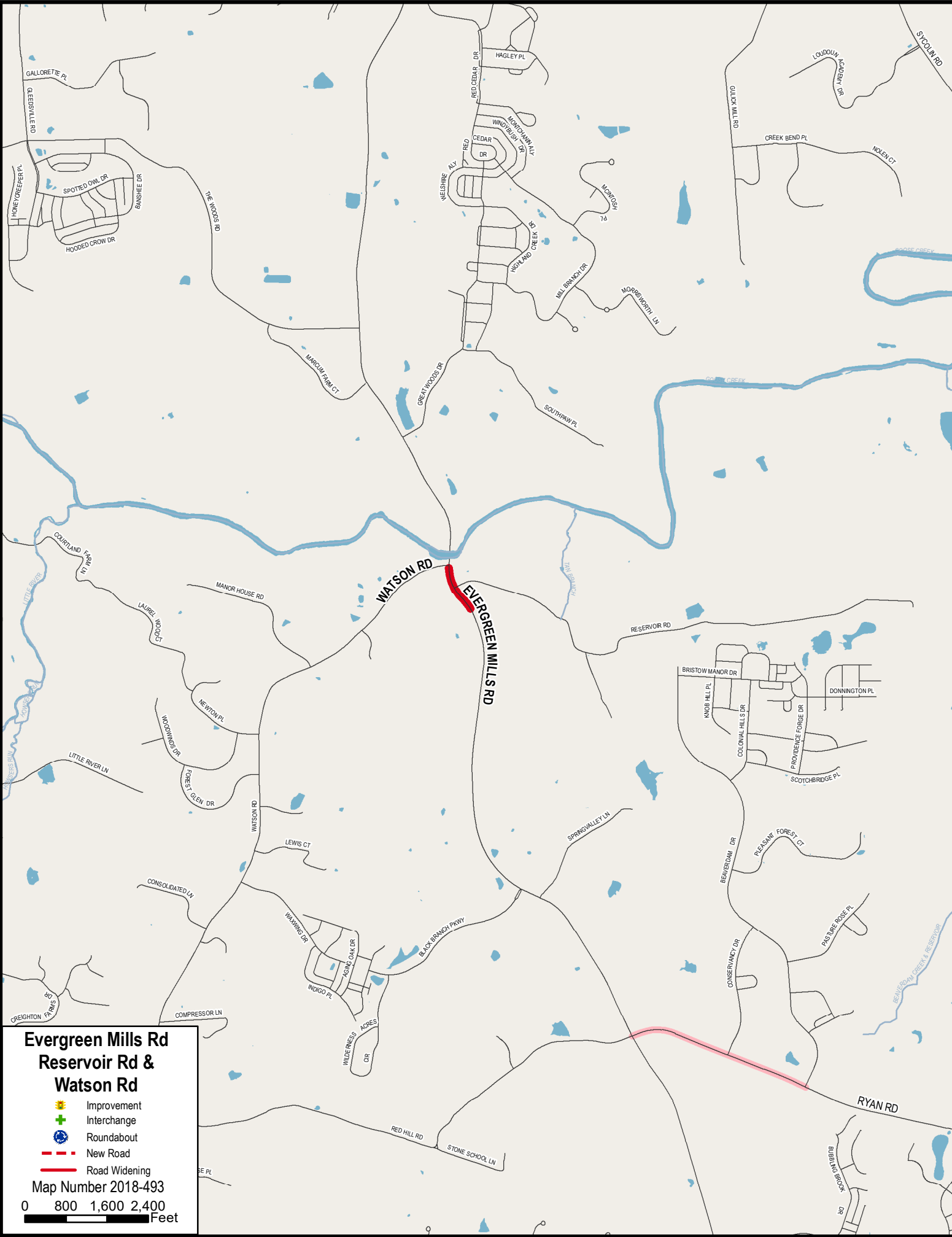


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,100	-	-	-	-	-	-	-	-	1,100
Planning	100	-	-	-	-	-	-	-	-	100
Utility Relocation	3,001	-	-	-	-	-	-	-	-	3,001
Land	1,110	-	-	-	-	-	-	-	-	1,110
Construction	11,690	5,815	-	-	-	-	-	5,815	-	17,505
Personnel	445	325	-	-	-	-	-	325	-	770
Contingency	-	287	-	-	-	-	-	287	-	287
Project Mgmt. Consultant	49	111	-	-	-	-	-	111	-	160
Total – Costs	17,495	6,539	-	-	-	-	-	6,539	-	24,034
Local Tax Funding	51	-	-	-	-	-	-	-	-	51
Local Tax Funding Roads	1,261	-	-	-	-	-	-	-	-	1,261
General Obligation Bonds	-	6,495	-	-	-	-	-	6,495	-	6,495
Cash Proffers	1,566	44	-	-	-	-	-	44	-	1,610
NVTA 70% Regional	14,000	-	-	-	-	-	-	-	-	14,000
NVTA 30% Local	617	-	-	-	-	-	-	-	-	617
Total – Funding Sources	17,495	6,539	-	-	-	-	-	6,539	-	24,034

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	520	637	621	604	588	2,969
Total – Impact	-	520	637	621	604	588	2,969





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 2027

Referendum: November 2018, November 2021

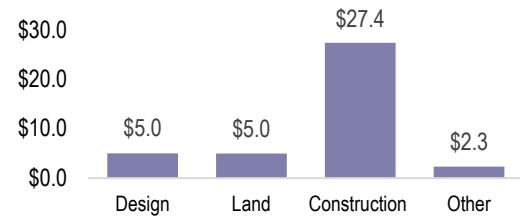
Background:

This project provides for the planning, design, right-of-way acquisition, and improvements to the Farmwell Road intersections at Ashburn Road; Dodge Terrace/Hemingway Drive; Ashburn Village Boulevard; and Smith Switch Road/Waxpool Road.

The funding source allocations were revised during the FY 2023 CIP budget development process and the production schedule was updated based on the most recent projection for the duration of the development phases.

The Virginia Department of Transportation delayed the issuance of Revenue Sharing funding to the County due to the revenue impacts from the COVID-19 pandemic. The delay of funding did not delay the overall project production schedule.

Phase Costs in Millions

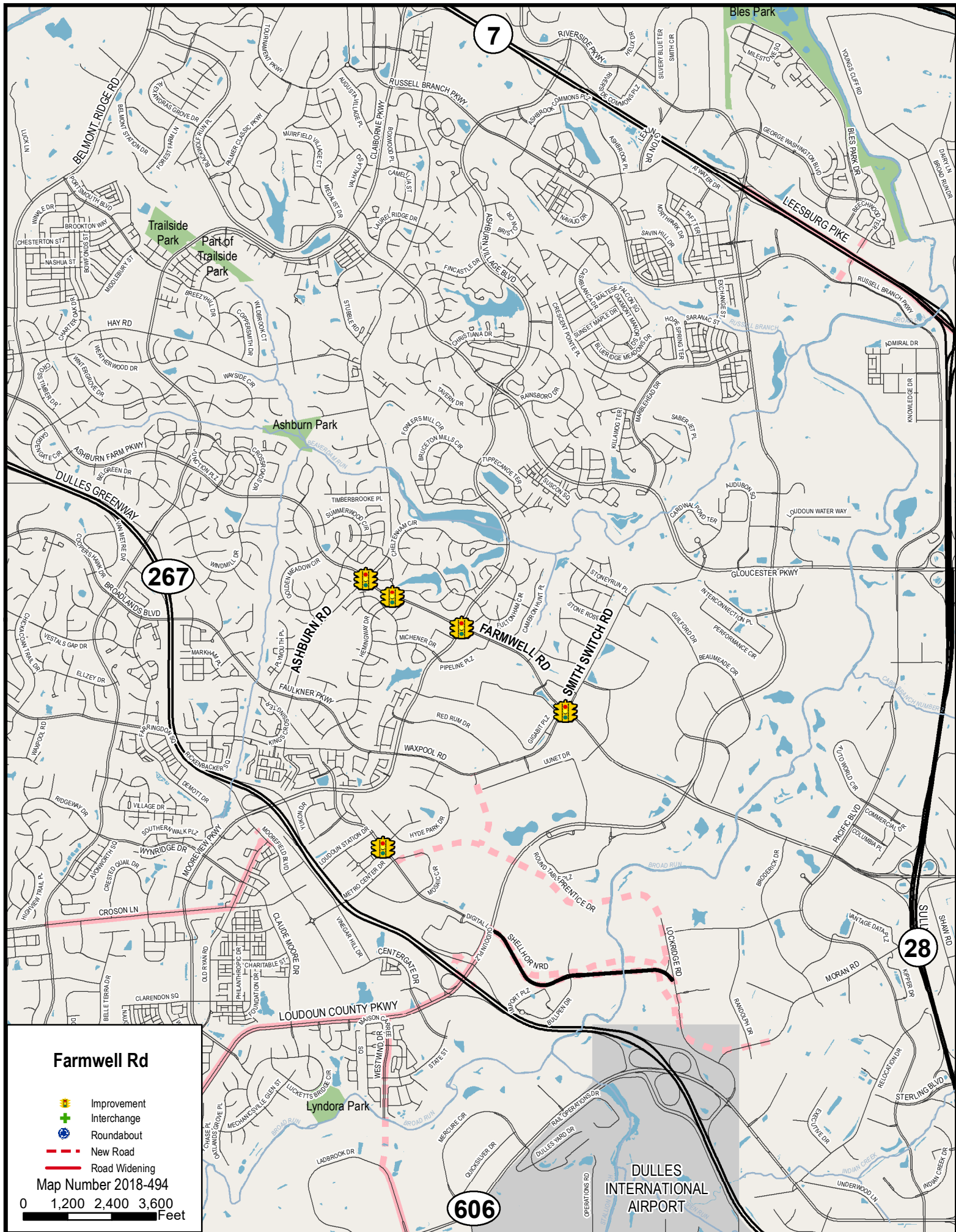


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	4,586	-	-	-	-	-	-	-	-	4,586
Planning	419	-	-	-	-	-	-	-	-	419
Land	310	4,651	-	-	-	-	-	4,651	-	4,961
Construction	2,095	-	-	25,295	-	-	-	25,295	-	27,390
Personnel	75	257	-	-	-	-	-	257	-	331
Payments to State	4	-	-	-	-	-	-	-	-	4
Contingency	981	417	-	472	-	-	-	889	-	1,870
Project Mgmt. Consultant	-	92	-	-	-	-	-	92	-	92
Total – Costs	8,470	5,417	-	25,767	-	-	-	31,184	-	39,654
Local Tax Funding	1	-	-	-	-	-	-	-	-	1
Local Tax Funding Roads	550	-	-	-	-	-	-	-	-	550
General Obligation Bonds	-	5,082	-	20,767	-	-	-	25,849	-	25,849
Cash Proffers	919	335	-	-	-	-	-	335	-	1,254
Revenue Sharing	3,500	-	-	5,000	-	-	-	5,000	-	8,500
NVTA 30% Local	3,500	-	-	-	-	-	-	-	-	3,500
Total – Funding Sources	8,470	5,417	-	25,767	-	-	-	31,184	-	39,654

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	408	499	904	2,129	2,487	6,426
Total – Impact	-	408	499	904	2,129	2,487	6,426



Farmwell Rd

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

Map Number 2018-494

0 1,200 2,400 3,600 Feet



Intelligent Transportation System

Details:

Project Number: C02203

Election District: Countywide

Length: n/a

Project Type: Traffic Mitigation and Safety Improvements

Estimated Completion Year: Ongoing

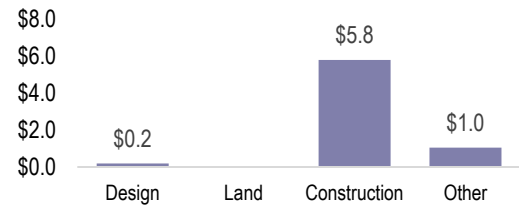
Referendum: n/a

Background:

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

The project's budget was increased during the FY 2023 CIP budget development process to include funding for FY 2028. This is an ongoing project and will require funding every other year until completion.

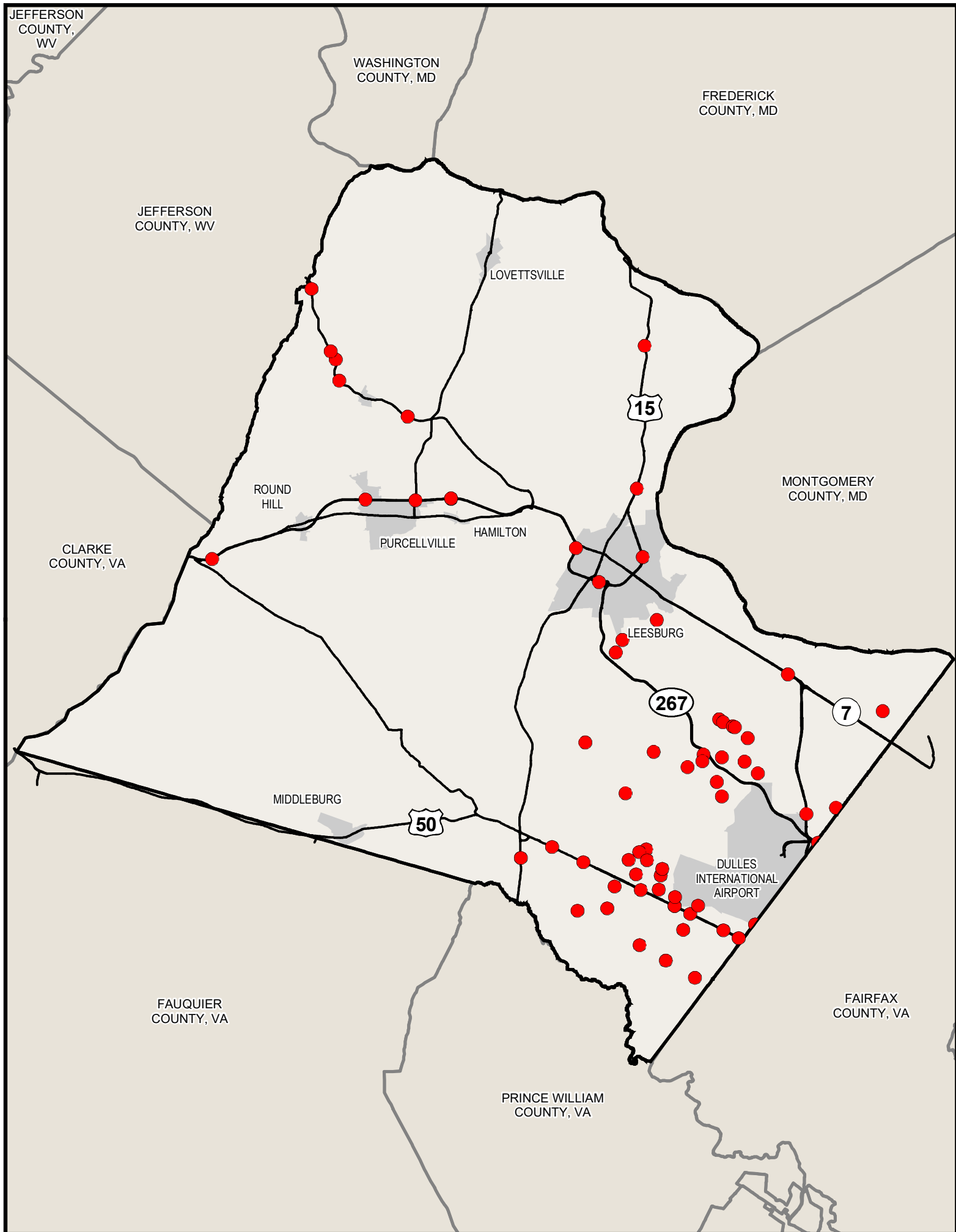
Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	185	-	-	-	-	-	-	-	-	185
Construction	-	-	1,277	-	2,500	-	2,000	5,777	-	5,777
Personnel	27	-	-	-	-	-	-	-	-	27
Payments to State	1,008	-	-	-	-	-	-	-	-	1,008
Total – Costs	1,220	-	1,277	-	2,500	-	2,000	5,777	-	6,997
Local Tax Funding	1,201	-	-	-	-	-	-	-	-	1,201
Local Tax Funding Roads	-	-	1,277	-	-	-	-	1,277	-	1,277
Cash Proffers	20	-	-	-	-	-	-	-	-	20
RSTP	-	-	-	-	-	-	2,000	2,000	-	2,000
NVTA 70% Regional	-	-	-	-	2,500	-	-	2,500	-	2,500
Total – Funding Sources	1,220	-	1,277	-	2,500	-	2,000	5,777	-	6,997





Lake Drive Improvements

Details:

Project Number: C02483

Election District: Sterling

Length: 0.25 miles

Location: Lake Drive

Estimated Completion Year: FY 2026

Referendum: n/a

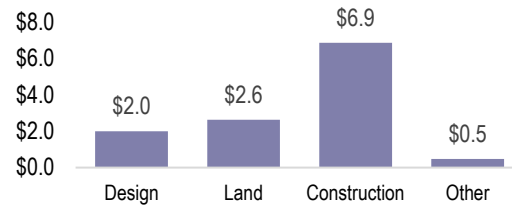
Background:

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

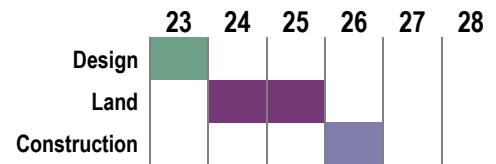
Funding previously allocated to the Dam Safety Contingency account (C02407) in FY 2022 is being utilized to provide funding for design costs of this project.

This project improves public safety by providing safe and reliable access to multiple Loudoun County properties whose sole means of ingress and egress is Lake Drive.

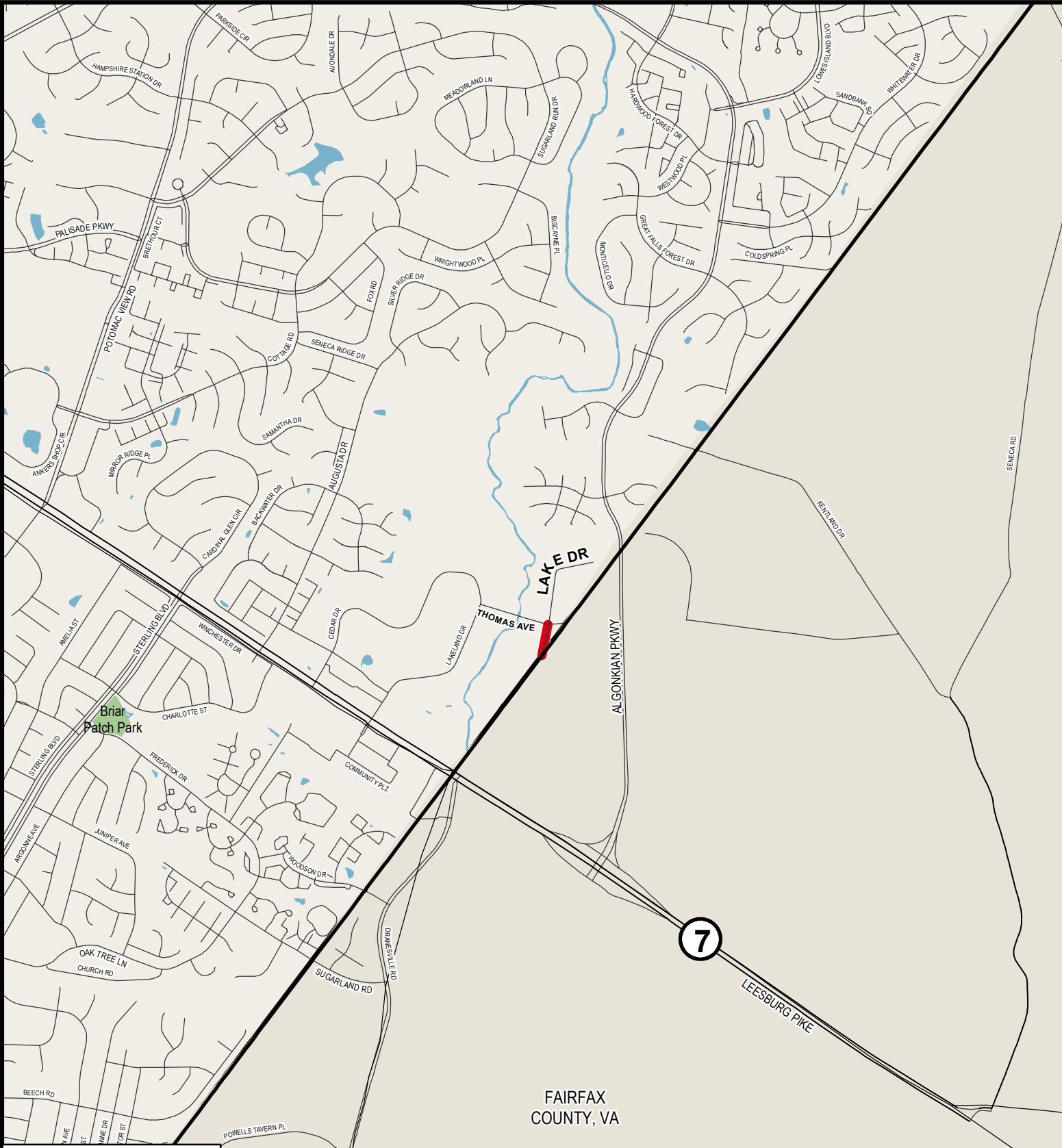
Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	-	-	-	-	-	-
Land	-	2,633	-	-	-	-	-	2,633	-	2,633
Construction	-	-	-	-	6,885	-	-	6,885	-	6,885
Contingency	-	132	-	-	344	-	-	476	-	476
Total – Costs	-	2,765	-	-	7,229	-	-	9,994	-	9,994
Local Tax Funding	-	2,765	-	-	7,229	-	-	9,994	-	9,994
Total – Funding Sources	-	2,765	-	-	7,229	-	-	9,994	-	9,994



Lake Drive Improvements

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

Map Number 2022-005

0 750 1,500 2,250 Feet



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 2030

Referendum: November 2026

Background:

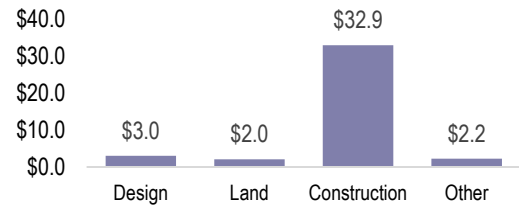
This project provides for the planning, design, right-of-way acquisition, and construction of the remaining two lanes of Northstar Boulevard between Tall Cedars Parkway (Route 2200) and Braddock Road (Route 620). The project will include a shared-use path along the new travel lanes, a grade separated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

During the FY 2022 budget development process, \$20,311,000 of Local Tax Funding Roads that was programmed in FY 2026 was reprogrammed to the *Braddock Road, Segment 2 – Paul VI Eastern Entrance to Loudoun County Parkway* project, and \$20,311,000 that was programmed in Future Fiscal Years in the *Braddock Road, Segment 2 – Paul VI Eastern Entrance to Loudoun County Parkway* project was reprogrammed to this project.

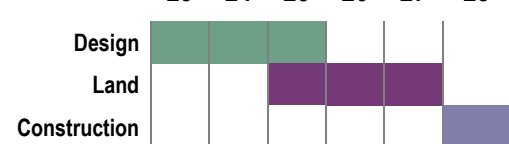
The funding source allocations were revised during the FY 2023 CIP budget development process. In addition, the project's budget was increased, and the production schedule was updated based on the most recent cost estimate and projection for the duration of the development phase.

The Virginia Department of Transportation delayed the issuance of Revenue Sharing funding to the County due to the revenue impacts from the COVID-19 pandemic. The delay of funding did not delay the overall project production schedule.

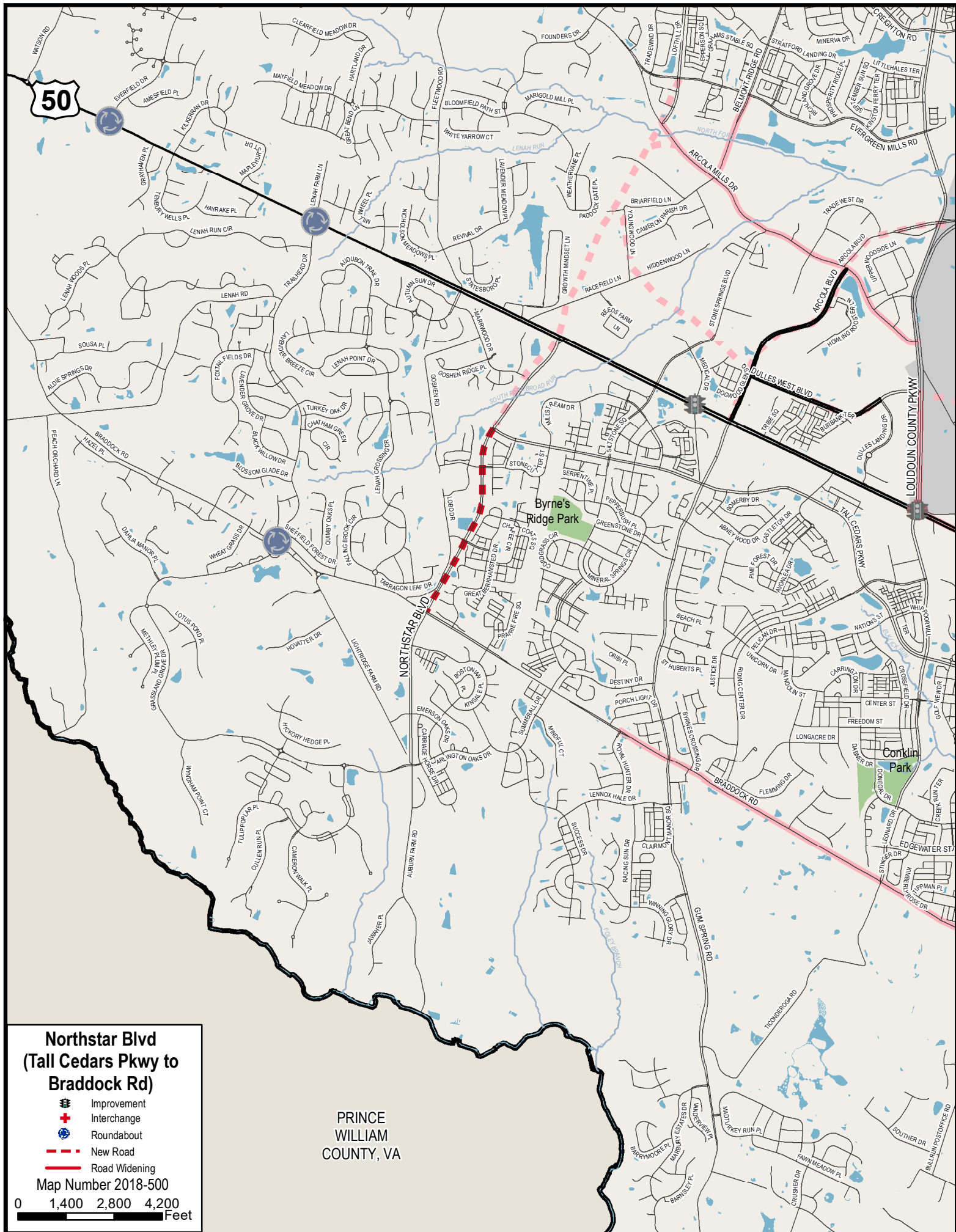
Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	3,000	-	-	-	-	-	-	-	-	3,000
Utility Relocation	-	-	-	-	1,148	-	-	1,148	-	1,148
Land	-	-	-	902	-	-	-	902	-	902
Construction	-	-	-	-	-	-	32,895	32,895	-	32,895
Personnel	210	4	-	-	-	-	-	4	-	214
Contingency	-	478	-	478	478	-	478	1,912	-	1,912
Project Mgmt. Consultant	88	9	-	-	-	-	-	9	-	97
Total – Costs	3,298	491	-	1,381	1,626	-	33,373	36,870	-	40,168
Local Tax Funding	-	13	-	-	-	-	-	13	-	13
Local Tax Funding Roads	1,840	-	-	-	1,611	-	21,631	23,242	-	25,082
General Obligation Bonds	-	-	-	-	-	-	8,442	8,442	-	8,442
Cash Proffers	1,458	478	-	1,381	14	-	1,300	3,173	-	4,631
Revenue Sharing	-	-	-	-	-	-	2,000	2,000	-	2,000
Total – Funding Sources	3,298	491	-	1,381	1,626	-	33,373	36,870	-	40,168



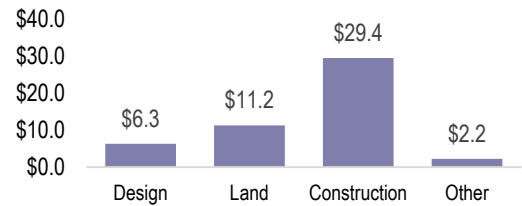


Old Ox Road, Route 606 Widening from Shaw Road to Oakgrove Road

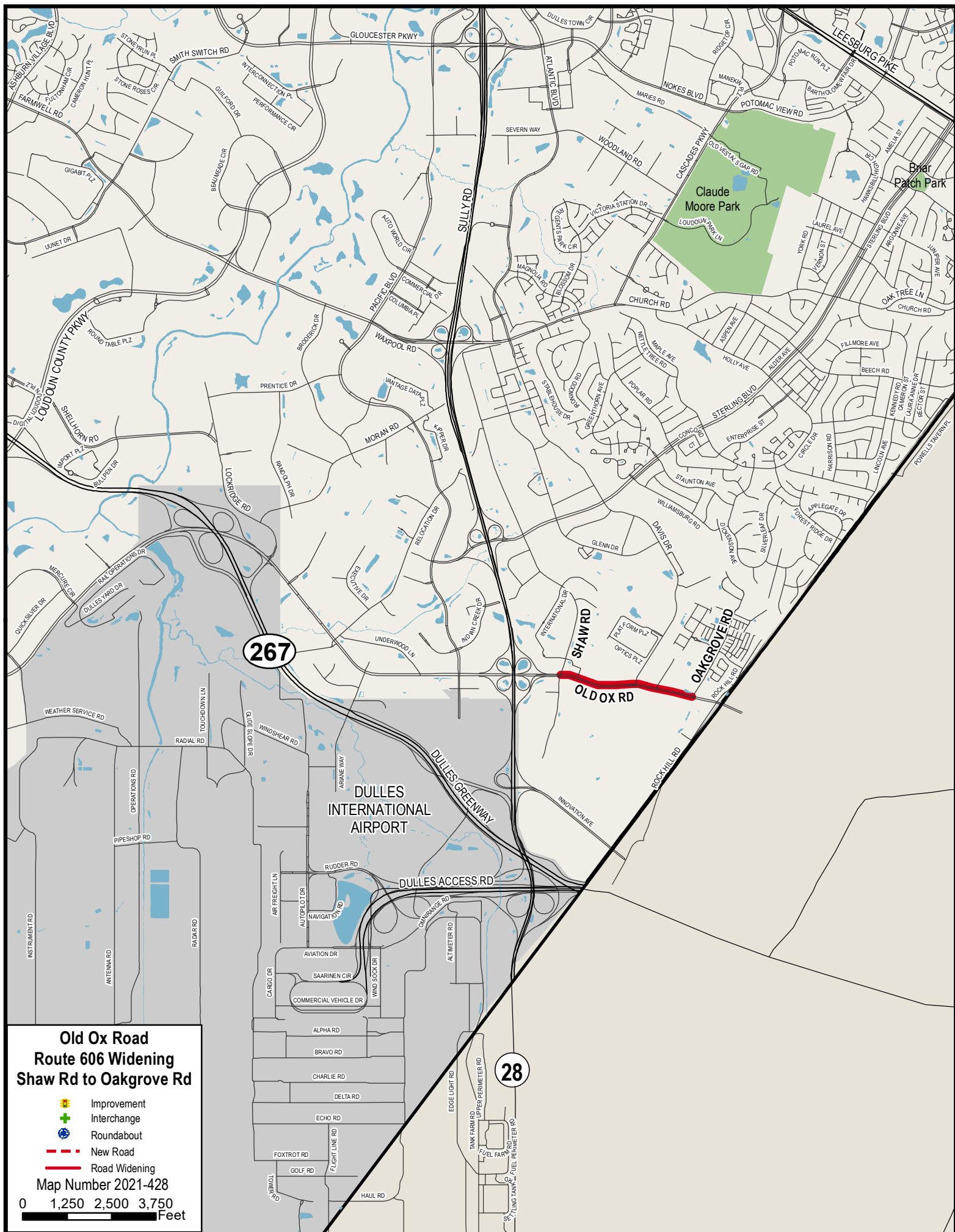
Details:**Project Number:** C02461**Election District:** Broad Run**Length:** 0.85 miles**Project Type:** Roadway Widening**Estimated Completion Year:** FY 2031**Referendum:** n/a**Background:**

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

The Board of Supervisors approved ZCPA-2020-0014, Waterside North, Proffer Statement dated November 22, 2021, and the Findings of Approval at the Business Meeting on December 7, 2021. The proffer provides cash contributions in the amount of \$19,350,000 to the County for this project.

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

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	6,296	-	-	-	-	-	-	-	-	6,296
Utility Relocation	-	-	7,484	-	-	-	-	7,484	-	7,484
Land	2,750	-	1,009	-	-	-	-	1,009	-	3,759
Construction	-	-	-	-	-	-	-	-	29,446	29,446
Contingency	554	-	1,107	-	-	-	-	1,107	554	2,215
Total – Costs	9,600	-	9,600	-	-	-	-	9,600	30,000	49,200
Local Tax Funding Roads	-	-	-	-	-	-	-	-	15,000	15,000
General Obligation Bonds	-	-	-	-	-	-	-	-	15,000	15,000
Cash Proffers	9,600	-	9,600	-	-	-	-	9,600	-	19,200
Total – Funding Sources	9,600	-	9,600	-	-	-	-	9,600	30,000	49,200





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 2028

Referendum: November 2018 & November 2023

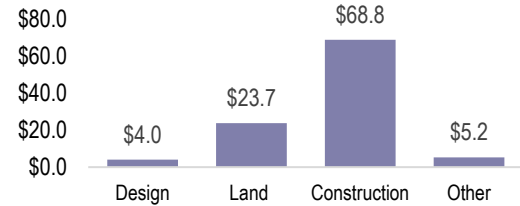
Background:

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). Both roadways will be designed as four-lane urban major collectors, with associated turn lanes and bicycle and pedestrian facilities. The road will provide connectivity to the Ashburn and Loudoun Gateway Metro stations.

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* which was segmented during the FY 2021 CIP budget development process.

The project's production schedule was revised during the FY 2023 CIP budget development process based on the most recent projection for the duration of the development phases.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	3,789	-	-	-	-	-	-	-	-	3,789
Planning	232	-	-	-	-	-	-	-	-	232
Utility Relocation	-	-	1,109	-	-	-	-	1,109	-	1,109
Land	22,604	-	-	-	-	-	-	-	-	22,604
Construction	-	-	-	68,755	-	-	-	68,755	-	68,755
Personnel	1,022	-	-	-	-	-	-	-	-	1,022
Contingency	1,577	-	1,004	1,212	-	-	-	2,217	-	3,794
Project Mgmt. Consultant	431	-	-	-	-	-	-	-	-	431
Total – Costs	29,655	-	2,114	69,967	-	-	-	72,081	-	101,736
Local Tax Funding	2	-	-	-	-	-	-	-	-	2
Local Tax Funding Roads	13,663	-	1,691	-	-	-	-	1,691	-	15,354
General Obligation Bonds	8,068	-	-	69,967	-	-	-	69,967	-	78,035
Cash Proffers	603	-	422	-	-	-	-	422	-	1,025
NVTA 30% Local	7,319	-	-	-	-	-	-	-	-	7,319
Total – Funding Sources	29,655	-	2,114	69,967	-	-	-	72,081	-	101,736

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	482	470	1,967	4,815	6,380	14,114
Total – Impact	-	482	470	1,967	4,815	6,380	14,114





Route 7 Eastbound Widening - Loudoun County Parkway to Route 28

Details:

Project Number: n/a

Election District: Broad Run

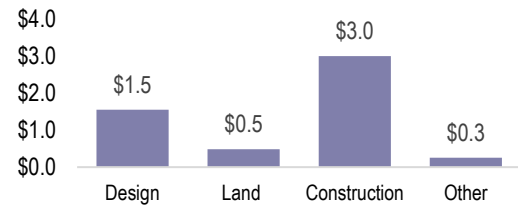
Length: 2500 feet

Project Type: Roadway Widening

Estimated Completion Year: FY 2031

Referendum: November 2023

Phase Costs in Millions



Background:

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

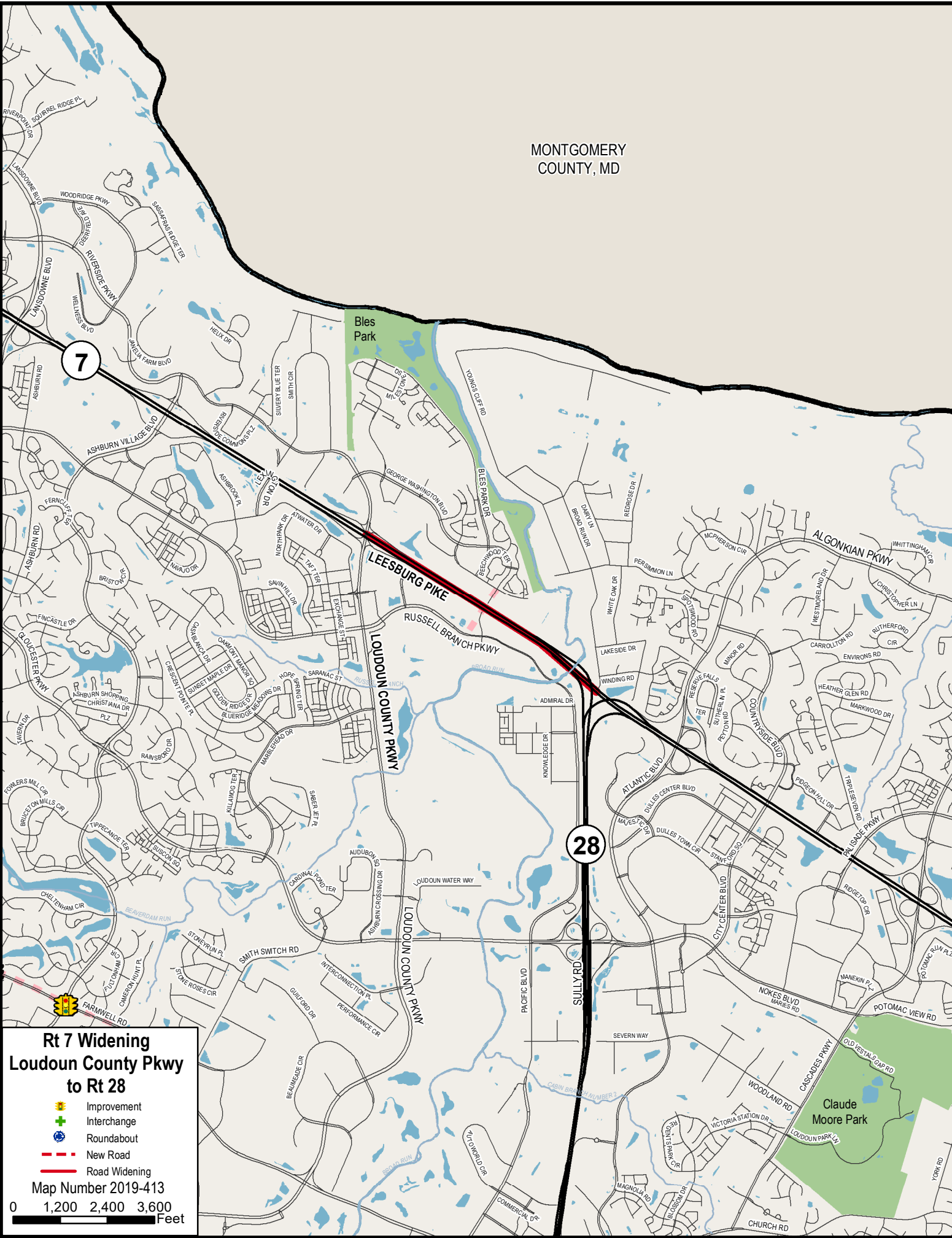
Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	1,549	-	-	-	1,549	-	1,549
Utility Relocation	-	-	-	-	-	-	250	250	-	250
Land	-	-	-	-	-	233	-	233	-	233
Construction	-	-	-	-	-	-	-	-	2,995	2,995
Contingency	-	-	-	63	-	63	63	189	63	251
Total – Costs	-	-	-	1,612	-	296	312	2,221	3,058	5,279
General Obligation Bonds	-	-	-	1,612	-	-	-	1,612	3,058	4,671
Cash Proffers	-	-	-	-	-	296	312	608	-	608
Total – Funding Sources	-	-	-	1,612	-	296	312	2,221	3,058	5,279

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	62	159	155	376
Total – Impact	-	-	-	62	159	155	376

MONTGOMERY
COUNTY, MD





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 2026

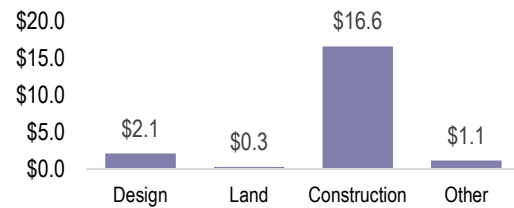
Referendum: November 2023

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 project's budget was increased, and the production schedule was revised during the FY 2023 CIP budget development process based on the most recent cost estimate and projection for the duration of the development phases.

Phase Costs in Millions

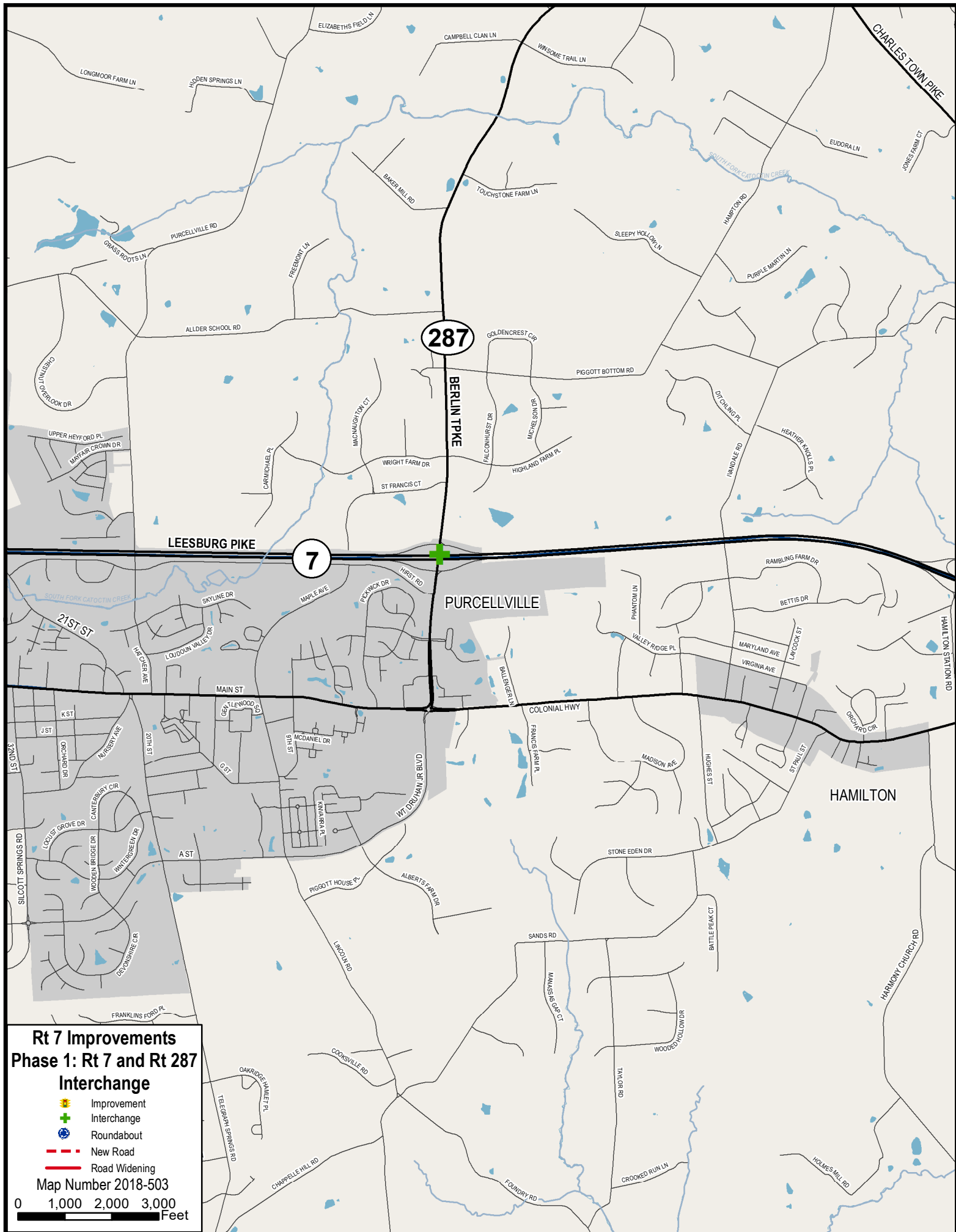


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	2,070	-	-	-	-	-	-	-	-	2,070
Utility Relocation	-	225	-	-	-	-	-	225	-	225
Land	-	43	-	-	-	-	-	43	-	43
Construction	37	4,583	4,390	7,544	-	-	-	16,517	-	16,554
Personnel	33	41	-	-	-	-	-	41	-	74
Contingency	-	238	477	238	-	-	-	953	-	953
Project Mgmt. Consultant	-	93	-	-	-	-	-	93	-	93
Total – Costs	2,140	5,224	4,867	7,782	-	-	-	17,872	-	20,012
Local Tax Funding	1	-	-	-	-	-	-	-	-	1
Local Tax Funding Roads	115	223	477	3,949	-	-	-	4,648	-	4,763
General Obligation Bonds	-	-	-	3,833	-	-	-	3,833	-	3,833
Cash Proffers	24	-	-	-	-	-	-	-	-	24
Smart Scale	2,000	5,001	4,390	-	-	-	-	9,391	-	11,391
Total – Funding Sources	2,140	5,224	4,867	7,782	-	-	-	17,872	-	20,012

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	152	378	368	898
Total – Impact	-	-	-	152	378	368	898





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 2027

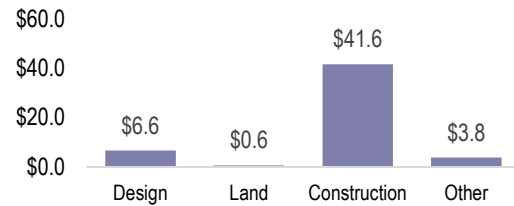
Referendum: November 2019 & November 2022

Background:

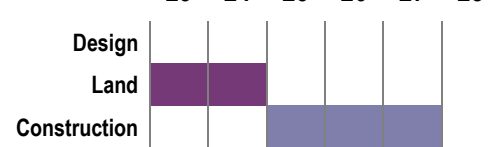
This project provides for design, land acquisition, utility relocation, and construction of a compressed, urban diamond interchange at Route 7 at Hillsboro Road (Route 690) west of Purcellville, with roundabouts at the ramp termini. The scope of work also includes improvements to the intersection of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

The project's budget was increased, and the production schedule was revised during the FY 2023 CIP budget development process based on the most recent cost estimate and projection for the duration of the development phases.

Phase Costs in Millions

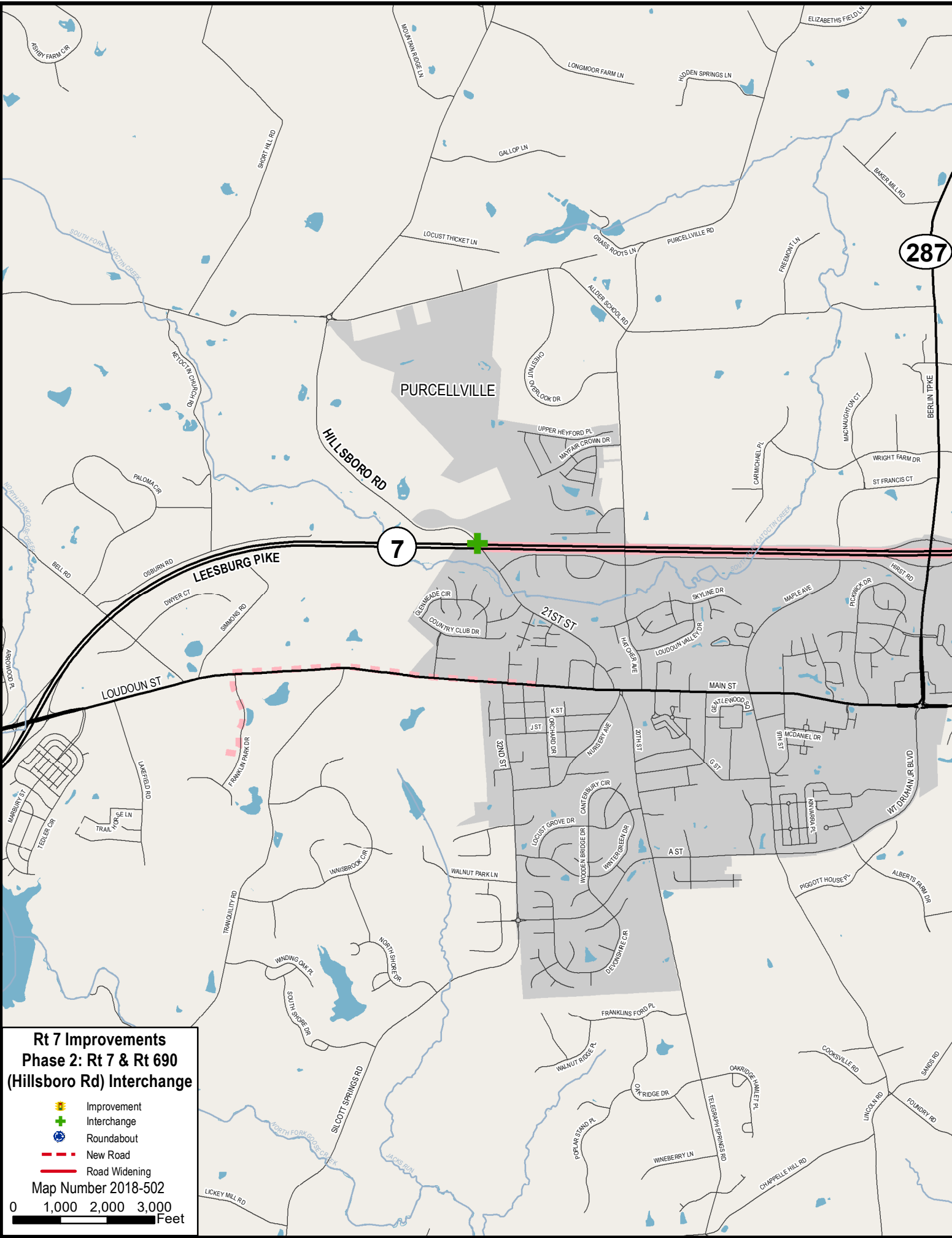


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	6,594	-	-	-	-	-	-	-	-	6,594
Land	621	-	-	-	-	-	-	-	-	621
Construction	9,750	31,934	-	-	-	-	-	31,934	-	41,577
Personnel	567	1,566	-	-	-	-	-	1,566	-	2,137
Payments to State	245	-	-	-	-	-	-	-	-	245
Contingency	-	651	-	-	-	-	-	651	-	651
Project Mgmt. Consultant	162	699	-	-	-	-	-	699	-	861
Total – Costs	17,939	34,746	-	-	-	-	-	34,746	-	52,685
Local Tax Funding	1,510	-	-	-	-	-	-	-	-	1,510
Local Tax Funding Roads	952	-	-	-	-	-	-	-	-	952
General Obligation Bonds	6,000	30,681	-	-	-	-	-	30,681	-	36,681
Cash Proffers	132	-	-	-	-	-	-	-	-	132
Smart Scale	5,500	4,065	-	-	-	-	-	4,065	-	9,565
NVTA 30% Local	3,845	-	-	-	-	-	-	-	-	3,845
Total – Funding Sources	17,939	34,746	-	-	-	-	-	34,746	-	52,685

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	761	1,971	2,533	3,388	3,442	12,094
Total – Impact	-	761	1,971	2,533	3,388	3,442	12,094



Rt 7 Improvements
Phase 2: Rt 7 & Rt 690
(Hillsboro Rd) Interchange

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

Map Number 2018-502

0 1,000 2,000 3,000 Feet



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

Details:

Project Number: C02314

Election District: Catoctin, Leesburg

Length: 0.75 miles

Project Type: Roadway Widening

Estimated Completion Year: FY 2026

Referendum: n/a

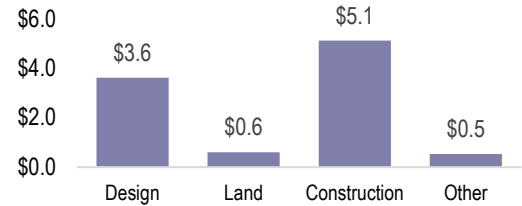
Background:

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 budget 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.

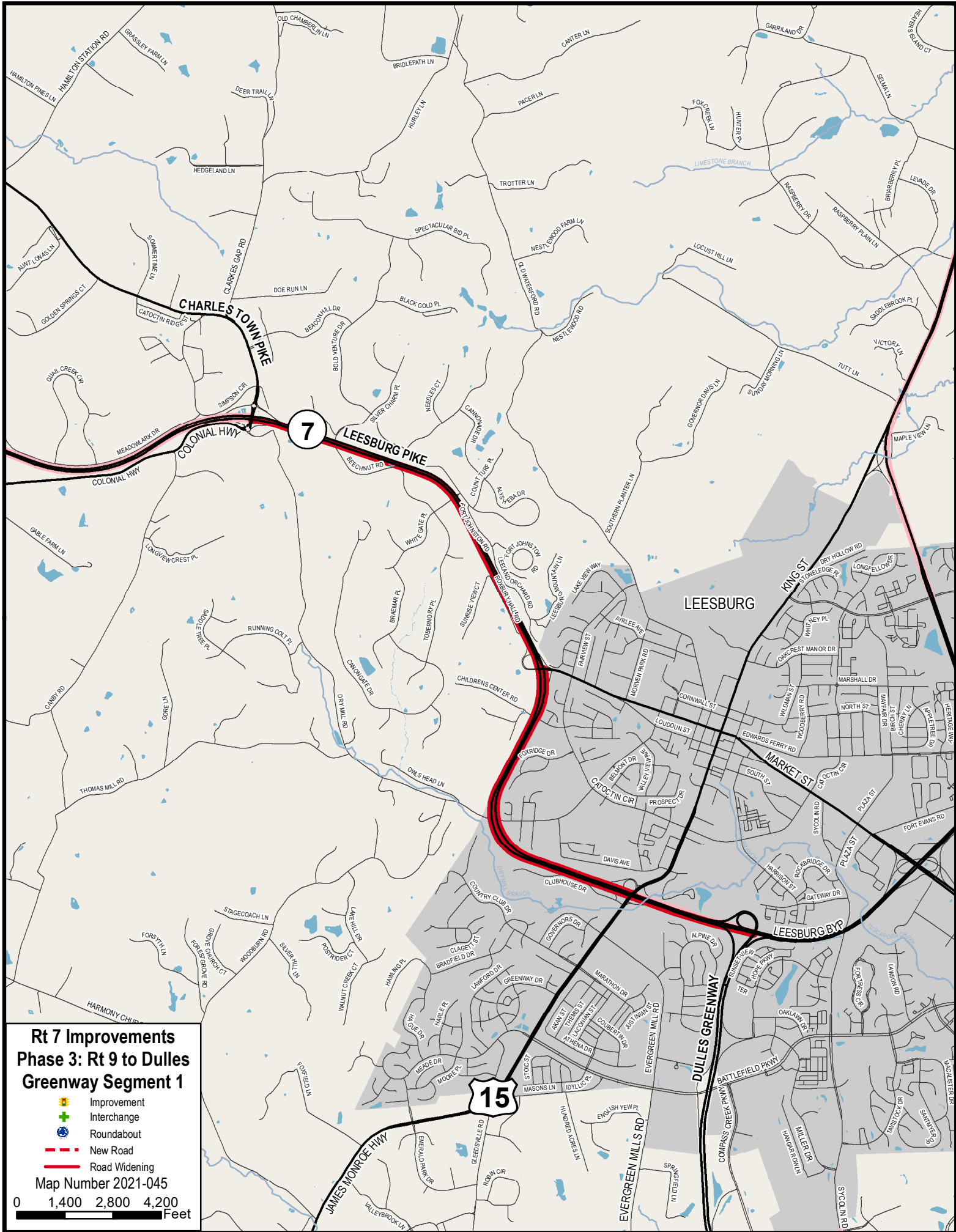
Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	3,620	-	-	-	-	-	-	-	-	3,620
Land	-	-	600	-	-	-	-	600	-	600
Construction	-	-	1,370	3,750	-	-	-	5,120	-	5,120
Personnel	56	-	-	-	-	-	-	-	-	56
Contingency	-	-	235	235	-	-	-	470	-	470
Total – Costs	3,676	-	2,205	3,985	-	-	-	6,190	-	9,866
Local Tax Funding	15	-	-	3,226	-	-	-	3,226	-	3,241
Local Tax Funding Roads	-	-	-	759	-	-	-	759	-	759
Cash Proffers	40	-	-	-	-	-	-	-	-	40
NVTA 30% Local	3,620	-	2,205	-	-	-	-	2,205	-	5,825
Total – Funding Sources	3,676	-	2,205	3,985	-	-	-	6,190	-	9,866





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

Details:

Project Number: C02467

Election District: Catoclin, Leesburg

Length: 0.75 miles

Project Type: Roadway Widening

Estimated Completion Year: FY 2029

Referendum: November 2022

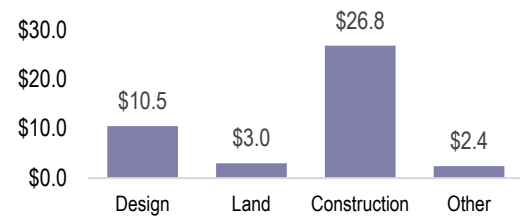
Background:

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.

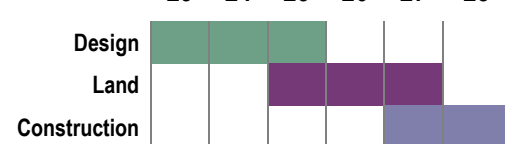
The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway*. As part of the FY 2022 CIP budget development process, the *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway* project was re-segmented 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 project's production schedule was revised during the FY 2023 CIP budget development process based on the most recent projection for the duration of the development phases.

Phase Costs in Millions

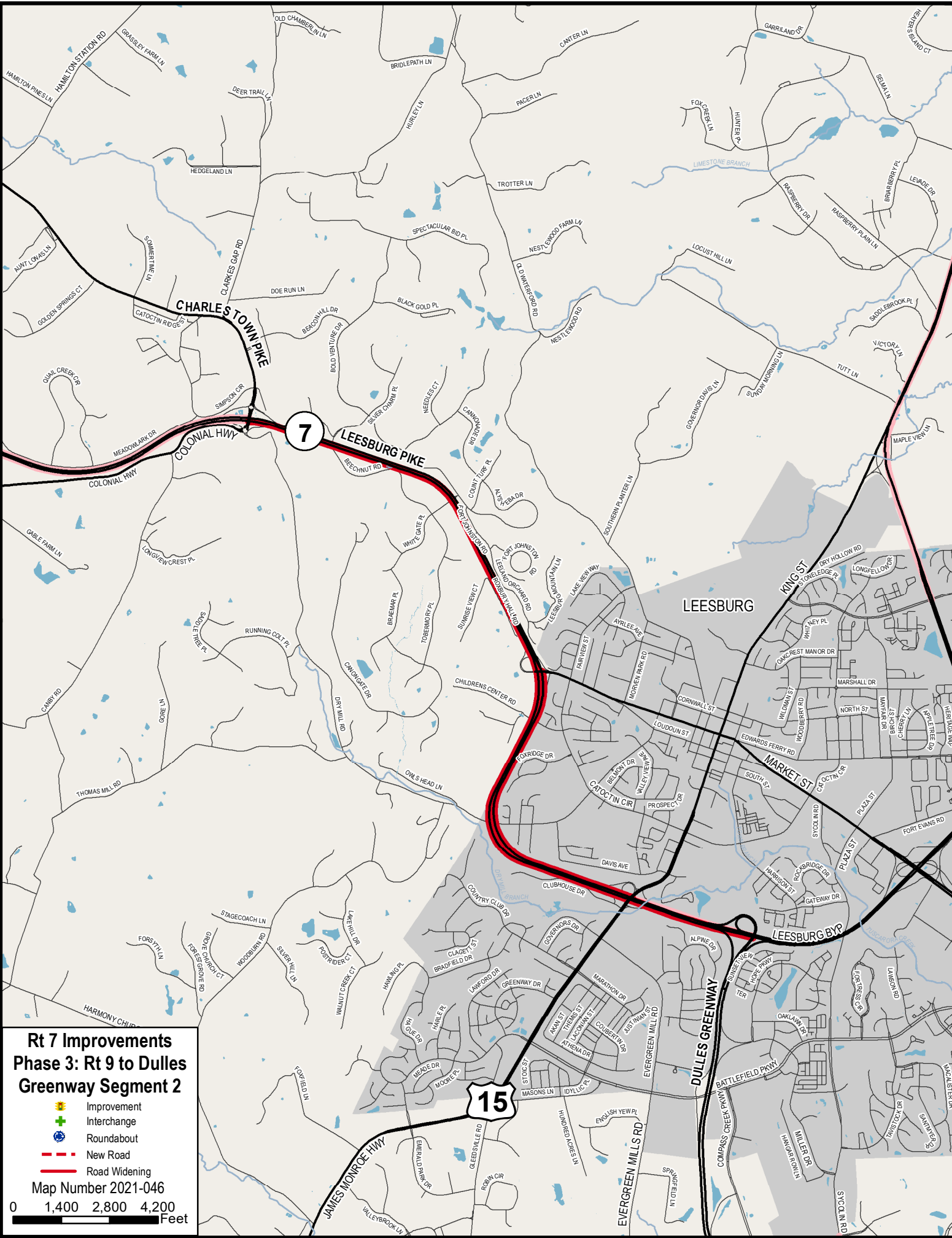


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	5,023	1,730	-	-	3,750	-	10,503	-	10,503
Utility Relocation	-	-	-	-	500	2,000	-	2,500	-	2,500
Land	-	-	-	480	-	-	-	480	-	480
Construction	-	-	-	-	21,500	5,280	-	26,780	-	26,780
Personnel	-	296	-	-	-	-	-	296	-	296
Contingency	-	506	-	506	1,012	-	-	2,024	-	2,024
Project Mgmt. Consultant	-	101	-	-	-	-	-	101	-	101
Total – Costs	-	5,926	1,730	986	23,012	11,030	-	42,684	-	42,684
Local Tax Funding Roads	-	-	123	986	1,012	3,890	-	6,011	-	6,011
General Obligation Bonds	-	5,926	-	-	-	7,140	-	13,066	-	13,066
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
Total – Funding Sources	-	5,926	1,730	986	23,012	11,030	-	42,684	-	42,684

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	358	587	572	552	543	2,612
Total – Impact	-	358	587	572	552	543	2,612





Route 9 / Route 287 Roundabout

Details:

Project Number: C02095

Election District: Blue Ridge, Catoctin

Length: 1.0 mile

Project Type: New Roundabout

Estimated Completion Year: FY 2026

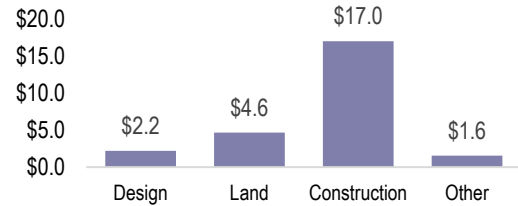
Referendum: November 2018 & November 2021

Background:

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

The project's production schedule was revised during the FY 2023 CIP budget development process based on the most recent projection for the duration of the development phases.

Phase Costs in Millions

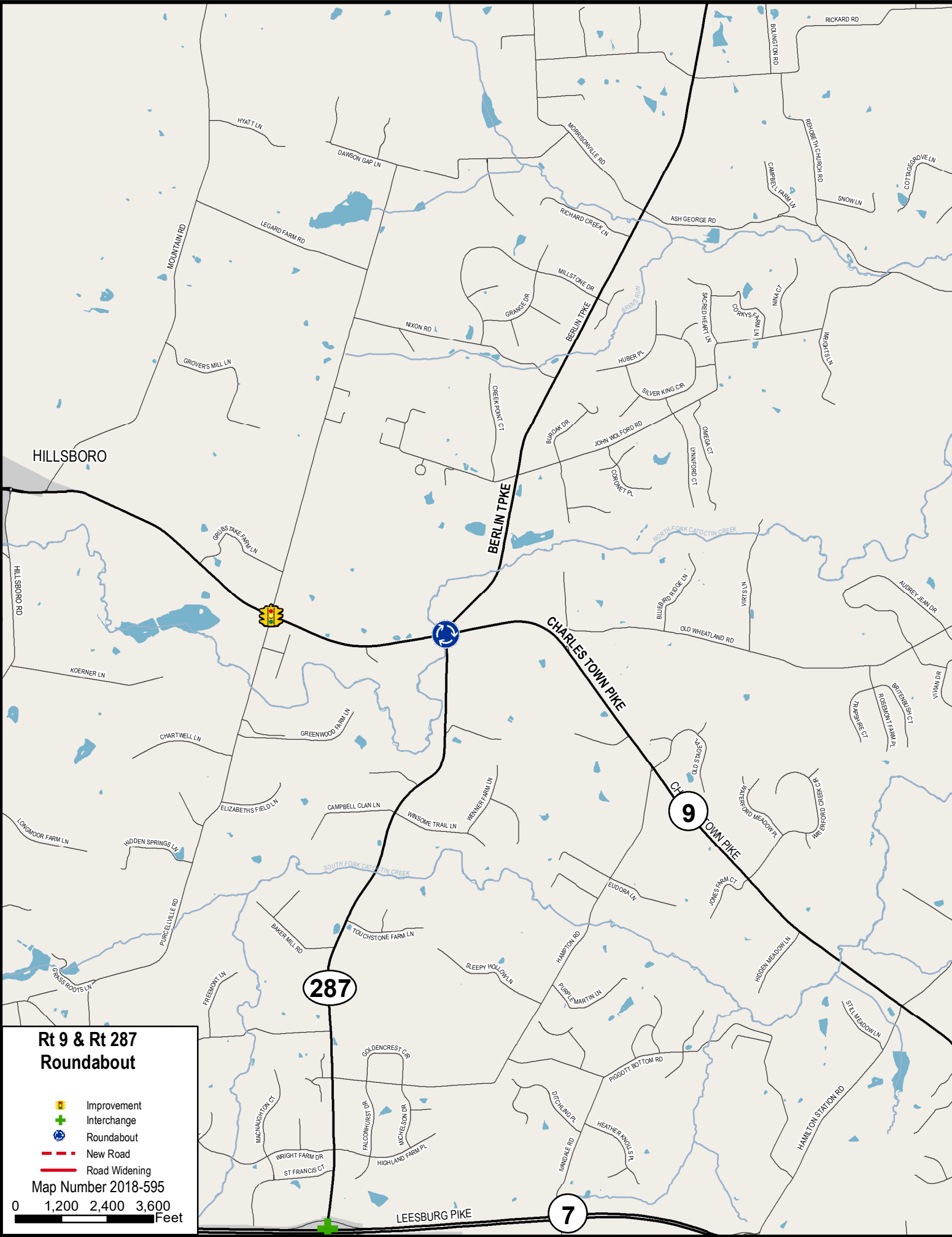


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	2,179	-	-	-	-	-	-	-	-	2,179
Utility Relocation	1,644	-	-	-	-	-	-	-	-	1,644
Land	3,000	-	-	-	-	-	-	-	-	3,000
Construction	10,326	6,666	-	-	-	-	-	6,666	-	16,992
Personnel	301	374	-	-	-	-	-	374	-	675
Contingency	350	309	-	-	-	-	-	309	-	659
Project Mgmt. Consultant	90	127	-	-	-	-	-	127	-	217
Total – Costs	17,891	7,476	-	-	-	-	-	7,476	-	25,367
Local Tax Funding	2	-	-	-	-	-	-	-	-	2
Local Tax Funding Roads	3,129	-	-	-	-	-	-	-	-	3,129
General Obligation Bonds	13,255	7,475	-	-	-	-	-	7,475	-	20,730
Cash Proffers	292	0	-	-	-	-	-	0	-	292
NVTA 30% Local	1,213	-	-	-	-	-	-	-	-	1,213
Total – Funding Sources	17,891	7,476	-	-	-	-	-	7,476	-	25,367

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	759	1,189	1,379	1,343	1,307	5,976
Total – Impact	-	759	1,189	1,379	1,343	1,307	5,976



**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

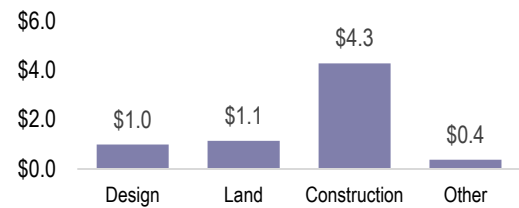
Estimated Completion Year: FY 2029

Referendum: November 2022

Background:

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

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	1,010	-	-	-	-	1,010	-	1,010
Utility Relocation	-	-	-	-	64	-	-	64	-	64
Land	-	-	-	-	961	-	-	961	-	961
Construction	-	-	-	-	4,274	-	-	4,274	-	4,274
Personnel	-	-	-	-	52	-	-	52	-	52
Contingency	-	-	80	-	159	-	80	318	-	318
Total – Costs	-	-	1,089	-	5,510	-	80	6,679	-	6,679
Local Tax Funding Roads	-	-	-	-	510	-	80	590	-	590
General Obligation Bonds	-	-	1,089	-	-	-	-	1,089	-	1,089
CMAQ	-	-	-	-	5,000	-	-	5,000	-	5,000
Total – Funding Sources	-	-	1,089	-	5,510	-	80	6,679	-	6,679

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	109	107	104	101	421
Total – Impact	-	-	109	107	104	101	421



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

Details:

Project Number: C02300

Election District: Catoclin

Length: 0.6 miles

Project Type: Intersection and Safety Improvements

Estimated Completion Year: FY 2028

Referendum: November 2020

Background:

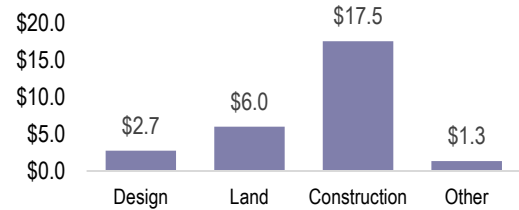
This project provides for the design, right-of-way acquisition, utility relocation, and construction of a roundabout at the intersection of Route 15 with Spinks Ferry Road and a realigned Newvalley Church Road.

The scope of work and budget for this project were originally included in the FY 2021 CIP project entitled *Route 15 Montresor Road and Point of Rocks Bridge Improvements*. The project was segmented to more effectively administer and deliver incremental improvements sooner. Funding was reprogrammed from this project to the newly created segments; however, the original project number (C02300) was retained for this segment.

The funding source allocations were revised during the FY 2023 CIP budget development process. In addition, the project's budget was increased, and the production schedule was updated based on the most recent cost estimate and projection for the duration of the development phases.

The Virginia Department of Transportation delayed the issuance of Revenue Sharing (RS) funding to the County due to the revenue impacts from the COVID-19 pandemic. The County replaced the RS funding with General Obligation Bonds to prevent delaying the project's production schedule since the RS funds would not be available when needed.

Phase Costs in Millions

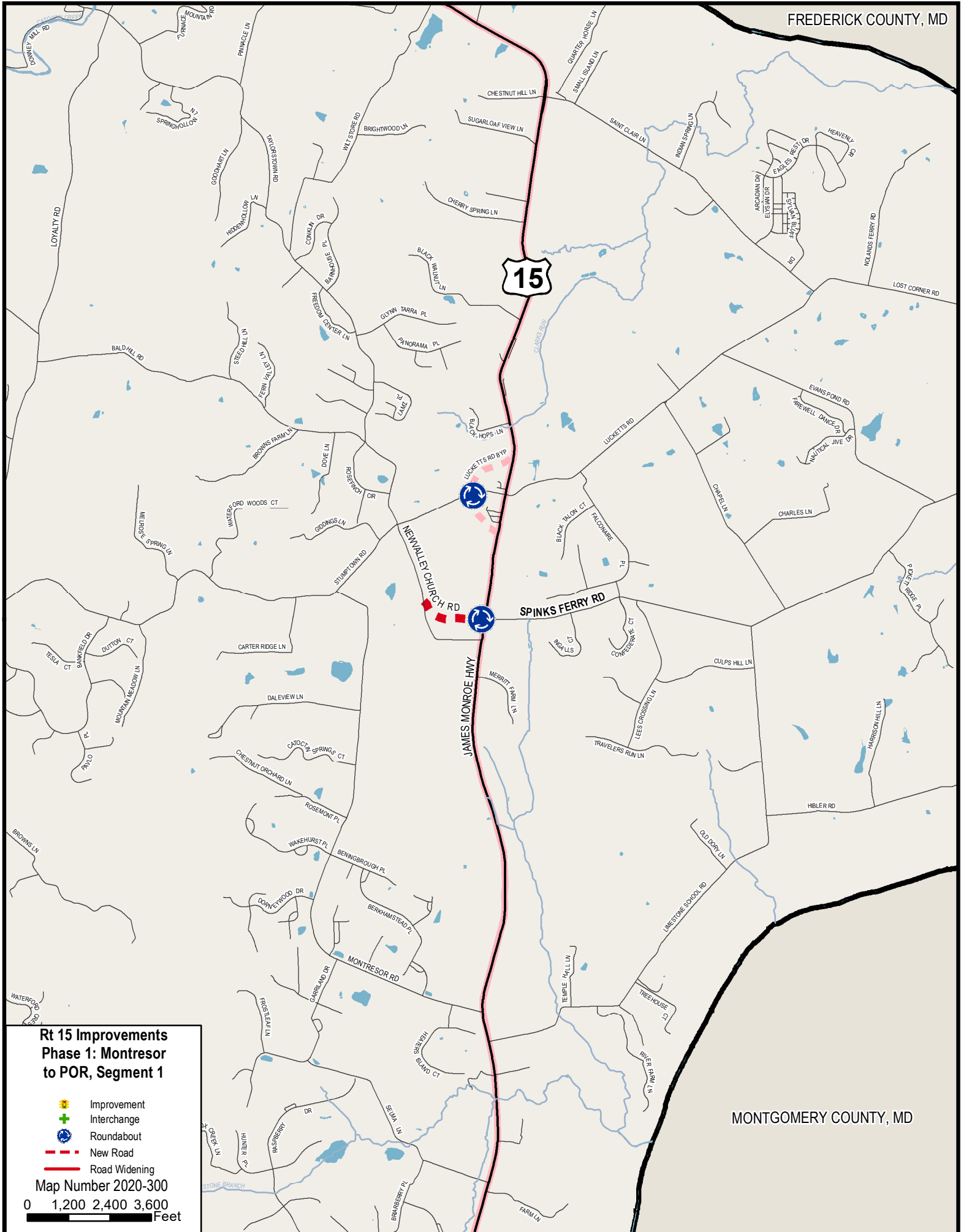


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	2,616	-	-	-	-	-	-	-	-	2,616
Planning	102	-	-	-	-	-	-	-	-	102
Utility Relocation	-	-	-	2,217	-	-	-	2,217	-	2,217
Land	-	-	3,749	-	-	-	-	3,749	-	3,749
Construction	-	-	-	-	17,514	-	-	17,514	-	17,514
Personnel	-	3	-	-	-	-	-	3	-	3
Contingency	-	327	327	327	327	-	-	1,310	-	1,310
Project Mgmt. Consultant	-	6	-	-	-	-	-	6	-	6
Total – Costs	2,718	336	4,077	2,545	17,842	-	-	24,799	-	27,517
Local Tax Funding	2,718	175	-	-	-	-	-	175	-	2,893
General Obligation Bonds	-	-	4,077	2,545	17,842	-	-	24,463	-	24,463
Cash Proffers	-	161	-	-	-	-	-	161	-	161
Total – Funding Sources	2,718	336	4,077	2,545	17,842	-	-	24,799	-	27,517

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	409	651	634	1,155	2,849
Total – Impact	-	-	409	651	634	1,155	2,849





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

Details:

Project Number: C02360

Election District: Catoclin

Length: 0.2 miles

Project Type: Intersection and Safety Improvements

Estimated Completion Year: FY 2027

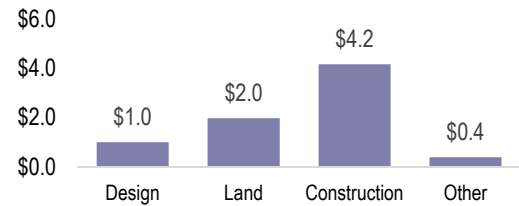
Referendum: November 2020

Background:

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

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

Phase Costs in Millions

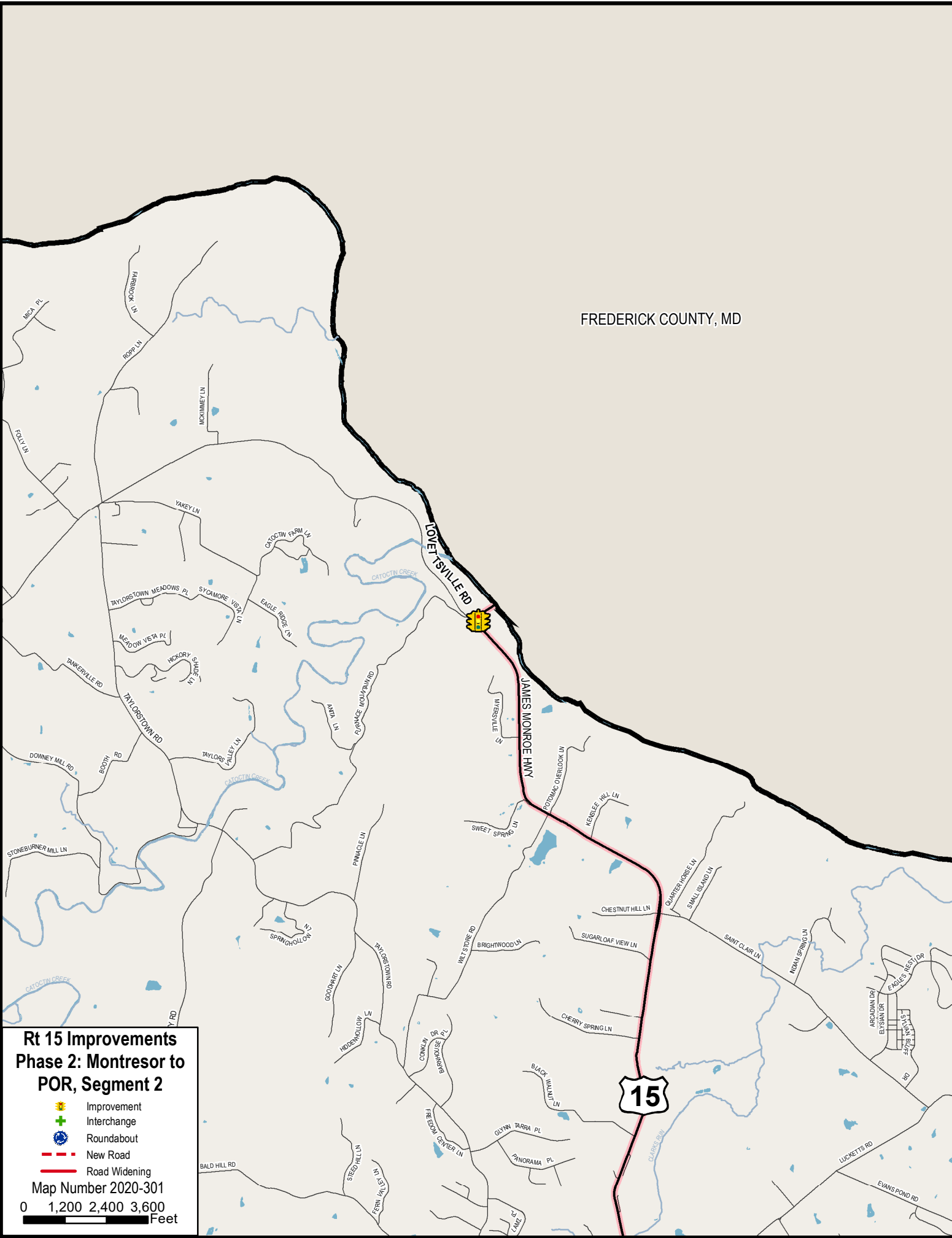


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	975	-	-	-	-	-	-	-	-	975
Utility Relocation	-	-	-	242	-	-	-	242	-	242
Land	-	-	1,730	-	-	-	-	1,730	-	1,730
Construction	-	-	-	-	4,161	-	-	4,161	-	4,161
Personnel	61	-	-	-	-	-	-	-	-	61
Contingency	252	-	15	-	89	-	-	104	-	356
Project Mgmt. Consultant	36	-	-	-	-	-	-	-	-	36
Total – Costs	1,324	-	1,745	242	4,250	-	-	6,237	-	7,561
Local Tax Funding Roads	36	-	-	242	-	-	-	242	-	278
General Obligation Bonds	1,227	-	1,745	-	4,250	-	-	5,994	-	7,221
NVTA 30% Local	61	-	-	-	-	-	-	-	-	61
Total – Funding Sources	1,324	-	1,745	242	4,250	-	-	6,237	-	7,561

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	172	168	334	583	1,257
Total – Impact	-	-	172	168	334	583	1,257



FREDERICK COUNTY, MD

**Rt 15 Improvements
Phase 2: Montresor to
POR, Segment 2**

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

Map Number 2020-301

0 1,200 2,400 3,600
Feet



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

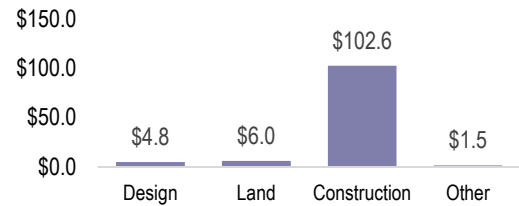
Background:

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; construction of a four-legged roundabout at Montresor Road with a realigned Limestone School Road (Route 661); and the construction of shared use paths on the west side of Route 15 from North King Street to Montresor Road, at the north side of North King Street from Dry Hollow Road to Route 15, and at the north side of Whites Ferry Road from Route 15 to the ferry landing.

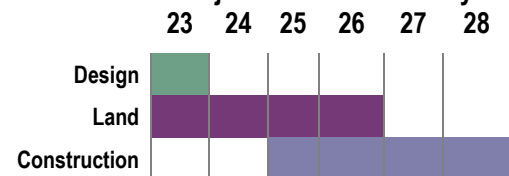
Construction will be performed in two phases: Phase 1 will construct improvements from Battlefield Parkway to Whites Ferry Road including the shared use path along North King Street, and Phase 2 will construct improvements from Whites Ferry Road to Montresor Road including the shared use path along Whites Ferry Road.

The project's production schedule was revised during the FY 2023 CIP budget development process based on the most recent projection for the duration of the development phases.

Phase Costs in Millions

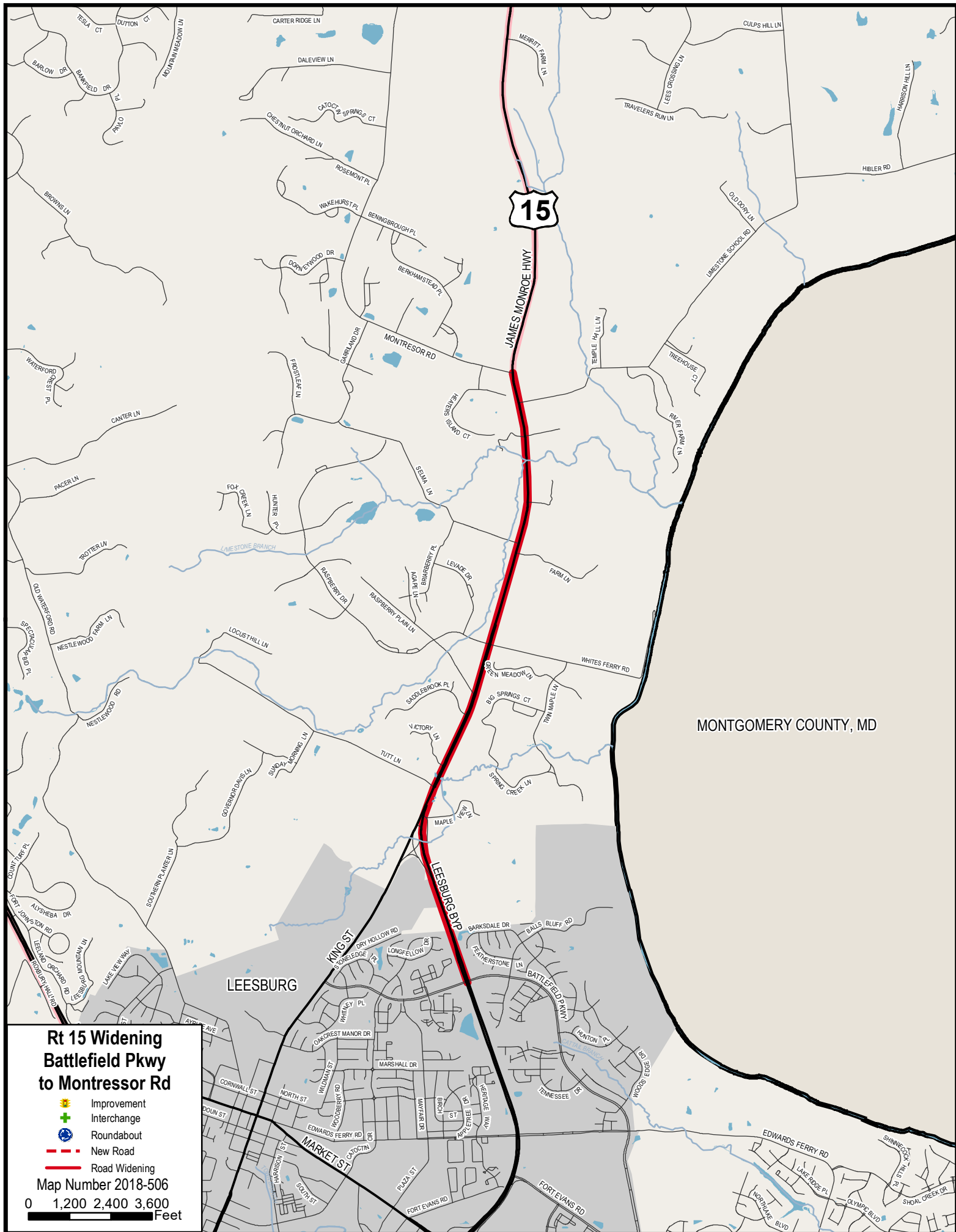


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	3,467	-	-	-	-	-	-	-	-	3,467
Planning	1,375	-	-	-	-	-	-	-	-	1,375
Land	6,010	-	-	-	-	-	-	-	-	6,010
Construction	46,635	-	-	-	55,932	-	-	55,932	-	102,567
Personnel	54	-	-	-	-	-	-	-	-	54
Contingency	-	-	-	-	1,419	-	-	1,419	-	1,419
Total – Costs	57,540	-	-	-	57,351	-	-	57,351	-	114,891
Local Tax Funding	1	-	-	-	-	-	-	-	-	1
Local Tax Funding Roads	3,500	-	-	-	-	-	-	-	-	3,500
General Obligation Bonds	-	-	-	-	51,751	-	-	51,751	-	51,751
Cash Proffers	39	-	-	-	-	-	-	-	-	39
NVTA 70% Regional	54,000	-	-	-	-	-	-	-	-	54,000
NVTA 30% Local	-	-	-	-	5,600	-	-	5,600	-	5,600
Total – Funding Sources	57,540	-	-	-	57,351	-	-	57,351	-	114,891

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	-	1,510	1,510
Total – Impact	-	-	-	-	-	1,510	1,510





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

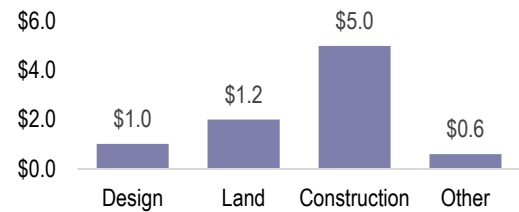
Referendum: November 2022

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).

The project's budget for land acquisition was decreased because the design plan is now complete and there is not as much ROW needed for the project as when the project budget was originally developed.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	1,015	-	-	-	-	1,015	-	1,015
Land	-	-	-	-	1,222	-	-	1,222	-	1,222
Construction	-	-	-	-	-	4,985	-	4,985	-	4,985
Contingency	-	-	200	-	200	200	-	600	-	600
Total – Costs	-	-	1,215	-	1,422	5,185	-	7,822	-	7,822
Local Tax Funding Roads	-	-	-	-	-	699	-	699	-	699
General Obligation Bonds	-	-	715	-	672	4,486	-	5,873	-	5,873
Cash Proffers	-	-	500	-	750	-	-	1,250	-	1,250
Total – Funding Sources	-	-	1,215	-	1,422	5,185	-	7,822	-	7,822

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	71	69	67	66	273
Total – Impact	-	-	71	69	67	66	273



Route 50 / Loudoun County Parkway Interchange

Details:

Project Number: C02458

Election District: Blue Ridge, Dulles

Length: 2.0 miles

Project Type: New Interchange

Estimated Completion Year: FY 2034

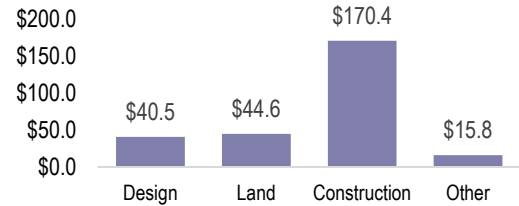
Referendum: November 2024

Background:

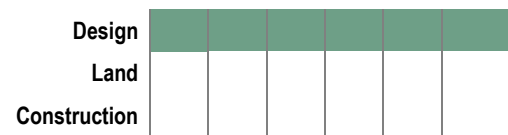
This project provides for the planning, design, right-of-way acquisition, utility relocation establishment of limited access control, roadway widening, and construction of an interchange at the intersection of Route 50 and Loudoun County Parkway (Route 606).

A transfer of \$16,539,333 of NVTA 70% revenue from the Loudoun County Parkway – Dulles West Boulevard to Route 50 (C02234) and the Loudoun County Parkway – Creighton Road to Old Road (C02039) project was authorized by the Board during the October 19, 2021, Business Meeting, and the transfer was executed in FY 2022. The funding will be used to begin the development of an interchange, development of preliminary engineering, and acquisition of necessary properties as the project budget permits.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	16,539	-	-	-	8,561	-	-	8,561	15,409	40,509
Utility Relocation	-	-	-	-	-	-	-	-	18,435	18,435
Owner Costs	-	-	-	-	-	-	-	-	2,925	2,925
Land	-	-	-	-	-	-	-	-	26,194	26,194
Construction	-	-	-	-	-	-	-	-	170,387	170,387
Contingency	-	-	-	-	3,231	-	-	3,231	9,692	12,923
Total – Costs	16,539	-	-	-	11,791	-	-	11,791	243,044	271,374
Local Tax Funding Roads	-	-	-	-	5,000	-	-	5,000	22,439	27,439
General Obligation Bonds	-	-	-	-	6,791	-	-	6,791	200,604	207,396
NVTA 70% Regional	16,539	-	-	-	-	-	-	-	20,000	36,539
Total – Funding Sources	16,539	-	-	-	11,791	-	-	11,791	243,044	271,374

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	-	271	271
Total – Impact	-	-	-	-	-	271	271



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

Details:

Project Number: C02335

Election District: Dulles

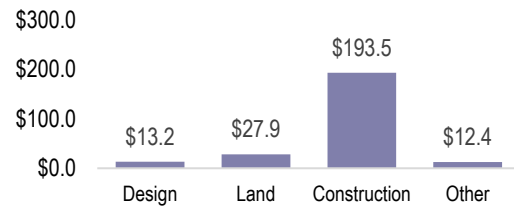
Length: 3.0 miles

Project Type: New Roadway

Estimated Completion Year: FY 2033

Referendum: November 2020

Phase Costs in Millions



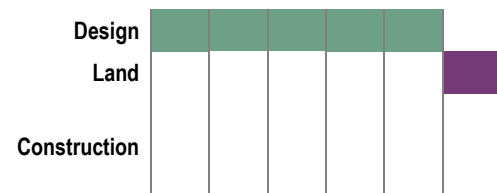
Background:

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 construction of this four-lane median divided roadway north of Route 50 will provide additional capacity to the Route 50 corridor.

The project's budget was increased, and the production schedule was revised during the FY 2023 CIP budget development process based on the most recent cost estimate and projection for the duration of the development phases.

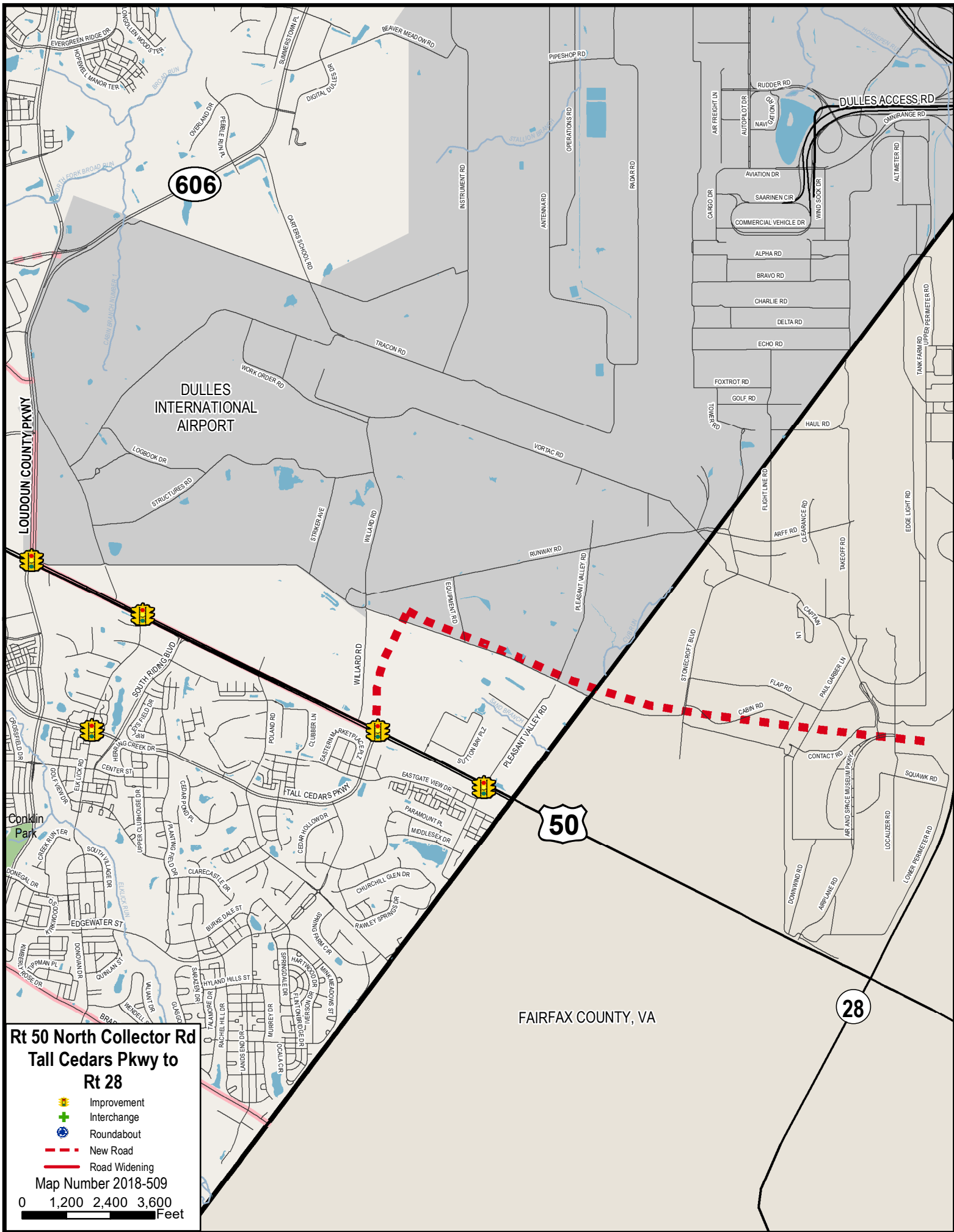
Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	6,846	-	-	-	6,312	-	-	6,312	-	13,158
Utility Relocation	-	-	-	-	-	-	-	-	3,544	3,544
Land	-	-	-	-	-	-	24,337	24,337	-	24,337
Construction	-	-	-	-	-	-	-	-	193,476	193,476
Personnel	410	-	-	-	-	-	-	-	-	410
Contingency	1,028	-	-	-	1,911	-	2,939	4,851	5,879	11,758
Project Mgmt. Consultant	226	-	-	-	-	-	-	-	-	226
Total – Costs	8,510	-	-	-	8,224	-	27,277	35,500	202,899	246,909
Local Tax Funding	86	-	-	-	-	-	-	-	-	86
Local Tax Funding Roads	226	-	-	-	-	-	-	-	-	226
General Obligation Bonds	8,198	-	-	-	3,224	-	2,277	5,500	202,899	216,597
RSTP	-	-	-	-	5,000	-	-	5,000	-	5,000
NVTA 70% Regional	-	-	-	-	-	-	25,000	25,000	-	25,000
Total – Funding Sources	8,510	-	-	-	8,224	-	27,277	35,500	202,899	246,909

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	331	485	472	460	577	2,325
Total – Impact	-	331	485	472	460	577	2,325





Ryan Road - Evergreen Mills Road to Beaverdam Drive

Details:

Project Number: C02376

Election District: Blue Ridge

Length: 0.7 miles

Project Type: Roadway Lane Widening

Estimated Completion Year: FY 2030

Referendum: November 2024

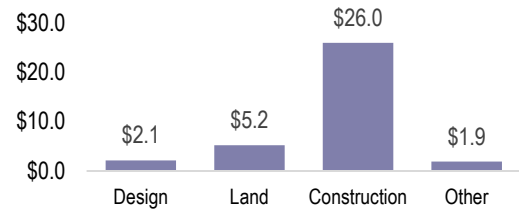
Background:

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

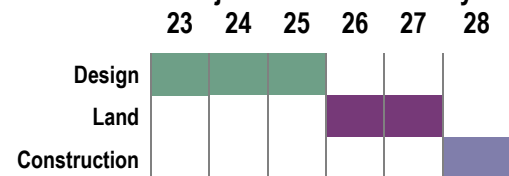
The funding source allocations were revised during the FY 2023 CIP budget development process. In addition, the project's budget was increased, and the production schedule was updated based on the most recent cost estimate and projection for the duration of the development phases. The Virginia Department of Transportation delayed the issuance of Revenue Sharing funding to the County due to the revenue impacts from the COVID-19 pandemic. The delay of funding did not delay the overall project production schedule.

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,971	136	-	-	-	-	-	136	-	2,107
Utility Relocation	-	-	-	-	-	1,692	-	1,692	-	1,692
Land	-	-	-	-	3,503	-	-	3,503	-	3,503
Construction	-	-	-	-	-	15,890	10,075	25,965	-	25,965
Personnel	138	4	-	-	-	-	-	4	-	142
Contingency	-	418	-	-	418	418	418	1,673	-	1,673
Project Mgmt. Consultant	54	10	-	-	-	-	-	10	-	64
Total - Costs	2,163	569	-	-	3,921	18,000	10,493	32,983	-	35,146
Local Tax Funding	-	328	-	-	-	-	-	328	-	328
Local Tax Funding Roads	2,025	-	-	-	-	-	-	-	-	2,025
General Obligation Bonds	-	-	-	-	3,921	-	10,493	14,414	-	14,414
Cash Proffers	-	241	-	-	-	-	-	241	-	241
Revenue Sharing	-	-	-	-	-	2,000	-	2,000	-	2,000
NVTA 70% Regional	-	-	-	-	-	16,000	-	16,000	-	16,000
NVTA 30% Local	138	-	-	-	-	-	-	-	-	138
Total - Funding Sources	2,163	569	-	-	3,921	18,000	10,493	32,983	-	35,146

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	79	315	394
Total - Impact	-	-	-	-	79	315	394





Safety Improvements – Evergreen Mills Road: Bridge and Pavement Modifications Near Hogeland Mill Road

Details:

Project Number: n/a

Election District: Catoctin

Length: 0.5 miles

Project Type: Safety Audit and Improvements

Estimated Completion Year: FY 2031

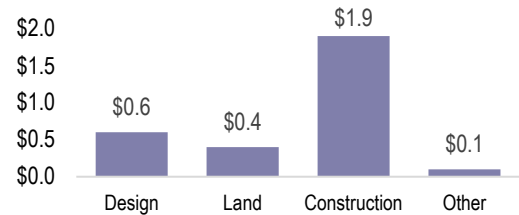
Referendum: November 2023

Background:

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

The recommended improvements originated from the Road Safety Audit that was completed for Evergreen Mills Road (portions now named Arcola Mills Drive) and Watson Road. The results were presented to the Loudoun County Board of Supervisors at their March 5, 2019, Business Meeting.

Phase Costs in Millions

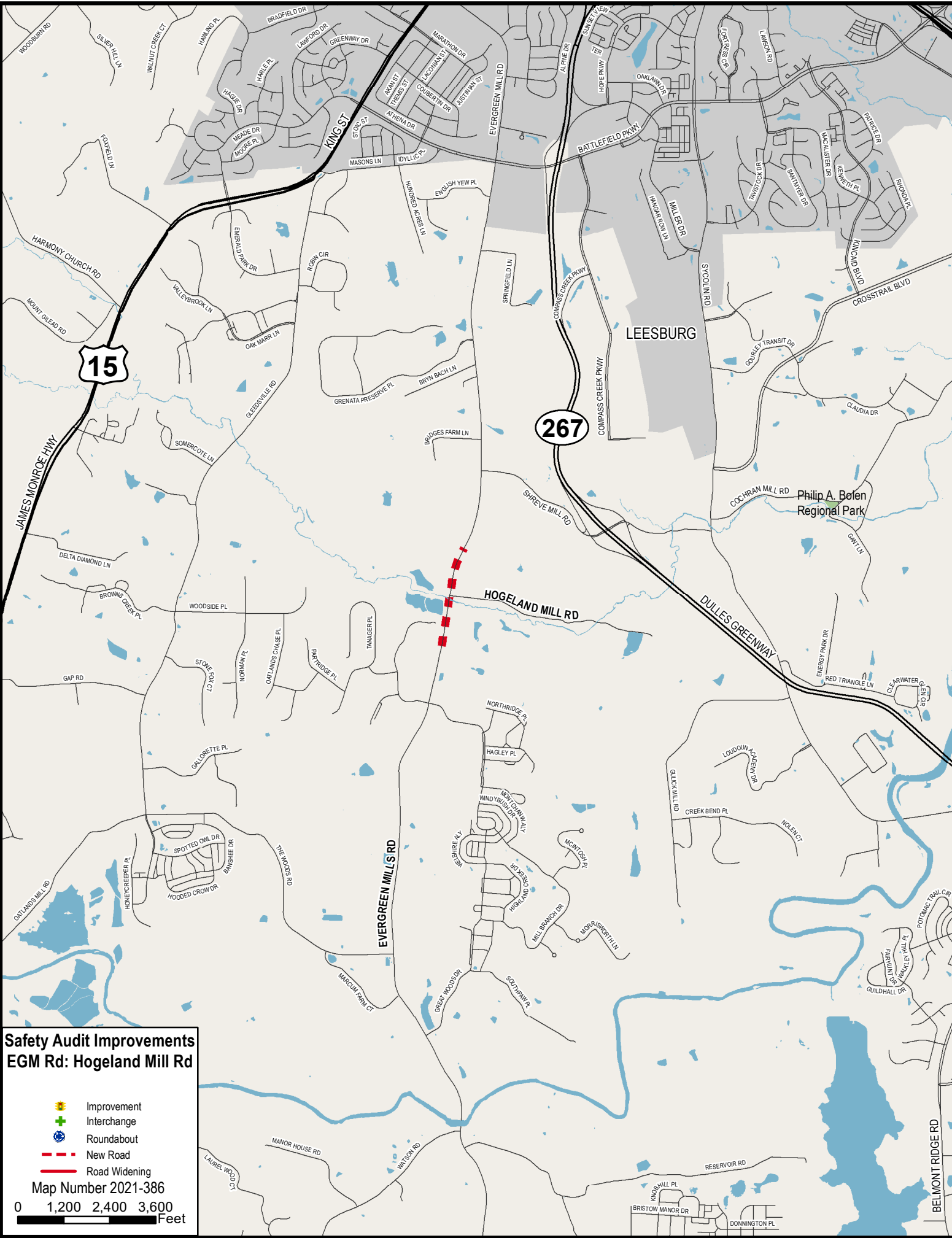


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	633	-	-	-	633	-	633
Utility Relocation	-	-	-	-	-	-	281	281	-	281
Land	-	-	-	-	-	119	-	119	-	119
Construction	-	-	-	-	-	-	-	-	1,909	1,909
Contingency	-	-	-	37	-	37	37	110	37	147
Total – Costs	-	-	-	669	-	156	318	1,143	1,946	3,089
General Obligation Bonds	-	-	-	669	-	156	318	1,143	1,946	3,089
Total – Funding Sources	-	-	-	669	-	156	318	1,143	1,946	3,089

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	40	67	108
Total – Impact	-	-	-	-	40	67	108



Safety Audit Improvements
EGM Rd: Hogeland Mill Rd

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

Map Number 2021-386

0 1,200 2,400 3,600
Feet



Safety Improvements - Evergreen Mills Road: Westbound Left-Turn Lane at the Sportsplex

Details:

Project Number: n/a

Election District: Catoctin

Length:

Project Type: Safety Audit and Improvements

Estimated Completion Year: FY 2030

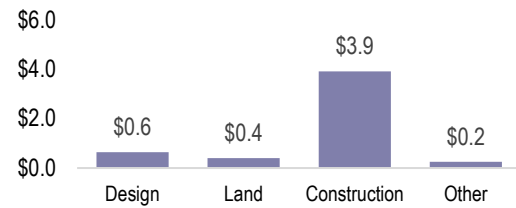
Referendum: November 2023

Background:

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

The recommended improvements originated from the results of a Road Safety Audit that was completed for Evergreen Mills Road (portions now named Arcola Mills Drive) and Watson Road. The results were presented to the Loudoun County Board of Supervisors at their March 5, 2019, Business Meeting.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	634	-	-	-	634	-	634
Utility Relocation	-	-	-	-	-	60	-	60	-	60
Land	-	-	-	-	329	-	-	329	-	329
Construction	-	-	-	-	-	-	3,911	3,911	-	3,911
Contingency	-	-	-	62	62	62	62	247	-	247
Total – Costs	-	-	-	696	391	122	3,973	5,182	-	5,182
General Obligation Bonds	-	-	-	696	391	122	3,973	5,182	-	5,182
Total – Funding Sources	-	-	-	696	391	122	3,973	5,182	-	5,182

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	70	78	148
Total – Impact	-	-	-	-	70	78	148



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: 2025

Referendum: November 2021

Background:

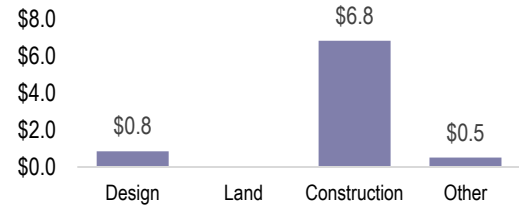
This project provides for the design, right-of-way acquisition, utility relocation, and construction of Shellhorn Road from a point approximately 1,500 feet east of Loudoun County Parkway (the eastern limit of the improvements proffered by Project Nova – Sentinel Data Centers - SDC) to Bullpen Drive/Thumb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

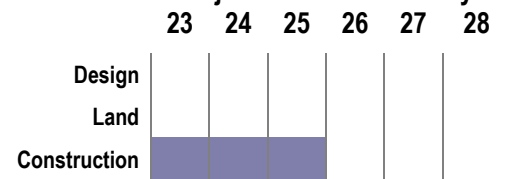
The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Shellhorn Road – Loudoun County Parkway to Randolph Drive*. As part of the FY 2022 CIP development process, the *Shellhorn Road – Loudoun County Parkway to Randolph Drive* project was re-segmented 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.

The project's budget was increased, and the production schedule was updated during the FY 2023 CIP budget development process based on the most recent cost estimate and projection for the duration of the development phases.

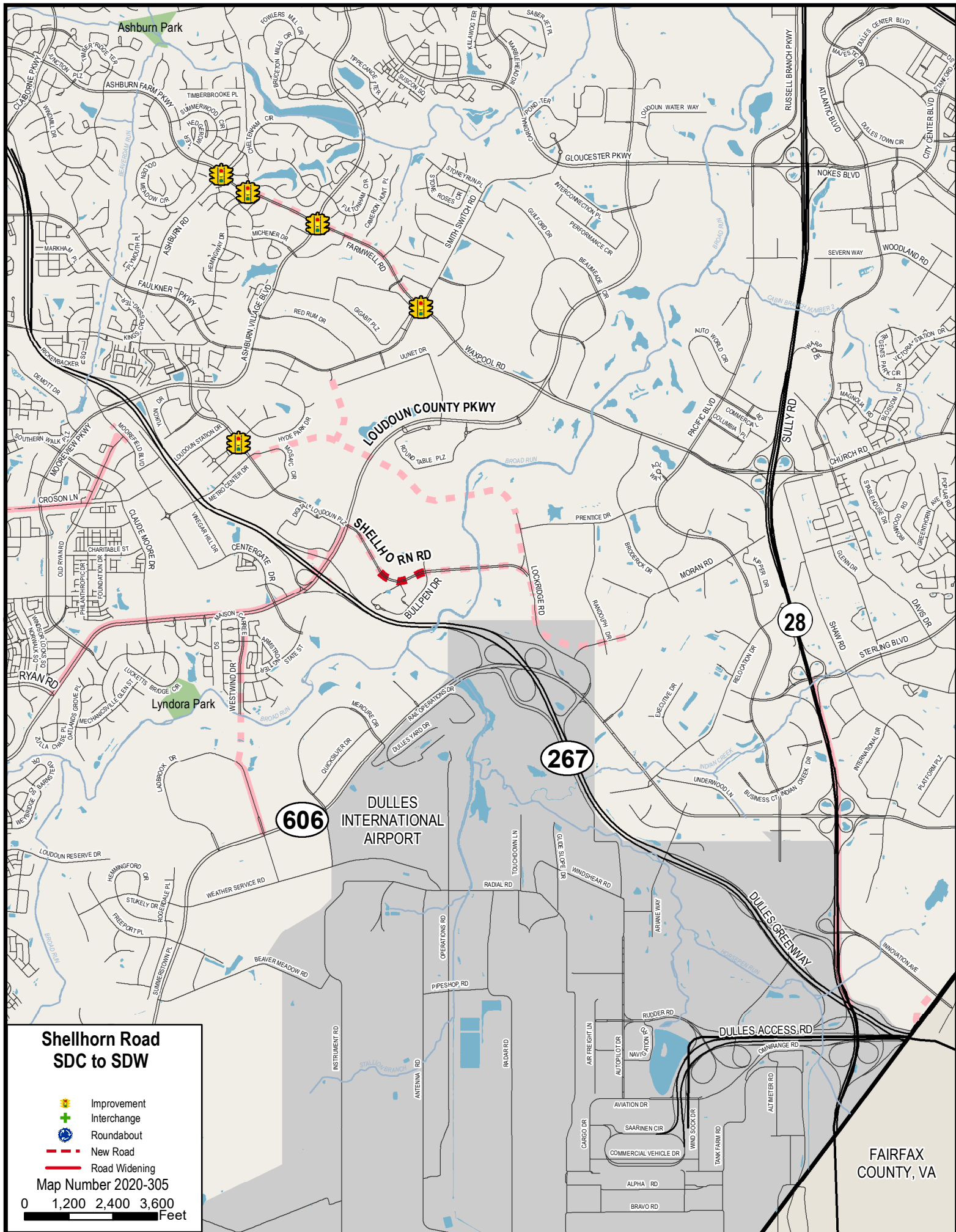
Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	836	-	-	-	-	-	-	-	-	836
Construction	3,000	3,893	-	-	-	-	-	3,893	-	6,893
Personnel	-	35	-	-	-	-	-	35	-	35
Contingency	-	392	-	-	-	-	-	392	-	392
Project Mgmt. Consultant	-	78	-	-	-	-	-	78	-	78
Total – Costs	3,836	4,398	-	-	-	-	-	4,398	-	8,234
Local Tax Funding Roads	3,332	1,345	-	-	-	-	-	1,345	-	4,677
Cash Proffers	-	3,053	-	-	-	-	-	3,053	-	3,053
NVTA 70% Regional	504	-	-	-	-	-	-	-	-	504
Total – Funding Sources	3,836	4,398	-	-	-	-	-	4,398	-	8,234





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: 2029

Referendum: November 2021

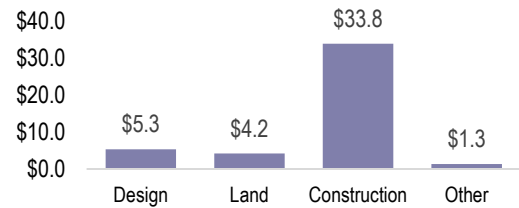
Background:

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 Loudoun County.

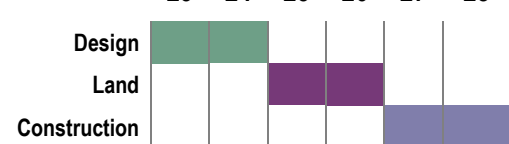
The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Shellhorn Road – Loudoun County Parkway to Randolph Drive*. As part of the FY 2022 CIP development process, the *Shellhorn Road – Loudoun County Parkway to Randolph Drive* project was re-segmented 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.

The project's budget was decreased, and the production schedule was updated during the FY 2023 CIP budget development process based on the most recent cost estimate and projection for the duration of the development phases.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	5,110	-	-	-	-	-	-	-	-	5,110
Utility Relocation	-	-	-	-	1,168	-	-	1,168	-	1,168
Land	3,159	-	-	-	-	-	-	-	-	3,159
Construction	-	-	-	-	-	33,837	-	33,837	-	33,837
Personnel	226	-	-	-	-	-	-	-	-	226
Contingency	-	-	-	-	534	534	-	1,067	-	1,067
Total – Costs	8,495	-	-	-	1,701	34,371	-	36,072	-	44,567
Local Tax Funding	63	-	-	-	-	8,000	-	8,000	-	8,063
Local Tax Funding Roads	266	-	-	-	1,611	-	-	1,611	-	1,877
General Obligation Bonds	5,110	-	-	-	-	26,371	-	26,371	-	31,481
Cash Proffers	163	-	-	-	90	-	-	90	-	253
NVTA 70% Regional	2,894	-	-	-	-	-	-	-	-	2,894
Total – Funding Sources	8,495	-	-	-	1,701	34,371	-	36,072	-	44,567

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	510	498	485	472	459	2,425
Total – Impact	-	510	498	485	472	459	2,425



Sycolin Road – Loudoun Center Place to Crosstrail Boulevard

Details:

Project Number: n/a

Election District: Catoclin

Length: 1.0 miles

Project Type: Roadway Widening

Estimated Completion Year: FY 2030

Referendum: November 2026

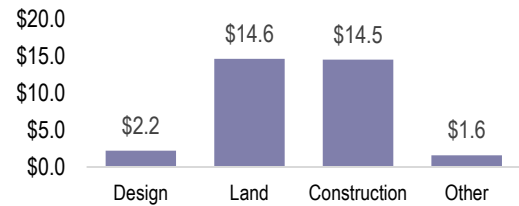
Background:

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.

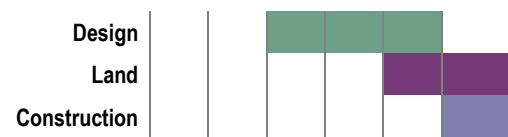
The funding source allocations were revised during the FY 2023 CIP budget development process. In addition, the project's budget was decreased, and the production schedule was updated based on the most recent cost estimate and projection for the duration of the development phases.

The Virginia Department of Transportation increased the award amount of Smart Scale funding and accelerated the issuance of the award for this project.

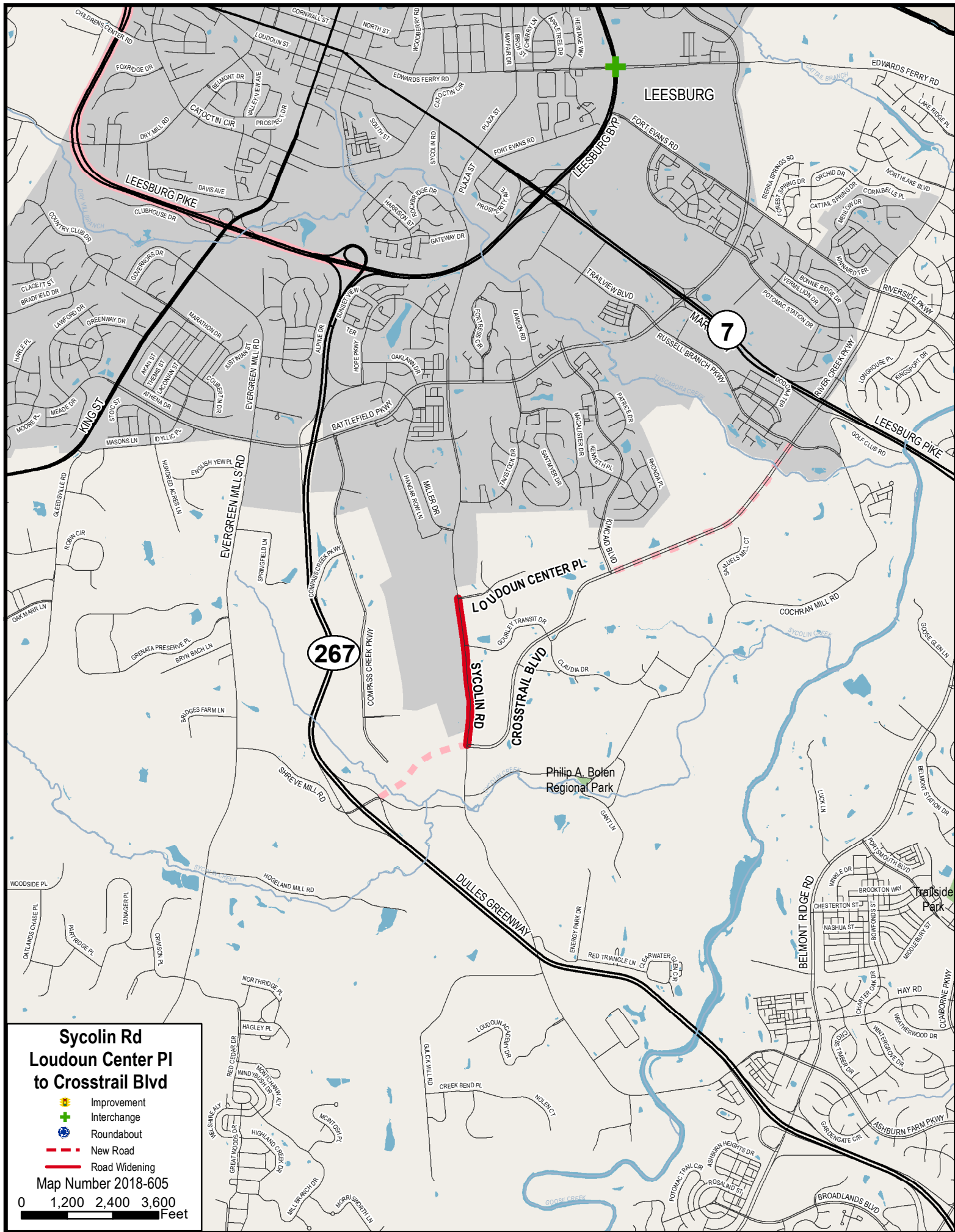
Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	2,189	-	-	-	2,189	-	2,189
Utility Relocation	-	-	-	-	-	1,379	-	1,379	-	1,379
Land	-	-	-	12,520	-	704	-	13,224	-	13,224
Construction	-	-	-	-	-	-	14,504	14,504	-	14,504
Contingency	-	-	-	391	-	782	391	1,565	-	1,565
Total – Costs	-	-	-	15,100	-	2,865	14,895	32,860	-	32,860
Local Tax Funding Roads	-	-	-	-	-	2,865	-	2,865	-	2,865
General Obligation Bonds	-	-	-	-	-	-	14,895	14,895	-	14,895
Smart Scale	-	-	-	15,100	-	-	-	15,100	-	15,100
Total – Funding Sources	-	-	-	15,100	-	2,865	14,895	32,860	-	32,860





Trailhead Drive / Braddock Road Roundabout

Details:

Project Number: n/a

Election District: Blue Ridge

Length: .5 mile

Project Type: New Roundabout

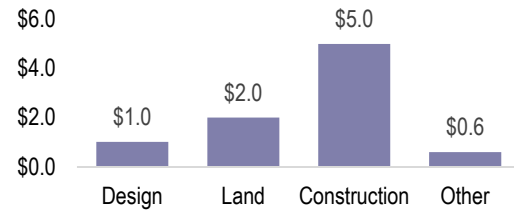
Estimated Completion Year: FY 2030

Referendum: November 2024

Background:

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

Phase Costs in Millions

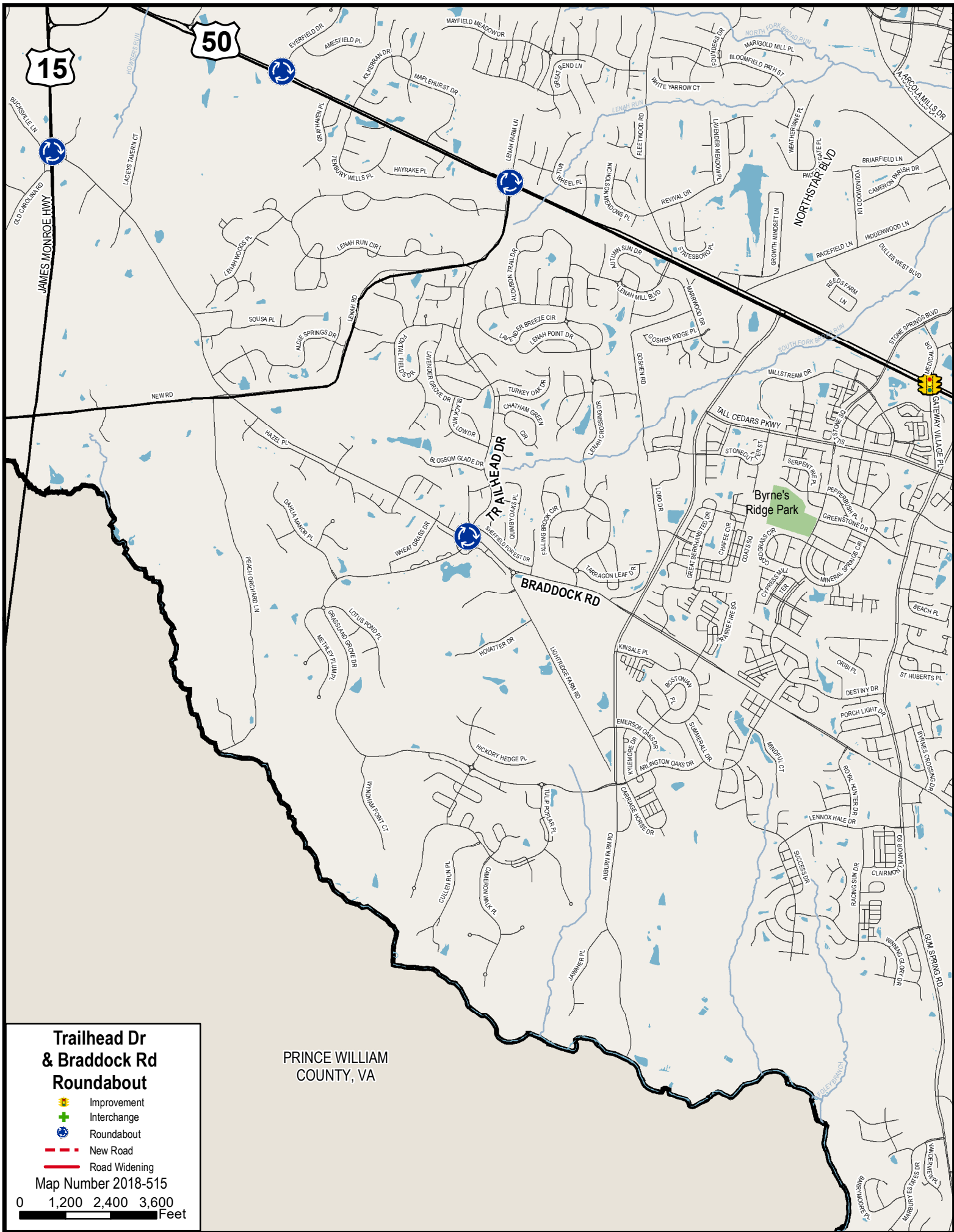


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	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	-	4,985
Contingency	-	-	200	-	200	-	200	600	-	600
Total – Costs	-	-	1,215	-	2,200	-	5,185	8,600	-	8,600
Local Tax Funding Roads	-	-	1,215	-	-	-	699	1,914	-	1,914
General Obligation Bonds	-	-	-	-	2,200	-	4,486	6,686	-	6,686
Total – Funding Sources	-	-	1,215	-	2,200	-	5,185	8,600	-	8,600

Operating Impacts	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	42	219	261
Total – Impact	-	-	-	-	42	219	261





Waxpool Road / Loudoun County Parkway Intersection Improvements

Details:

Project Number: C02089

Election District: Broad Run

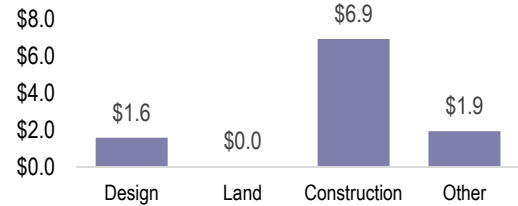
Length: 0.5 miles

Project Type: Widening and Intersection Improvements

Estimated Completion Year: FY 2026

Referendum: November 2021

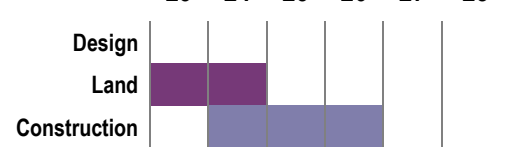
Phase Costs in Millions



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. Upon completion, there will be Westbound Waxpool Road left turns onto Southbound Loudoun County Parkway, and Eastbound right-turn lanes from Loudoun County Parkway onto Waxpool Road.

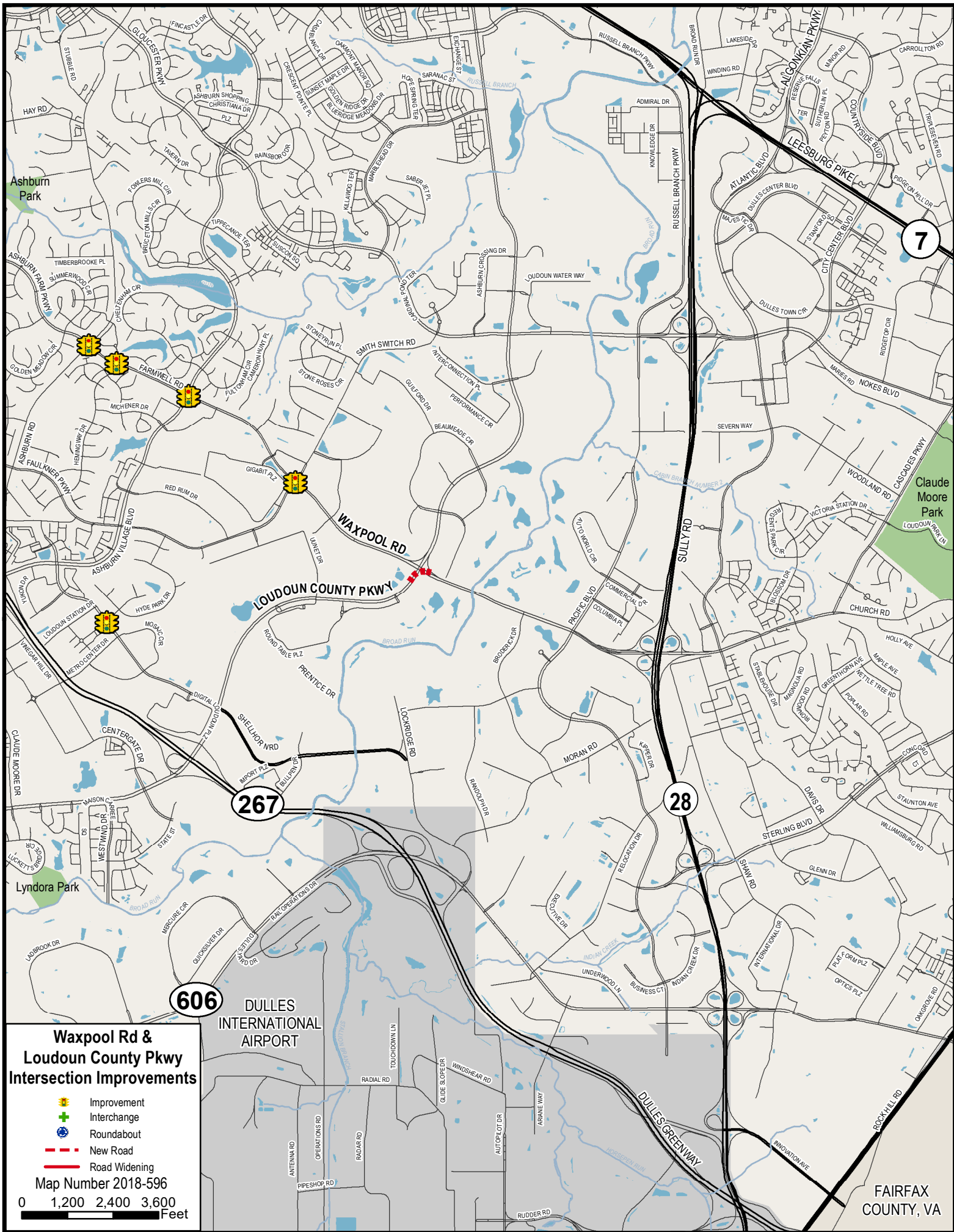
Project Phase Timeline by FY



The project's production schedule was revised during the FY 2023 CIP budget development process based on the most recent projection for the duration of the development phases.

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,577	-	-	-	-	-	-	-	-	1,577
Planning	33	-	-	-	-	-	-	-	-	33
Land	40	-	-	-	-	-	-	-	-	40
Construction	4,065	2,842	-	-	-	-	-	2,842	-	6,907
Personnel	114	123	-	-	-	-	-	123	-	236
Payments to State	5	-	-	-	-	-	-	-	-	5
Contingency	1,407	229	-	-	-	-	-	229	-	1,637
Project Mgmt. Consultant	-	56	-	-	-	-	-	56	-	56
Total – Costs	7,241	3,250	-	-	-	-	-	3,250	-	10,491
Local Tax Funding	981	-	-	-	-	-	-	-	-	981
Local Tax Funding Roads	206	-	-	-	-	-	-	-	-	206
General Obligation Bonds	-	2,100	-	-	-	-	-	2,100	-	2,100
Cash Proffers	2,486	1,150	-	-	-	-	-	1,150	-	3,636
Smart Scale	277	-	-	-	-	-	-	-	-	277
CMAQ	3,291	-	-	-	-	-	-	-	-	3,291
Total – Funding Sources	7,241	3,250	-	-	-	-	-	3,250	-	10,491

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	210	205	200	194	189	998
Total – Impact	-	210	205	200	194	189	998





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

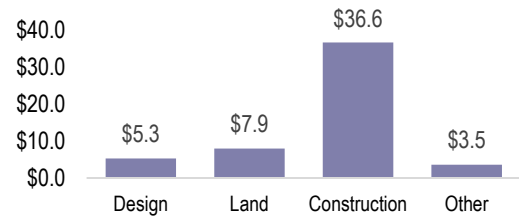
Referendum: November 2019

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.

The project's production schedule was revised during the FY 2023 CIP budget development process based on the most recent projection for the duration of the development phases.

Phase Costs in Millions

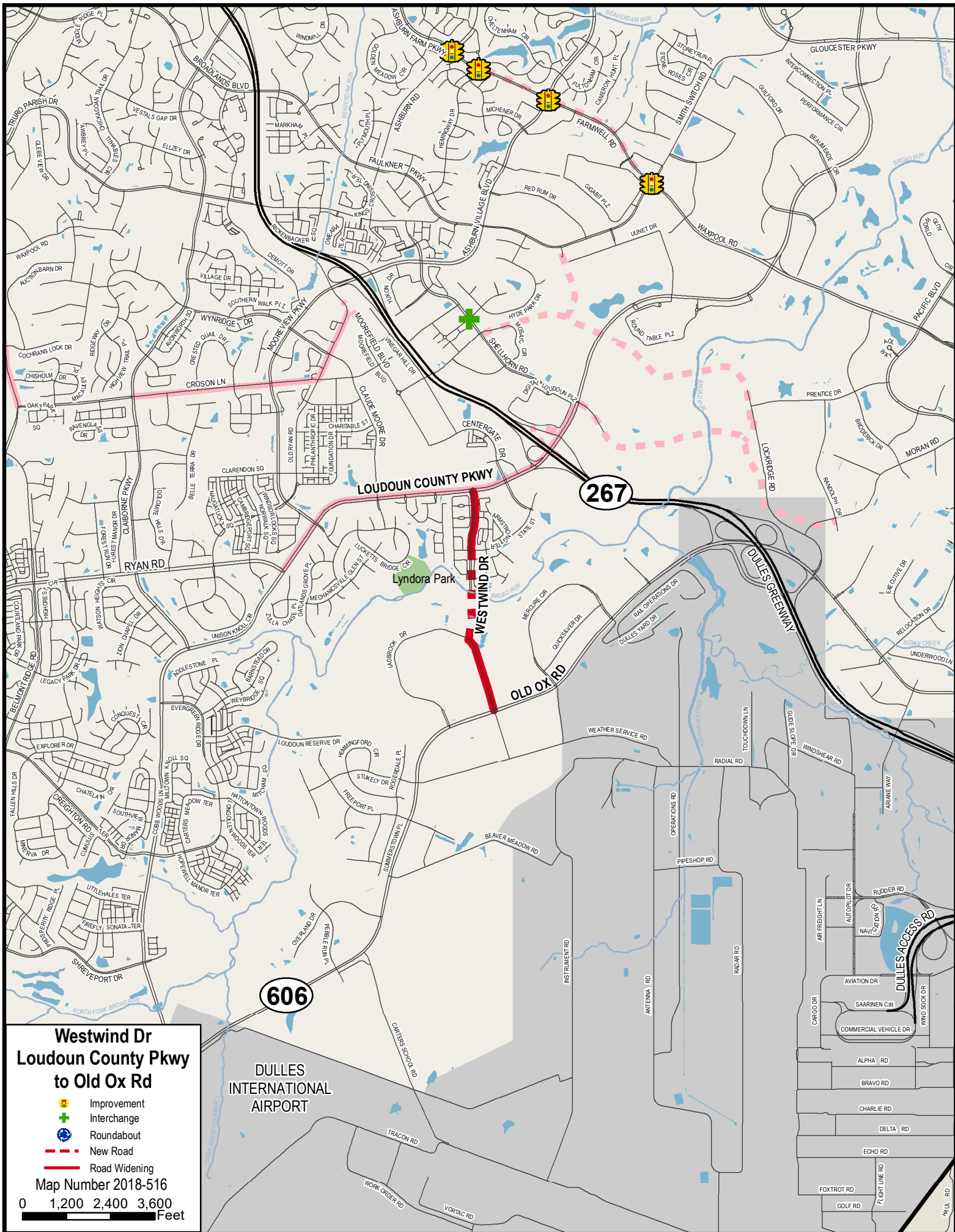


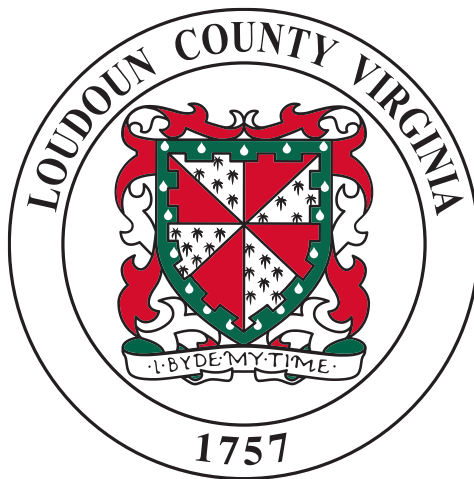
Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	5,318	-	-	-	-	-	-	-	-	5,318
Land	-	7,900	-	-	-	-	-	7,900	-	7,900
Construction	13,084	13,661	-	9,750	-	-	-	23,411	-	36,495
Personnel	547	542	-	-	-	-	-	542	-	1,089
Payments to State	600	-	-	-	-	-	-	-	-	600
Contingency	-	650	-	650	-	-	-	1,300	-	1,300
Project Mgmt. Consultant	154	405	-	-	-	-	-	405	-	559
Total – Costs	19,703	23,159	-	10,400	-	-	-	33,559	-	53,262
Local Tax Funding	488	-	-	-	-	-	-	-	-	488
Local Tax Funding Roads	10,807	-	-	-	-	-	-	-	-	10,807
General Obligation Bonds	-	8,550	-	10,400	-	-	-	18,950	-	18,950
Cash Proffers	131	-	-	-	-	-	-	-	-	131
Smart Scale	5,212	14,609	-	-	-	-	-	14,609	-	19,821
NVTA 30% Local	3,064	-	-	-	-	-	-	-	-	3,064
Total – Funding Sources	19,703	23,159	-	10,400	-	-	-	33,559	-	53,262

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	858	831	1,024	1,410	1,796	5,918
Total – Impact	-	858	831	1,024	1,410	1,796	5,918







Capital Improvement Program Sidewalks, Signals, and Traffic Calming

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Sidewalk, Signals, and Traffic Calming

Capital Improvement Program											
Sidewalks, Signals, and Traffic Calming											
	Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects											
Belmont Ridge Road/Legacy Park Drive Traffic Signal	-	-	298	-	291	1,092	-	1,681	-	-	1,681
Contingency - Sidewalk and Trails	3,768	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	13,768
Contingency - Traffic Calming	793	500	500	500	500	500	500	500	3,000	2,000	5,793
Contingency - Traffic Signal	2,570	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	12,570
Franklin Park to Purcellville Trail	520	1,025	-	-	2,778	-	-	3,803	6,015	-	10,338
Harmony Middle School Shared Use Path	1,379	698	249	4,471	-	-	-	5,418	-	-	6,796
Intersection Improvement Program	20,621	15,299	15,835	14,235	16,235	16,235	16,235	94,074	65,740	-	180,435
Loudoun County Parkway - Shared-Use Path	-	-	-	1,202	461	261	6,759	8,682	-	-	8,682
River Creek Parkway - Sidewalk	531	302	224	1,324	-	-	-	1,850	-	-	2,381
Route 7 Shared Use Path	1,631	624	-	-	8,042	-	-	8,666	-	-	10,297
Shellhorn Rd & Central Station Dr / Hartley Place Intersection Improvements	-	-	-	268	-	-	-	268	-	-	268
Sidewalk and Trail Program	2,477	2,054	11,102	12,435	12,020	12,020	12,020	61,651	40,080	-	104,208
Sterling Boulevard/W&OD Trail - Overpass	1,294	639	16,989	-	-	-	-	17,628	-	-	18,922
Traffic Sign Replacement Program	1,000	-	-	1,000	-	-	1,000	2,000	1,000	-	4,000
W&OD At-Grade Crossing Improvements	1,696	347	2,661	-	-	-	-	3,007	-	-	4,703
Waterford Traffic Calming	-	500	-	-	-	-	-	500	1,858	-	2,358
Total – Costs	38,280	23,987	49,857	37,435	42,327	32,108	38,514	224,227	124,693	-	387,200
Funding Source											
Local Tax Funding	7,237	1,756	-	4,471	-	-	-	6,227	15,196	-	28,660
Local Tax Funding Roads	8,409	2,500	5,637	4,988	30,755	27,054	15,623	86,557	15,446	-	110,412
General Obligation Bonds	16,126	18,097	28,511	27,039	1,191	5,054	14,891	94,782	88,036	-	198,943
Appropriation-Backed Bonds	1,257	-	-	-	-	-	-	-	-	-	1,257
Cash Proffers	579	8	11,735	121	339	-	-	12,204	-	-	12,783
RSTP	-	-	-	-	-	-	4,000	4,000	-	-	4,000
Smart Scale	-	-	-	-	-	-	-	-	6,015	-	6,015
CMAQ	-	-	-	-	-	-	4,000	4,000	-	-	4,000
Other Federal Grants	1,070	-	-	-	2,000	-	-	2,000	-	-	3,070
NVTA 30% Local	3,323	1,626	3,975	816	8,042	-	-	14,459	-	-	17,782
Local Gas Tax	279	-	-	-	-	-	-	-	-	-	279
Total – Funding Sources	38,280	23,987	49,857	37,435	42,327	32,108	38,514	224,227	124,693	-	387,200



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

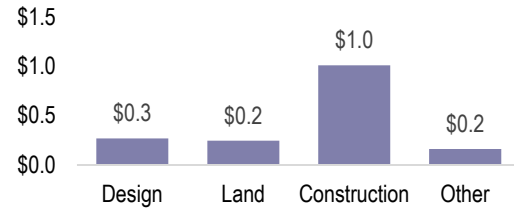
Estimated Completion Year: FY 2028

Referendum: n/a

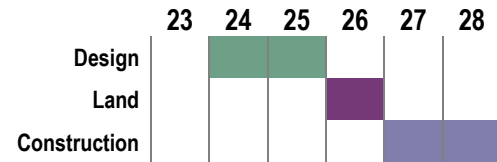
Background:

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	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	-	1,009
Contingency	-	-	31	-	46	83	-	160	-	160
Total – Costs	-	-	298	-	291	1,092	-	1,681	-	1,681
Local Tax Funding Roads	-	-	-	-	-	1,092	-	1,092	-	1,092
Cash Proffers	-	-	298	-	291	-	-	589	-	589
Total – Funding Sources	-	-	298	-	291	1,092	-	1,681	-	1,681



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 2023-FY 2028 of the CIP planning period to be used Countywide for the design and construction of missing sidewalk and trail segments.

Traffic Calming Contingency

Provides \$500,000 in funding in FY 2023-FY 2028 of the CIP planning period to be used Countywide for the study, design, and construction of traffic calming measures.

Traffic Signal Contingency

Provides \$1,000,000 in funding in FY 2023- FY 2028 of the CIP planning period to be used Countywide for the study, design, and construction of traffic signals.

Phase Costs in Millions



Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Contingency	7,131	2,500	2,500	2,500	2,500	2,500	2,500	15,000	10,000	32,131
Total – Costs	7,131	2,500	2,500	2,500	2,500	2,500	2,500	15,000	10,000	32,131
Local Tax Funding	461	-	-	-	-	-	-	-	-	461
Local Tax Funding Roads	5,023	2,500	2,500	2,500	2,500	2,500	2,500	15,000	10,000	30,023
NVTA 30% Local	1,368	-	-	-	-	-	-	-	-	1,368
Local Gas Tax	279	-	-	-	-	-	-	-	-	279
Total – Funding Sources	7,131	2,500	2,500	2,500	2,500	2,500	2,500	15,000	10,000	32,131



Sidewalks, Traffic Signals, and Traffic Calming

Franklin Park to Purcellville Trail

Details:

Project Number: C02036

Election District: Blue Ridge

Length: 1.5 miles

Location: Town of Purcellville

Estimated Completion Year: FY 2030

Referendum: November 2024

Background:

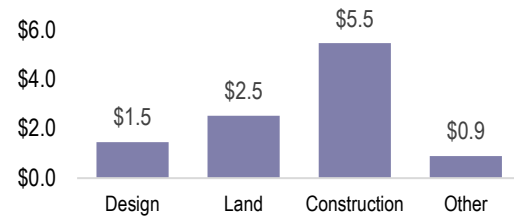
This project provides funding for design, construction, and easement acquisition to complete sidewalks and trails needed to connect Franklin Park to the Town of Purcellville.

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.

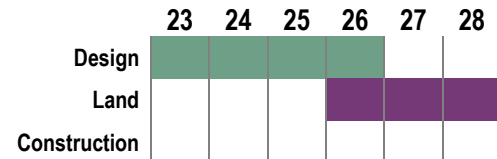
The other portion of the larger project constructs a trail from the intersection of Main and West Loudoun Streets in Round Hill to Franklin Park using Virginia Department of Transportation (VDOT) Transportation Enhancement grant funds (TEA-21), now known as MAP-21.

This project was shifted from the Parks, Recreation, and Culture section in the FY 2022 Adopted CIP (9-66) to the Sidewalks, Traffic Signals, and Traffic Calming section to coincide with DTCL leading the project. Funding has also been revised to reflect the acceleration of professional services and land acquisition from FY 2030 to FY 2023 and 2026, respectively, offset in part against the *Preliminary Scoping and Engineering* (FY 2023) and the *Rt. 50/Everfield Roundabout* Projects (FY 2026). Additionally, funding has been updated to reflect planned competitive grant applications for both TAP funding and Smart Scale funding for the project.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	520	932	-	-	-	-	-	932	-	1,452
Land	-	-	-	-	2,525	-	-	2,525	-	2,525
Construction	-	-	-	-	-	-	-	-	5,468	5,468
Contingency	-	93	-	-	253	-	-	346	547	893
Total – Costs	520	1,025	-	-	2,778	-	-	3,803	6,015	10,338
Local Tax Funding	520	1,025	-	-	-	-	-	1,025	-	1,545
General Obligation Bonds	-	-	-	-	778	-	-	778	-	778
Smart Scale	-	-	-	-	-	-	-	-	6,015	6,015
Other Federal Grants (TAP)	-	-	-	-	2,000	-	-	2,000	-	2,000
Total – Funding Sources	520	1,025	-	-	2,778	-	-	3,803	6,015	10,338



Sidewalks, Traffic Signals, and Traffic Calming

Harmony Middle School Shared Use Path

Details:

Project Number: C02383

Election District: Catoclin

Length: 1 mile

Project Type: New Shared Use Path and Drainage Improvements

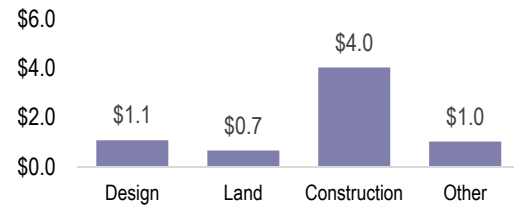
Estimated Completion Year: FY 2026

Referendum: n/a

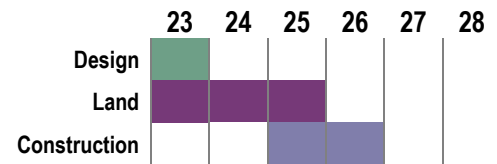
Background:

This project provides funding to develop missing shared use path 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,077	-	-	-	-	-	-	-	-	1,077
Utility Relocation	-	-	249	-	-	-	-	249	-	249
Land	-	415	-	-	-	-	-	415	-	415
Construction	-	-	-	4,029	-	-	-	4,029	-	4,029
Personnel	88	5	-	-	-	-	-	5	-	93
Contingency	177	265	-	442	-	-	-	707	-	884
Project Mgmt. Consultant	37	12						12	-	49
Total – Costs	1,379	698	249	4,471	-	-	-	5,418	-	6,796
Local Tax Funding	53	17	-	4,471	-	-	-	4,488	-	4,542
Cash Proffers	72	-	-	-	-	-	-	-	-	72
NVTA 30% Local	1,254	680	249	-	-	-	-	929	-	2,183
Total – Funding Sources	1,379	698	249	4,471	-	-	-	5,418	-	6,796



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 2018 & November 2023

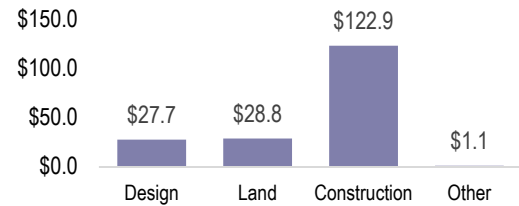
Background:

The Intersection Improvement Program (IIP) addresses safety and capacity challenges at roadway intersections throughout the County. A database of existing unsignalized, signalized, and roundabout locations identified in the *Countywide Transportation Plan* (CTP) and non-CTP roads of significance is maintained.

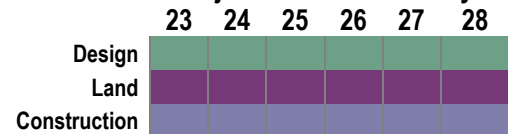
The IIP process includes quantitative and qualitative analysis of candidate intersections resulting in a prioritization based that considers the frequency of accidents and traffic volumes. From the list of ranked intersections, a group of highest priority intersections is selected for further detailed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

This program serves as a funding source account where funds are moved to specific identified intersection improvement projects. 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. Program capacity will be allocated as additional projects are identified and prioritized. Additional funding has been added in FY 2026-2028 to facilitate anticipated project needs and timelines.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	8,254	1,900	1,900	1,900	1,900	1,900	1,900	11,400	8,000	27,654
Land	2,500	2,500	2,600	2,600	2,600	2,600	2,600	15,500	10,800	28,800
Construction	8,765	10,890	11,335	9,735	11,735	11,735	11,735	67,165	46,940	122,870
Personnel	1,102	3	-	-	-	-	-	3	-	1,105
Project Mgmt. Consultant		6						6	-	6
Total – Costs	20,621	15,299	15,835	14,235	16,235	16,235	16,235	94,074	65,740	180,435
Local Tax Funding	4,802	9	-	-	-	-	-	9	10,332	15,143
Local Tax Funding Roads	1,854	-	3,137	1,220	16,235	11,181	3,424	35,197	3,444	40,495
General Obligation Bonds	13,965	15,290	9,512	13,015	-	5,054	8,811	51,682	51,964	117,611
Cash Proffers	-	-	3,186	-	-	-	-	3,186	-	3,186
RSTP ¹	-	-	-	-	-	-	2,000	2,000	-	2,000
CMAQ ¹	-	-	-	-	-	-	2,000	2,000	-	2,000
Total – Funding Sources	20,621	15,299	15,835	14,235	16,235	16,235	16,235	94,074	65,740	180,435

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	2,229	3,123	4,345	4,233	4,528	18,458
Total – Impact	-	2,229	3,123	4,345	4,233	4,528	18,458

¹ The County is submitting applications for RSTP and CMAQ funding for high-priority Intersection Improvement projects in FY 2028. As the application process proceeds, sub-projects within this and the *Sidewalk and Trail Program* will be identified and assigned funding as appropriate.



Sidewalks, Traffic Signals, and Traffic Calming

Intersection Improvement Program (Prioritized Projects List)

Prioritized Project (Project ID) ¹ Description	Intersection ID	Election District	Est. Beginning FY	Est. Ending FY	Project Total (\$ in 1000s)
Sterling Blvd. (Route 846) and Glenn Drive (C02408) 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	\$2,725.4
Claiborne Parkway (Route 901) and Marshfield Dr. (C02406) 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	\$1,947.0
Tall Cedars Parkway (Rt. 2200) (C02305) 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	\$356.7
Ashburn Road (Route 641) (C02409) 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	\$6,456.4
Old Ox Road (Route 606) and Douglas Court (C02410) Provides for the conversion of the intersection to a right-in, right-out, left-in configuration.	2017-9	Broad Run	FY 2022	FY 2025	\$1,079.7
Old Ox Road (Route 606) and Dulles Summit Ct. (C02411) 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	\$457.3
Ryan Road (Route 772) and Cotton Grass Way (C02412) 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	\$98.5
Sugarland Road (Route 604) (C02464) 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	\$3,473.5
Claiborne Parkway (Route 901) and Dulles Greenway (C02465) Provides for the installation of a traffic signal at the intersection while retaining existing lane configurations.	2017-8	Ashburn	FY 2023	FY 2027	\$1,380.9
Sterling Blvd. (Route 846) and West Laurel Ave. (C02466) 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	\$2,092.1
Waxpool Road (Route 2119) and Shellhorn Road (Route 643) (C02290)² 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	\$2.0
Waxpool Road (Route 2119) and Ashburn Road (Route 641) (C02426)² 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	\$1,761.7
Algonkian Parkway (Route 1582 and Hardwood Forest Drive (Route 1671)/Noble Terrace (C02507) Provides for the installation of a traffic signal with right-in, right-out, and left-in turn configurations at the intersection of Algonkian Pkwy. and Hardwood Forest Drive/Noble Terrace.	2017-18	Algonkian/Sterling	FY 2023	FY 2027	\$946.1
Atlantic Boulevard (Route 1992) and Century Boulevard (Route 3431)/Majestic Drive (C02506) Provides for road stripping of the existing left- and right- turn lanes on Century Blvd. and the existing left- turn lane on Majestic Drive. Also provides for vegetation trimming on the northwest, northeast, and southeast quadrants of the intersection.	2017-17	Broad Run	FY 2023	FY 2026	\$463.6
Tall Cedars Parkway (Route 2200) and Edgewater Street (Route 2237) (C02505) Provides for modification of the lane configuration for the northbound left-turn lane by converting it from a dedicated left-turn lane to a shared, left-through lane.	2017-7	Dulles	FY 2023	FY 2025	\$207.4
East Church Rd (Route 625) and Lincoln Ave (Route 1496) / Belfort St (Route 1481) (C02474)	2020-1	Sterling	FY 2023	FY 2030	8,393.6

¹ Project IDs have been provided for those prioritized projects receiving funding in FY 2023 or that have previously received funding.

² 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.*



Sidewalks, Traffic Signals, and Traffic Calming

This project provides for the construction and implementation of a 2-lane Hybrid Roundabout at the specified intersection.

Pacific Blvd (Route 1036) and Business Ct (Route 1037) / Indian Creek Dr (Route 1038) (C02475)	2020-3	Broad Run	FY 2023	FY 2027	1,391.9
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This project provides for the installation of a traffic signal at this previously unsignalized intersection as well as the installation of ADA-compliant ramps and relevant signing and marking.

Sterling Blvd (Route 846) and Williamsburg Rd (Route 1437) / Chase Heritage Cir (C02476)	2020-4	Sterling	FY 2023	FY 2027	2,375.4
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This project provides for the channelization of movements in the specified intersection as well as improvements to turn lanes operating at and through the intersection.

Ashburn Village Blvd (Route 2020) and Shellhorn Rd (Route 643)	2020-5	Broad Run	FY 2024	FY 2028	2,108.7
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This project provides for various improvements at the specified intersection such as: turn lane improvements/modifications, pedestrian improvements, and signal upgrades/lighting improvements.

Gloucester Pkwy (Route 2150) and Loudoun County Pkwy (Route 607)	2020-6	Broad Run	FY 2024	FY 2027	943.2
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This project provides for signing and marking improvements as well as upgrades to the existing signal and lighting improvements at the specified intersection.

Sterling Blvd (Route 846) and Shaw Rd (Route 636)	2020-7	Broad Run/Sterling	FY 2024	FY 2028	2,198.5
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This project provides for the reconstruction of turn lanes at the specified intersection. Additionally, it will provide for signal improvements for the existing traffic signal.

Route 7 at Potomac View Rd¹ (C02471)	RT 7-1	Algonkian/Sterling	FY 2023	FY 2027	2,325.9
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This project provides for extending Rt.7's westbound left turn lane's storage length at the intersection with Potomac View Rd.

Route 7 at North Sterling Blvd (C02470)	RT 7-2	Algonkian/Sterling	FY 2024	FY 2029	3,944.4
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This project provides for improvements at the intersection of N. Sterling Blvd/ Cardinal Glen Circle and Route 7.

Route 7 at Augusta Dr (C02469)	RT 7-3	Algonkian/Sterling	FY 2023	FY 2028	3,883.5
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This project provides for improvements at the intersection of Route 7 and Augusta Drive.

Route 7 at Cedar Dr	RT 7-4	Algonkian/Sterling	FY 2024	FY 2028	1,993.4
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This project provides for improvements at the intersection of Route 7 at Cedar Drive.

Route 7 at Lakeland Dr / Community Plaza	RT 7-5	Algonkian/Sterling	FY 2024	FY 2028	2,593.1
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This project provides for improvements at the intersection of Route 7 and Lakeland Drive/Community Plaza.

Total Cost					\$55,600.0²
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¹ Route 7 Intersection Improvement Program projects are derived from the Route 7 Corridor Study as presented to the Board at the 10/19/2021 Business Meeting (*Item I-1, Route 7-Corridor Planning Study: Route 28 to Fairfax County Line*).

² The current prioritized project list total does not match the six-year total for the program because the current list of projects reflects projects that have been prioritized and programmed to-date and because additional projects will be programmed as prioritized and identified in future CIP cycles.



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

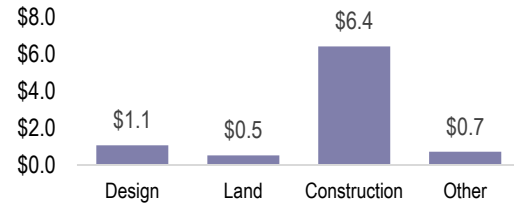
Estimated Completion Year: FY 2029

Referendum: November 2023

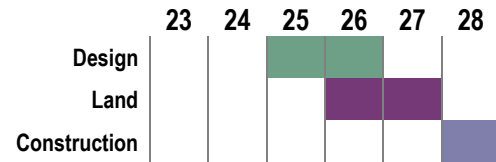
Background:

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 Evergreen Mills Road.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	1,059	-	-	-	1,059	-	1,059
Utility Relocation	-	-	-	-	-	261	-	261	-	261
Land	-	-	-	-	247	-	-	247	-	247
Construction	-	-	-	-	-	-	6,402	6,402	-	6,402
Contingency	-	-	-	143	214	-	357	713	-	713
Total – Costs	-	-	-	1,202	461	261	6,759	8,682	-	8,682
Local Tax Funding Roads	-	-	-	-	-	261	679	940	-	940
General Obligation Bonds	-	-	-	1,081	413	-	6,080	7,573	-	7,573
Cash Proffers	-	-	-	121	48	-	-	169	-	169
Total – Funding Sources	-	-	-	1,202	461	261	6,759	8,682	-	8,682

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	109	147	143	399
Total – Impact	-	-	-	109	147	143	399



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

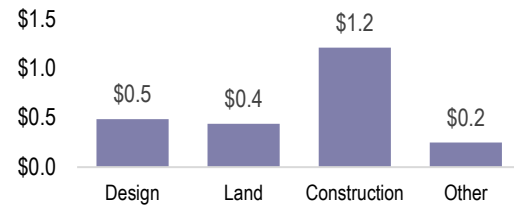
Estimated Completion Year: FY 2026

Referendum: November 2020

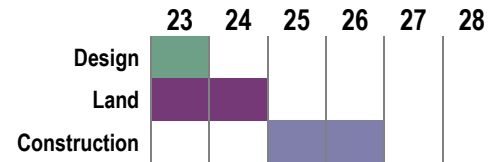
Background:

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	485	-	-	-	-	-	-	-	-	485
Utility Relocation	-	-	224	-	-	-	-	224	-	224
Land	-	214	-	-	-	-	-	214	-	214
Construction	-	-	-	1,209	-	-	-	1,209	-	1,209
Personnel	-	14	-	-	-	-	-	14	-	14
Contingency	46	69	-	115	-	-	-	184	-	230
Project Mgmt. Consultant		5						5	-	5
Total – Costs	531	302	224	1,324	-	-	-	1,850	-	2,381
Local Tax Funding	-	19	-	-	-	-	-	19	-	19
General Obligation Bonds	531	283	224	1,324	-	-	-	1,831	-	2,362
Total – Funding Sources	531	302	224	1,324	-	-	-	1,850	-	2,381

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	29	50	180	175	171	604
Total – Impact	-	29	50	180	175	171	604



Sidewalks, Traffic Signals, and Traffic Calming

Route 7 Shared Use Path

Details:

Project Number: C02455

Election District: Sterling

Length: n/a

Project Type: New Shared-Use Path

Estimated Completion Year: FY 2027

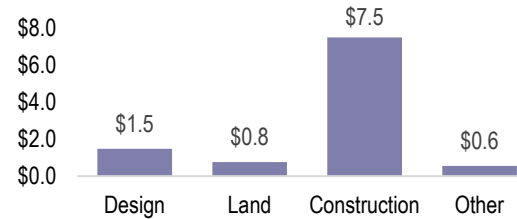
Referendum: November 2019

Background:

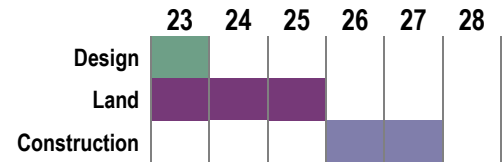
As part of the FY 2023 CIP budget development process, the *Route 7 Pedestrian Crossings* project in the FY 2022 Adopted CIP (10-123) was segmented, and this scope of work was removed and established as a separated project. The new project will provide for the design, right-of-way acquisition, and construction of the shared use path between three pedestrian crossings on the north side of Route 7. The crossings are located on Route 7 at Bartholomew Fair Drive (Route 1792)/Campus Drive (Route 391), Potomac View Road (Route 637), and Lakeland Drive (Route 821).

The scope of work associated with the improvements to these intersections is included in the *Route 7 Pedestrian Crossings* project.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,478	-	-	-	-	-	-	-	-	1,478
Utility Relocation	-	608	-	-	-	-	-	608	-	608
Land	153	-	-	-	-	-	-	-	-	153
Construction	-	-	-	-	7,503	-	-	7,503	-	7,503
Personnel	-	5	-	-	-	-	-	5	-	5
Contingency	-	-	-	-	539	-	-	539	-	539
Project Mgmt. Consultant		11						11	-	11
Total – Costs	1,631	624	-	-	8,042	-	-	8,666	-	10,297
Local Tax Funding	298	16	-	-	-	-	-	16	-	313
Local Tax Funding Roads	791	-	-	-	-	-	-	-	-	791
General Obligation Bonds	225	-	-	-	-	-	-	-	-	225
Appropriation-Backed Bonds	257	-	-	-	-	-	-	-	-	257
NVTA 30% Local	60	608	-	-	8,042	-	-	8,650	-	8,710
Total – Funding Sources	1,631	624	-	-	8,042	-	-	8,666	-	10,297



Sidewalks, Traffic Signals, and Traffic Calming

Shellhorn Road and Central Station Drive / Hartley Place Intersection Improvements

Details:

Project Number: n/a

Election District: Broad Run

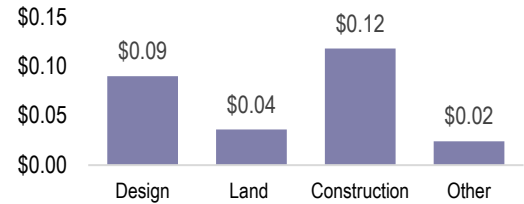
Length: n/a

Project Type: Intersection Improvement

Estimated Completion Year: FY 2026

Referendum: n/a

Phase Costs in Millions

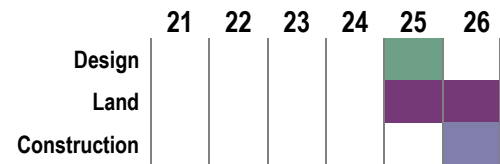


Background:

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.

As part of the FY 2023 CIP process, this project was moved to the Sidewalks, Traffic Signals, and Traffic Calming section of the CIP from the Roads section, where it was previously in the FY 2022 Adopted CIP (10-89).

Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	90	-	-	-	90	-	90
Land	-	-	-	36	-	-	-	36	-	36
Construction	-	-	-	118	-	-	-	118	-	118
Contingency	-	-	-	24	-	-	-	24	-	24
Total – Costs	-	-	-	268	-	-	-	268	-	268
Local Tax Funding Roads	-	-	-	268	-	-	-	268	-	268
Total – Funding Sources	-	-	-	268	-	-	-	268	-	268



Sidewalks, Traffic Signals, and Traffic Calming

Sidewalk and Trail Program

Details:

Project Number: C02236

Election District: Countywide

Length: 3-5 miles per year (average)

Project Type: New Sidewalk and Trail Construction

Estimated Completion Year: Ongoing

Referendum: November 2020

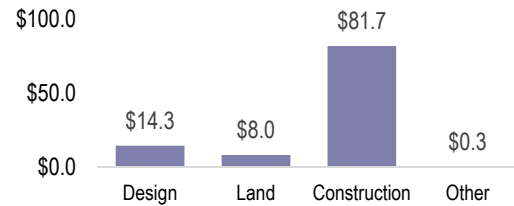
Background:

The Sidewalk and Trail Program (STP) addresses missing segments in the county's pedestrian and bicycle network. A database of missing sidewalk and trail facility segments and calculated priority rankings is maintained. Project priorities are identified using a methodology and scoring system for ranking the relative importance of segments. Categories used to assess missing segments include but not limited to proximity to pedestrian generators such as school, parks, transit facilities, and roadway and network characteristics, including traffic volume and crash records involving pedestrians and bicyclists.

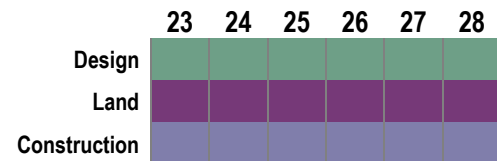
This program provides funding for planning, design, right-of-way acquisition, and construction of improvements for 3-5 miles of sidewalks/trails per year. Mileage and specific improvements will vary based on the complexity and needs of individual projects. Once specific projects are identified, funds are moved to the specific project account. A list of prioritized projects is provided on the next page with estimated costs and durations.

Prioritized project totals are for the list of projects prioritized to-date and do not directly align with the funding plan totals for the program. Program capacity will be allocated as additional projects are identified and prioritized. Additional funding has been added in FY 2026-2028 to facilitate project needs and timelines.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	2,345	1,155	1,200	1,200	1,200	1,200	1,200	7,155	4,800	14,300
Land	-	770	800	800	800	800	800	4,770	3,200	7,970
Construction	-	-	9,102	10,435	10,020	10,020	10,020	49,597	32,080	81,677
Personnel	132	96	-	-	-	-	-	96	-	228
Project Mgmt. Consultant	-	33	-	-	-	-	-	33	-	33
Total – Costs	2,477	2,054	11,102	12,435	12,020	12,020	12,020	61,651	40,080	104,208
Local Tax Funding	1,078	129	-	-	-	-	-	129	3,006	4,213
Local Tax Funding Roads	185	-	-	-	12,020	12,020	8,020	32,060	1,002	33,247
General Obligation Bonds	905	1,925	1,786	11,619	-	-	-	15,330	36,072	52,306
Cash Proffers	265	-	8,251	-	-	-	-	8,251	-	8,516
RSTP ¹	-	-	-	-	-	-	2,000	2,000	-	2,000
CMAQ ¹	-	-	-	-	-	-	2,000	2,000	-	2,000
NVTA 30% Local	45	-	1,065	816	-	-	-	1,881	-	1,926
Total – Funding Sources	2,477	2,054	11,102	12,435	12,020	12,020	12,020	61,651	40,080	104,208

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	191	366	1,517	1,479	1,441	4,995
Total – Impact	-	191	366	1,517	1,479	1,441	4,995

¹ The County is submitting applications for RSTP and CMAQ funding for high-priority Sidewalk and Trail projects in FY 2028. As the application process proceeds, sub-projects within this and the Intersection Improvement Program will be identified and assigned funding as appropriate.



Sidewalks, Signals, and Traffic Calming

Prioritized Projects List (Sidewalk and Trail Program)

Prioritized Project Name (Project ID ¹) Description	Project Number	Election District	Est. Beginning FY	Est. Ending FY	Project Total (\$ in 1000s)
Sterling Blvd. (W&OD Trail to Glenn Dr.; Glenn Dr. to Shaw Rd.) (C02416) 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.	1	Sterling	FY 2022	FY 2027	\$5,796.9
Potomac View Road (South of River Meadows Terrace to Route 7) (C02415) 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.	2	Algonkian	FY 2022	FY 2028	\$6,776.4
E. Maple Avenue (Enterprise Street to S. Sterling Blvd.) (C02414) Provides for the construction of 0.15 miles sidewalk segments along E. Maple Ave. between Enterprise Street and South Sterling Blvd.	3	Sterling	FY 2022	FY 2026	\$912.2
Church Road (Magnolia Road to west of W. Holly Ave.) (C02424) Provides for the construction of 0.35 miles of sidewalk between Magnolia Road to west of W. Holly Avenue.	4	Sterling	FY 2022	FY 2027	\$960.6
Ashburn Village Boulevard (Tippecanoe Terr. to the W&OD Trail Crossing) (C02423) Provides for the construction of 0.06 miles of shared use path segments between Tippecanoe Terrace and the W&OD Trail Crossing.	5	Broad Run	FY 2023	FY 2027	\$780.0
Waxpool Road (Claiborne Parkway to Faulkner Parkway) (C02421)² 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.	6	Ashburn, Broad Run	FY 2021	FY 2027	\$3,300.0
Ashburn Road (Within Ashburn Village to Gloucester Pkwy.) (C02425)³ 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.	7	Ashburn, Broad Run	FY 2024	FY 2029	\$9,640.9
Blossom Drive (Victoria Station to Drive Magnolia Rd.) (C02422) 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.	8	Sterling	FY 2023	FY 2028	\$1,366.7
Pacific Boulevard (Waxpool Rd. to W&OD Trail Connection) (C02420) 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.	9	Broad Run	FY 2023	FY 2029	\$2,848.0
Potomac View Road (Cascades Pkwy to First Baptist Church Driveway) (C02418) 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.	10	Sterling	FY 2023	FY 2029	\$1,966.9
Potomac View Road (Cascades Pkwy Intersection Improvements) (C02419) Provides for pedestrian improvements at the Cascades Parkway intersection in conjunction with the above project.	10a	Sterling	FY 2023	FY 2029	\$484.3
Shellhorn Road (Blossom Hill Terr. to Ashburn Village Blvd.) (C02417) 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.	11	Broad Run	FY 2023	FY 2028	\$1,323.0
Davis Drive (S. Sterling Blvd. to W. Church Road)⁴ 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.	12	Broad Run	FY 2024	FY 2030	\$8,082.8
Claude Moore Drive (Old Ryan Rd to Existing Sidewalk East of Mooreview Pkwy) (C02477) This project constructs a 0.19-mile sidewalk along Claude Moore Drive from Old Ryan Rd. to existing sidewalk facilities east of Mooreview Pkwy.	13	Broad Run	FY 2023	FY 2026	482.8

¹ Project IDs have been provided for those prioritized projects receiving funding in FY 2023 or that have previously received funding.

² 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.

³ 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.

⁴ Project includes elements or improvements from the related Davis Drive Traffic Safety Study (*Item 8: Response to BMI- Davis Drive Traffic Safety Study*) presented at the July 6, 2021 Business Meeting.



Sidewalks, Signals, and Traffic Calming

Leesburg Pike (City Center Blvd to Loudoun Tech Drive)¹ (C02478)	14	Broad Run	FY 2023	FY 2028	4,456.8
This project constructs both sidewalks and shared-use paths (0.54 miles) along Loudoun Tech Drive between Leesburg Pike and Ridgetop Circle.					
Smith Switch Road (Gloucester Pkwy to existing Shared-Use Path north of Chilum Place) (C02479)	15	Broad Run	FY 2023	FY 2030	3,422.6
This project constructs 0.63 miles of sidewalks and share-use paths along Smith Switch Rd. from Gloucester Pkwy. to connect with an existing shared-use path north of Chilum Place.					
Claiborne Parkway (Broadlands Boulevard to Vestals Gap Drive) (C02480)	16	Broad Run	FY 2023	FY 2026	1,062.7
This project constructs a 0.25-mile sidewalk along Claiborne Pkwy. Between Broadlands Blvd. and Vestals Gap Dr.					
Ashburn Village Boulevard (Farmwell Road to Michener Drive) (C02481)	17	Ashburn	FY 2023	FY 2026	524.0
This project constructs a 0.16-mile sidewalk along Ashburn Village Blvd. from Farmwell Rd. to Michener Dr.					
South Sterling Blvd (Shaw Road to Davis Drive)	18	Broad Run	FY 2024	FY 2030	3,730.5
This project constructs 0.68 miles of sidewalk and shared-use path along South Sterling Blvd. from Shaw Road to Davis Dr.					
Cascades Blvd (Nokes Boulevard/Potomac View Road to Woodshire Drive)	19	Broad Run/Sterling	FY 2024	FY 2029	5,393.7
This project constructs a 0.16-mile sidewalk along Cascades Blvd. from Nokes Blvd./Potomac View Rd. to Woodshire Dr.					
Potomac View Rd (Route 7 to Existing Sidewalk South of Palisade Pkwy)	20	Sterling	FY 2024	FY 2031	4,024.1
This project constructs a 0.55-mile sidewalk along Potomac View Rd. between Route 7 and an existing sidewalk connection south of Palisade Parkway.					
Millstream Drive (Village Center Plaza/Loudoun Park and Ride to Stone Carver Drive)	21	Dulles	FY 2025	FY 2028	575.9
This project constructs a 0.07-mile sidewalk along Millstream Dr. between Village Center Plaza/ Loudoun Park and Ride to an existing sidewalk east of Stone Carver Dr.					
Benedict Dr (Potomac View Rd to existing sidewalk east of Bartholomew Fair Drive)	22	Sterling	FY 2025	FY 2028	840.2
This project constructs a 0.13-mile sidewalk along Benedict Dr. between Potomac View Rd. to an existing sidewalk east of Bartholomew Fair Dr.					
Cascades Parkway (Church Road to Victoria Station Drive)	23	Sterling	FY 2025	FY 2031	4,348.2
This project constructs 0.54 miles of sidewalk and shared-use path along Cascades Pkwy between Church Rd. and Victoria Station Dr. and along Victoria Station Dr. between Cascades Parkway and Indian Summer Terr.					
Total Cost					\$73,100.0²

¹ This project relates to and is in the same general area as the Route 7 Corridor Study as presented to the Board at the 10/19/2021 Business Meeting (*Item I-1, Route 7-Corridor Planning Study: Route 28 to Fairfax County Line*).

² The current prioritized project list total does not match the six-year total for the program because the current list of projects reflects projects that have been prioritized and programmed to-date and because additional projects will be programmed as prioritized and identified in future CIP cycles.



Sidewalks, Traffic Signals, and Traffic Calming

Sterling Boulevard/ W&OD Trail Overpass

Details:

Project Number: C02270

Election District: Sterling

Length: 1,950 feet

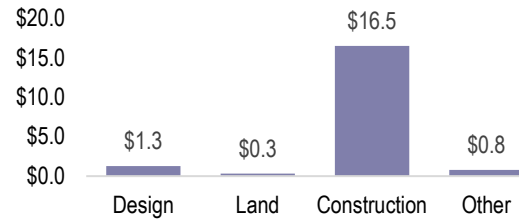
Estimated Completion Year: FY 2027

Referendum: November 2019 & November 2022

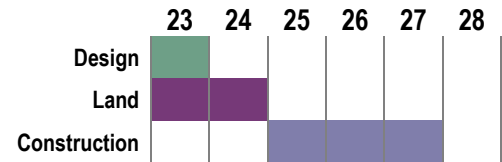
Background:

This project provides for the design, right-of-way- acquisition, and construction of a shared-use path overpass across Sterling Boulevard (Route 846) at the W&OD Trail. This project will serve walkers, bicyclists, joggers, horseback riders, rollerblading, and other trail 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,277	-	-	-	-	-	-	-	-	1,277
Utility Relocation	-	174	-	-	-	-	-	174	-	174
Land	-	149	-	-	-	-	-	149	-	149
Construction	-	-	16,529	-	-	-	-	16,529	-	16,529
Personnel	17	30	-	-	-	-	-	30	-	47
Contingency	-	276	460	-	-	-	-	736	-	736
Project Mgmt. Consultant		10						10	-	10
Total – Costs	1,294	639	16,989	-	-	-	-	17,628	-	18,922
Local Tax Funding	5	40	-	-	-	-	-	40	-	45
Local Tax Funding Roads	556	-	-	-	-	-	-	-	-	556
General Obligation Bonds	500	599	16,989	-	-	-	-	17,588	-	18,088
Cash Proffers	233	-	-	-	-	-	-	-	-	233
Total – Funding Sources	1,294	639	16,989	-	-	-	-	17,628	-	18,922

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	60	58	397	897	1,724	3,136
Total – Impact	-	60	58	397	897	1,724	3,136



Sidewalks, Traffic Signals, and Traffic Calming

Traffic Sign Replacement Program

Details:

Project Number: C02382

Election District: Countywide

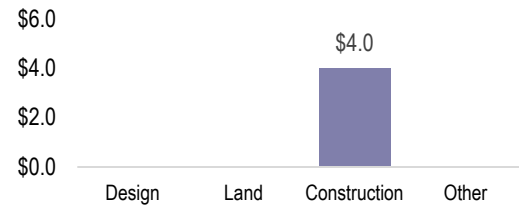
Length: n/a

Project Type: Traffic Sign Replacement

Estimated Completion Year: Ongoing

Referendum: n/a

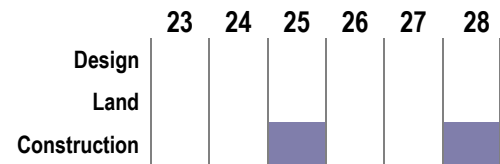
Phase Costs in Millions



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, Board directed initiatives, or notification of road name changes from the Office of Mapping and Geographic Information Systems. The scope of work associated with the replacement of signage for major roads is significant and includes custom-designed traffic poles.

Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	1,000	-	-	1,000	-	-	1,000	2,000	1,000	4,000
Total – Costs	1,000	-	-	1,000	-	-	1,000	2,000	1,000	4,000
Local Tax Funding Roads	-	-	-	1,000	-	-	1,000	2,000	1,000	3,000
Appropriation-Backed Bonds	1,000	-	-	-	-	-	-	-	-	1,000
Total – Funding Sources	1,000	-	-	1,000	-	-	1,000	2,000	1,000	4,000



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

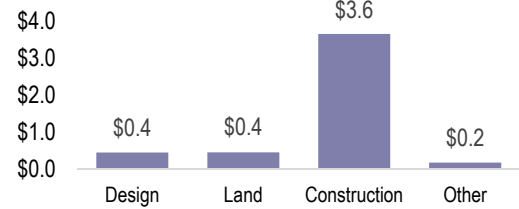
Referendum: n/a

Background:

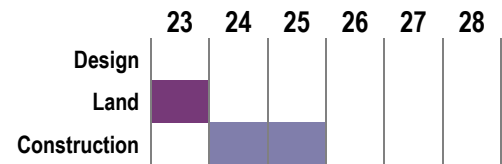
This project provides funding for various improvements at several Washington and Old Dominion (W&OD) trail crossings spanning the length of the W&OD within the unincorporated areas of the County. Improvements may include the realignment of trail crossings, the construction of a median refuge, the installation 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 following CIP projects: the *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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	440	-	-	-	-	-	-	-	-	440
Utility Relocation	-	338	-	-	-	-	-	338	-	338
Land	107	-	-	-	-	-	-	-	-	107
Construction	1,070	-	2,578	-	-	-	-	2,578	-	3,648
Personnel	24	3	-	-	-	-	-	3	-	26
Contingency	50	-	83	-	-	-	-	83	-	132
Project Mgmt. Consultant	6	6						6	-	12
Total – Costs	1,696	347	2,661	-	-	-	-	3,007	-	4,703
Local Tax Funding	21	0	-	-	-	-	-	0	-	21
Cash Proffers	9	8	-	-	-	-	-	8	-	17
Other Federal Grants (TAP Funding)	1,070	-	-	-	-	-	-	-	-	1,070
NVTA 30% Local	597	338	2,661	-	-	-	-	2,999	-	3,595
Total – Funding Sources	1,696	347	2,661	-	-	-	-	3,007	-	4,703



Sidewalks, Traffic Signals, and Traffic Calming

Waterford Traffic Calming

Details:

Project Number: C02500

Election District: Catoctin

Project Type: Traffic Calming

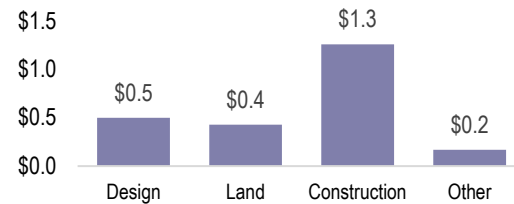
Estimated Completion Year: 2032

Referendum: n/a

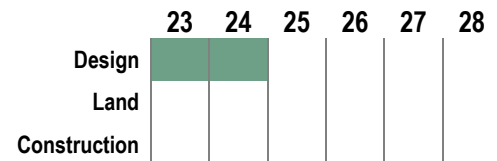
Background:

This project provides for the implementation of mid-term traffic calming measures on various roadways surrounding the Village of Waterford as outlined and discussed in *Item 7-Response to BMI: Village of Waterford Traffic Calming and Byway Assessment* as approved at the July 20, 2021, Business Meeting. Improvements will include Chokers on Clarkes Gap Road and Splitter Islands on Old Wheatland Spring Road, at the Clover Hill intersection, and on Loyalty Road.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	500	-	-	-	-	-	500	-	500
Land	-	-	-	-	-	-	-	-	429	429
Construction	-	-	-	-	-	-	-	-	1,260	1,260
Contingency	-	-	-	-	-	-	-	-	169	169
Total – Costs	-	500	-	-	-	-	-	500	1,858	2,358
Local Tax Funding	-	500	-	-	-	-	-	500	1,858	2,358
Total – Funding Sources	-	500	-	-	-	-	-	500	1,858	2,358



Capital Improvement Program Transit

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Western Loudoun Park and Ride Lot	10-109



Transit

Capital Improvement Program										
Transit										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Metro Capital Contribution	13,646	6,106	6,669	6,669	7,299	7,369	7,529	41,641	31,995	87,281
Western Loudoun Park and Ride Lot	6,694	1,633	-	-	-	-	-	1,633	-	8,327
Total – Costs	20,340	7,739	6,669	6,669	7,299	7,369	7,529	43,274	31,995	95,608
Local Tax Funding	685	-	-	-	-	-	-	-	-	685
Cash Proffers	38	-	-	-	-	-	-	-	-	38
Smart Scale	2,000	1,633	-	-	-	-	-	1,633	-	3,633
CMAQ	3,971	-	-	-	-	-	-	-	-	3,971
Other Federal Grants	5,023	635	-	-	-	-	-	635	-	5,658
NVTA 30% Local	8,623	5,471	6,669	6,669	7,299	7,369	7,529	41,006	31,995	81,623
Total – Funding Sources	20,340	7,739	6,669	6,669	7,299	7,369	7,529	43,274	31,995	95,608



Transit

Metro Capital Contribution

Details:

Project Number: C02333

Election District: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

Background

Loudoun County became a contributing member of the Washington Metropolitan Area Transit Authority (WMATA) in FY 2021. As a member, Loudoun County is a party to the Capital Funding Agreement which outlines the obligations between the County and WMATA including the annual capital subsidy payment.

This project includes funding for Loudoun County's share of the annual Dedicated Capital payment to the Department of Rail and Public Transportation for the Commonwealth's annual payment to WMATA.

In FY 2021, Federal legislation provided funding to WMATA to address the reduction in ridership revenues from the Covid-19 pandemic. In turn, WMATA allocated a portion of the funding to Loudoun County though the issuance of credits applied to the County's payment obligation.¹ In addition, revenue service for Metro is expected to begin by late FY 2022, and Loudoun County will be eligible for the receipt of State funding assistance which will be channeled through the Northern Virginia Transportation Commission based on the Subsidy Allocation Model in FY 2023.

Phase Costs in Millions



Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Payments to Regional Orgs.	13,646	6,106	6,669	6,669	7,299	7,369	7,529	41,641	31,995	87,281
Total – Costs	13,646	6,106	6,669	6,669	7,299	7,369	7,529	41,641	31,995	87,281
NVTA 30% Local	8,623	5,471	6,669	6,669	7,299	7,369	7,529	41,006	31,995	81,623
Other Federal Grants	5,023	635	-	-	-	-	-	635	-	5,658
Total – Funding Sources	13,646	6,106	6,669	6,669	7,299	7,369	7,529	41,641	31,995	87,281

¹ More information on Loudoun County's annual payments to WMATA and the use of credits can be found in the Transportation District Fund.



Transit

Western Loudoun Park and Ride Lot

Details

Project Number: C02085

Election District: Blue Ridge

Square Feet: n/a

Location: A site adjacent to the proposed Fields Farm Park

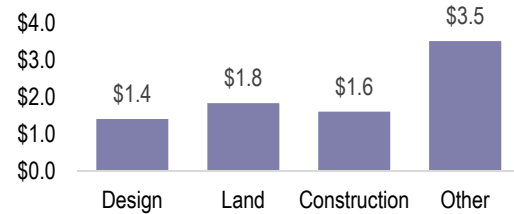
Estimated Completion Year: FY 2025

Referendum: n/a

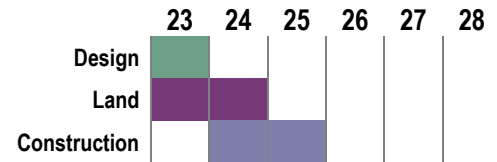
Background

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,401	-	-	-	-	-	-	-	-	1,401
Land	1,830	-	-	-	-	-	-	-	-	1,830
Construction	-	1,591	-	-	-	-	-	1,591	-	1,591
Personnel	168	13	-	-	-	-	-	13	-	181
Contingency	3,295	-	-	-	-	-	-	-	-	3,295
Project Mgmt Consultant	-	29	-	-	-	-	-	29	-	29
Total – Costs	6,694	1,633	-	-	-	-	-	1,633	-	8,327
Local Tax Funding	685	-	-	-	-	-	-	-	-	685
Cash Proffers	38	-	-	-	-	-	-	-	-	38
Smart Scale	2,000	1,633	-	-	-	-	-	1,633	-	3,633
CMAQ	3,971	-	-	-	-	-	-	-	-	3,971
Total – Funding Sources	6,694	1,633	-	-	-	-	-	1,633	-	8,327



Capital Improvement Program School Projects

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School Projects

Capital Improvement Program										
School Projects										
Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
Elementary Schools	-	7,250	56,290	-	10,075	66,785	-	140,400	-	140,400
High Schools	-	-	20,785	172,470	9,635	-	-	202,890	-	202,890
Other School Facilities	184,169	78,240	116,260	59,745	60,280	80,845	81,440	476,810	377,655	1,038,634
Total – Costs	184,169	85,490	193,335	232,215	79,990	147,630	81,440	820,100	377,655	1,381,924
Funding Source										
Local Tax Funding	37,494	16,850	17,708	27,247	12,519	20,000	20,000	114,324	80,000	231,818
General Obligation Bonds	120,065	59,885	166,392	195,223	57,191	116,785	50,000	645,476	235,000	1,000,541
Appropriation-Backed Bonds	26,610	8,755	9,235	9,745	10,280	10,845	11,440	60,300	62,655	149,565
Total – Funding Sources	184,169	85,490	193,335	232,215	79,990	147,630	81,440	820,100	377,655	1,381,924



Capital Improvement Program Elementary Schools

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Elementary Schools

Capital Improvement Program										
Elementary Schools										
Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
ES-32 Dulles South	-	7,250	56,290	-	-	-	-	63,540	-	63,540
ES-34 Dulles North	-	-	-	-	10,075	66,785	-	76,860	-	76,860
Total – Costs	-	7,250	56,290	-	10,075	66,785	-	140,400	-	140,400
Funding Source										
Local Tax Funding	-	-	5,629	-	2,519	-	-	8,148	-	8,148
General Obligation Bonds	-	7,250	50,661	-	7,556	66,785	-	132,252	-	132,252
Total – Funding Sources	-	7,250	56,290	-	10,075	66,785	-	140,400	-	140,400



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

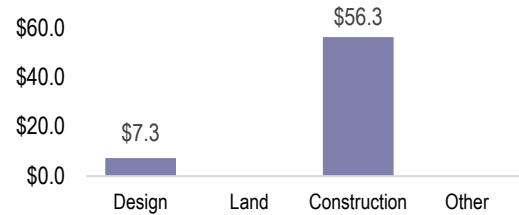
Referendum: November 2021

Background:

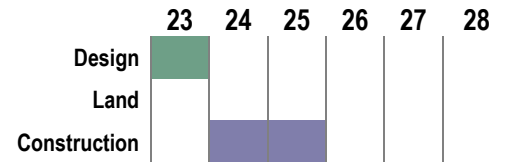
The elementary school will be built using a multi-story design. The estimated 106,323 square foot building will serve students in kindergarten through grade two. The adjacent Hovatter Elementary School will serve students in grades three through grade five. With an anticipated program capacity of 960, the elementary school will include classrooms, a media center, cafeteria, multipurpose room, and unlighted outdoor physical education fields.

ES-32 is planned to be co-located with Hovatter Elementary School and Lightridge High School in the Dulles South Planning District

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	7,250	-	-	-	-	-	7,250	-	7,250
Construction	-	-	56,290	-	-	-	-	56,290	-	56,290
Total – Costs	-	7,250	56,290	-	-	-	-	63,540	-	63,540
Local Tax Funding	-	-	5,629	-	-	-	-	5,629	-	5,629
General Obligation Bonds	-	7,250	50,661	-	-	-	-	57,911	-	57,911
Total – Funding Sources	-	7,250	56,290	-	-	-	-	63,540	-	63,540

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	381	3,200	5,802	5,947	5,782	21,111
Total – Impact	-	381	3,200	5,802	5,947	5,782	21,111



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 2030

Referendum: November 2024

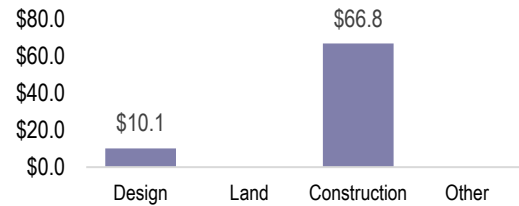
Background:

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.

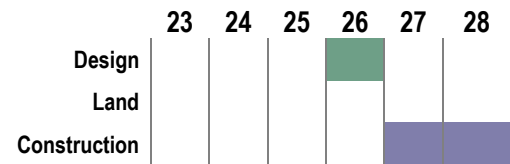
Additional funding is provided in the project budget for a structured parking facility on the site, to serve the school.

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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	-	-	10,075	-	-	10,075	-	10,075
Construction	-	-	-	-	-	66,785	-	66,785	-	66,785
Total – Costs	-	-	-	-	10,075	66,785	-	76,860	-	76,860
Local Tax Funding	-	-	-	-	2,519	-	-	2,519	-	2,519
General Obligation Bonds	-	-	-	-	7,556	66,785	-	74,341	-	74,341
Total – Funding Sources	-	-	-	-	10,075	66,785	-	76,860	-	76,860

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	461	2,244	2,704
Total – Impact	-	-	-	-	461	2,244	2,704



Capital Improvement Program High Schools

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High Schools

Capital Improvement Program										
High Schools										
Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
High School (HS-14) Dulles North	-	-	20,785	172,470	9,635	-	-	202,890	-	202,890
Total – Costs	-	-	20,785	172,470	9,635	-	-	202,890	-	202,890
Funding Source										
Local Tax Funding	-	-	2,079	17,247	-	-	-	19,326	-	19,326
General Obligation Bonds	-	-	18,706	155,223	9,635	-	-	183,564	-	183,564
Total – Funding Sources	-	-	20,785	172,470	9,635	-	-	202,890	-	202,890



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

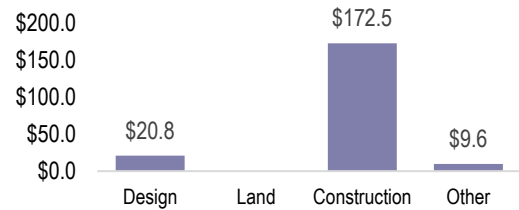
Referendum: November 2022

Background:

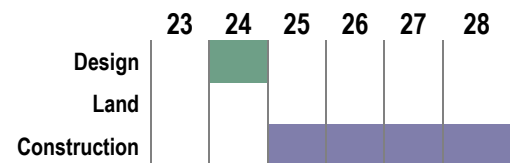
The high school will be built using a multi-story design. The estimated 305,254 square foot building will serve students in grades nine through twelve. With an anticipated capacity of 2,100, the high school will include classrooms, cafeteria, auditorium, media center, gymnasium, an auxiliary gymnasium, outdoor physical education fields, and other associated spaces to support the high school program. The football and track stadium at the high school will hold 6,000 spectators to host State Championship meets and events.

HS-14 is planned to be co-located with MS-14, a future elementary school (TBD), and other public uses on the Hartland site.

Phase Costs in Millions

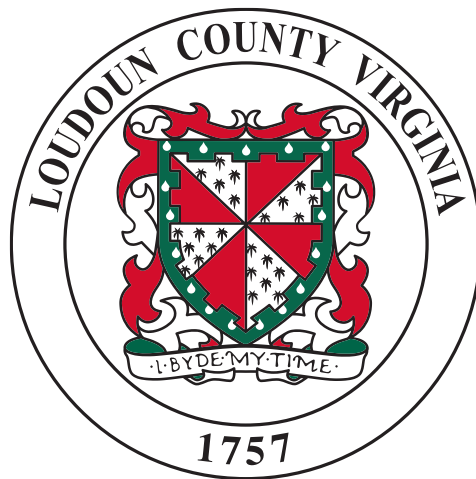


Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	-	20,785	-	-	-	-	20,785	-	20,785
Construction	-	-	-	172,470	-	-	-	172,470	-	172,470
Furniture, Fixtures & Equip	-	-	-	-	9,635	-	-	9,635	-	9,635
Total – Costs	-	-	20,785	172,470	9,635	-	-	202,890	-	202,890
Local Tax Funding	-	-	2,079	17,247	-	-	-	19,326	-	19,326
General Obligation Bonds	-	-	18,706	155,223	9,635	-	-	183,564	-	183,564
Total – Funding Sources	-	-	20,785	172,470	9,635	-	-	202,890	-	202,890

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	1,219	5,698	11,389	16,307	34,613
Total – Impact	-	-	1,219	5,698	11,389	16,307	34,613





Capital Improvement Program

Other School

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Other School

Capital Improvement Program										
Other School Projects										
Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Projects										
LCPS Facility Renewals and Alterations	65,720	49,425	52,985	50,000	50,000	70,000	70,000	342,410	315,000	723,130
Park View and William Obediah Robey High School Additions and Improvements	-	-	38,145	-	-	-	-	38,145	-	38,145
School Bus Radio Replacements and UHF System Upgrade	10,420	-	-	-	-	-	-	-	14,375	24,795
School Bus Replacement and Acquisition	28,655	8,755	9,235	9,745	10,280	10,845	11,440	60,300	48,280	137,235
School Security Improvements	78,514	11,615	2,875	-	-	-	-	14,490	-	93,004
Student Welcome Center at Sterling ES	860	6,850	-	-	-	-	-	6,850	-	7,710
Valley Service Center Replacement and Bus Parking	-	1,595	12,365	-	-	-	-	13,960	-	13,960
Valley Service Center Traffic Signal	-	-	655	-	-	-	-	655	-	655
Total – Costs	184,169	78,240	116,260	59,745	60,280	80,845	81,440	476,810	377,655	1,038,634
Funding Source										
Local Tax Funding	37,494	16,850	10,000	10,000	10,000	20,000	20,000	86,850	80,000	204,344
General Obligation Bonds	120,065	52,635	97,025	40,000	40,000	50,000	50,000	329,660	235,000	684,725
Appropriation-Backed Bonds	26,610	8,755	9,235	9,745	10,280	10,845	11,440	60,300	62,655	149,565
Total – Funding Sources	184,169	78,240	116,260	59,745	60,280	80,845	81,440	476,810	377,655	1,038,634



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

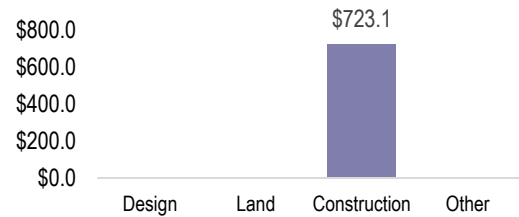
Background:

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.

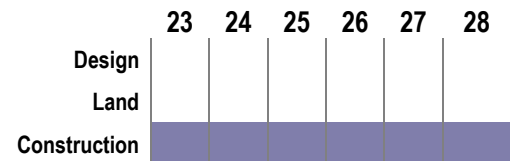
Replacements, repairs, and updates may be undertaken to critical systems (including heat, air conditioning, ventilation, boiler and water systems, in addition to pipes, lighting fixtures, switchgears, fire sprinklers, fire alarms, emergency generators, and other related infrastructure), along with renewals 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.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	65,720	49,425	52,985	50,000	50,000	70,000	70,000	342,410	315,000	723,130
Total – Costs	65,720	49,425	52,985	50,000	50,000	70,000	70,000	342,410	315,000	723,130
Local Tax Funding	20,835	10,000	10,000	10,000	10,000	20,000	20,000	80,000	80,000	180,835
General Obligation Bonds	44,885	39,425	42,985	40,000	40,000	50,000	50,000	262,410	235,000	542,295
Total – Funding Sources	65,720	49,425	52,985	50,000	50,000	70,000	70,000	342,410	315,000	723,130

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	3,941	8,142	11,936	15,630	20,224	59,873
Total – Impact	-	3,941	8,142	11,936	15,630	20,224	59,873



Other School Projects

Park View HS/William Obediah Robey HS Addition and Improvements

Details:

Project Number: n/a

Election District: Sterling

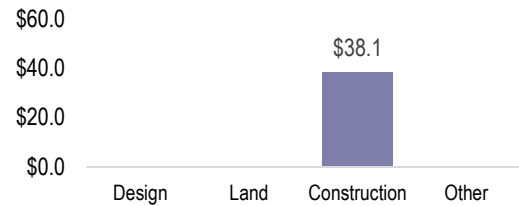
Square Feet: 50-60,000

LCPS Planning District: Eastern Loudoun

Estimated Opening Year: FY 2027

Referendum: November 2022

Phase Costs in Millions

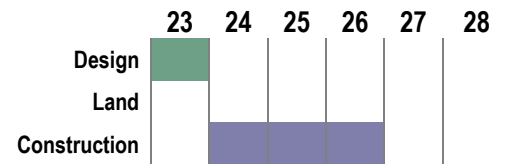


Background:

This project provides funding to design and construct:

- An addition to Park View High School to accommodate the current program and future growth of William Obediah Robey High School (Alternative School).
- A consolidation of multiple previously identified CIP, CAPP, and CRP projects:
 - One baseball and one softball press box
 - A new softball field
 - Tennis Court Lighting
 - Artificial Turf Field and Lighting for one practice field
 - Reconfigured, secure vestibule
 - Additional office space for administrative and counseling staff
 - Additional fine arts storage, marching band storage, and a marching band tower
 - Other associated building renovations

Project Phase Timeline by FY



Design funding is provided in FY 2023 in the *Capital Facility Renewals and Alterations* Project. Construction and FFE funding are provided in FY 2024 as part of this project.

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	-	-	38,145	-	-	-	-	38,145	-	38,145
Total – Costs	-	-	38,145	-	-	-	-	38,145	-	38,145
General Obligation Bonds	-	-	38,145	-	-	-	-	38,145	-	38,145
Total – Funding Sources	-	-	38,145	-	-	-	-	38,145	-	38,145

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	1,601	3,441	3,732	3,830	12,604
Total – Impact	-	-	1,601	3,441	3,732	3,830	12,604



Other School Projects

School Bus Radio Replacements and UHF System Upgrade

Details:

Project Number: n/a

Election District: Countywide

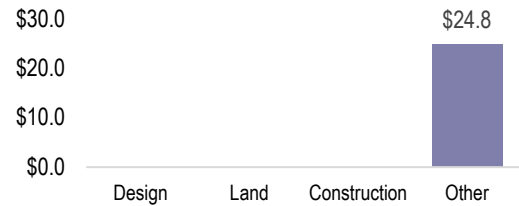
Square Feet: n/a

LCPS Planning District: Countywide

Estimated Opening Year: n/a

Referendum: n/a

Phase Costs in Millions



Background:

This project provides for periodic updates to the bus radio system to bring them up to the latest standards, while providing for a warranty, and maintaining a system that is serviceable by multiple vendors.

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

Major update cycles are generally estimated or planned for every seven (7) years with the last one being addressed with funding in FY 2022.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	10,420	-	-	-	-	-	-	-	14,375	24,795
Total – Costs	10,420	-	-	-	-	-	-	-	14,375	24,795
Appropriation-Backed Bonds	10,420	-	-	-	-	-	-	-	14,375	24,795
Total – Funding Sources	10,420	-	-	-	-	-	-	-	14,375	24,795



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: November 2017

Phase Costs in Millions



Background:

This project provides funding for the replacement and acquisition of school buses on an annual basis.

In support of the 2020 Loudoun County School Board resolution on Climate Change, the Division of Transportation began an electric bus pilot program to explore ways to reduce our carbon footprint. LCPS school buses travel over 8 million miles each year and produce over 20 tons of carbon monoxide that is released into the atmosphere. With recent action on climate change and new alternative-fuel products on the market from school bus manufacturers, the LCPS pilot program is designed to test the viability of electric buses to serve our students' transportation needs.

Through a partnership with Dominion Energy, five electric buses have been placed into service and are stationed (charged) at Park View High School. As part of a 2nd phase of the pilot program, LCPS was recently awarded six (6) electric buses from the Virginia Department of Environmental Quality, which will be stationed (charged) at Cardinal Ridge Elementary School and will be placed in service in 2022. The pilot program, industry research, and monitoring will be used for a long-term transportation fleet strategy that is in development by the Division of Transportation.

Project Phase Timeline by FY

	21	22	23	24	25	26
Design						
Land						
Construction						

Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Furniture, Fixtures & Equip	23,390	8,755	9,235	9,745	10,280	10,845	11,440	60,300	48,280	131,970
Payments to Other	5,265	-	-	-	-	-	-	-	-	5,265
Total – Costs	28,655	8,755	9,235	9,745	10,280	10,845	11,440	60,300	48,280	137,235
Local Tax Funding	9,549	-	-	-	-	-	-	-	-	9,549
General Obligation Bonds	2,916	-	-	-	-	-	-	-	-	2,916
Appropriation-Backed Bonds	16,190	8,755	9,235	9,745	10,280	10,845	11,440	60,300	48,280	124,770
Total – Funding Sources	28,655	8,755	9,235	9,745	10,280	10,845	11,440	60,300	48,280	137,235

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	1,544	2,876	4,238	5,631	7,056	21,344
Total – Impact	-	1,544	2,876	4,238	5,631	7,056	21,344



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 2018, November 2020, & November 2022

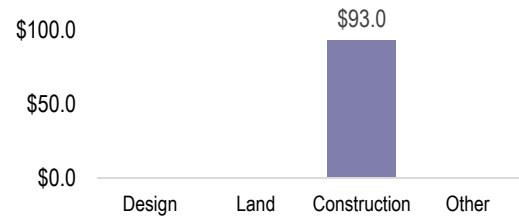
Background:

Prior appropriations were approved from FY 2019 - FY 2022, and additional appropriations are requested in FY 2023 and FY 2024, to provide secure vestibules, upgraded intrusion detection systems, and exterior door electronic access locks at schools and LCPS facilities throughout the County.

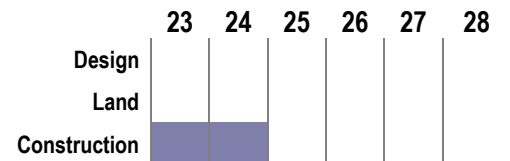
Funding will provide enhanced security at school campuses to include: door hardware, electronics and controls at building entries to manage visitor access, additional cameras and iPhones, modified office configurations, access deterrent measures, and interim secure vestibules to provide enhanced security until permanent work can be completed.

Additional enhanced visitor management hardware, controls and access deterrent measures also need to be installed in 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 entry security systems.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	78,514	11,615	2,875	-	-	-	-	14,490	-	93,004
Total – Costs	78,514	11,615	2,875	-	-	-	-	14,490	-	93,004
Local Tax Funding	7,110	-	-	-	-	-	-	-	-	7,110
General Obligation Bonds	71,404	11,615	2,875	-	-	-	-	14,490	-	85,894
Total – Funding Sources	78,514	11,615	2,875	-	-	-	-	14,490	-	93,004

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	1,628	2,158	2,102	2,032	1,982	9,901
Total – Impact	-	1,628	2,158	2,102	2,032	1,982	9,901



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

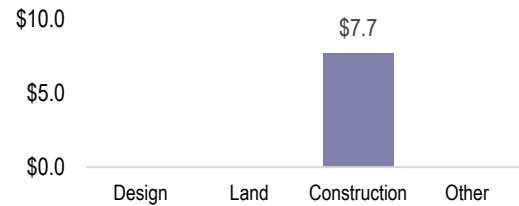
Background:

This project provides funding to design and construct an addition at Sterling Elementary School for a Student Welcome Center.

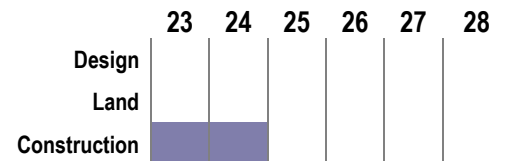
The establishment of a Student Welcome Center in eastern Loudoun will provide more efficient and effective delivery of services to the County's limited English proficient public-school students. The Welcome Center will offer a centralized location in eastern Loudoun for various instructional program registration needs and for instructional and/or pupil services support staff.

The addition to Sterling Elementary School, for the Welcome Center, will total 7,500 square feet but will not increase the base capacity of the school. 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	860	6,850			-	-	-	6,850	-	7,710
Total – Costs	860	6,850	-	-	-	-	-	6,850	-	7,710
Local Tax Funding	-	6,850	-		-	-	-	6,850	-	6,850
General Obligation Bonds	860	-		-	-	-	-	-	-	860
Total – Funding Sources	860	6,850	-	-	-	-	-	6,850	-	7,710



Other School Projects

Valley Service Center Replacement and Bus Parking

Details:

Project Number: n/a

Election District: Catoctin

Square Feet: 43,000

LCPS Planning District: Western Loudoun

Estimated Opening Year: FY 2026

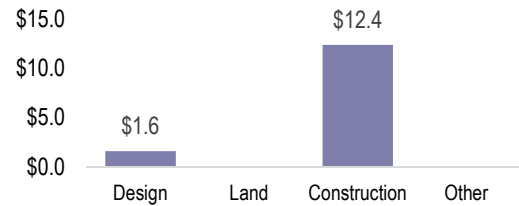
Referendum: November 2021

Background:

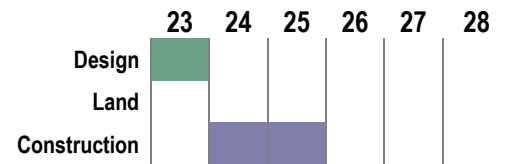
The Loudoun County School Board purchased the Valley Service Center property in FY 2018 after years of operating there under a lease. LCPS bus maintenance utilizes a single-bay repair garage in the facility.

Through a partnership between LCPS and the County's Department of Parks, Recreation and Community Services (PRCS), the Valley Service Center will be torn down and replaced with vehicle shops and garages; a LCPS/County fuel station; pole barns to store salt, sand, materials, and equipment; storage buildings; office space; and staff and work vehicle parking for co-located LCPS and PRCS uses. Funding is also provided for improvements to the recently acquired Virginia Regional Transit (VRT) facility's bus bays.

Phase Costs in Millions



Project Phase Timeline by FY



Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	1,595	-	-	-	-	-	1,595	-	1,595
Construction	-	-	12,365	-	-	-	-	12,365	-	12,365
Total – Costs	-	1,595	12,365	-	-	-	-	13,960	-	13,960
General Obligation Bonds	-	1,595	12,365	-	-	-	-	13,960	-	13,960
Total – Funding Sources	-	1,595	12,365	-	-	-	-	13,960	-	13,960

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	82	701	1,396	1,430	1,390	4,999
Total – Impact	-	82	701	1,396	1,430	1,390	4,999



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 2026

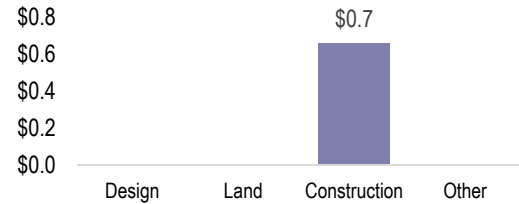
Referendum: November 2022

Background:

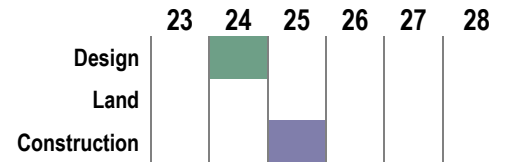
This project provides for the installation of a traffic signal at the intersection of the Valley Service Center entrance, West Colonial Highway, and the entrance to Harmony Middle School and Kenneth W. Culbert Elementary School. The funding for the traffic signal is programmed to coincide with the replacement 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 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	-	-	655	-	-	-	-	655	-	655
Total – Costs	-	-	655	-	-	-	-	655	-	655
General Obligation Bonds	-	-	655	-	-	-	-	655	-	655
Total – Funding Sources	-	-	655	-	-	-	-	655	-	655

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	68	66	64	58	256
Total – Impact	-	-	68	66	64	58	256



Debt Service Fund FY 2023 Adopted Budget

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Debt Service Fund

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Debt Service Fund

Debt Management and Capital Financing

Debt Management is the active implementation of a variety of strategies to manage the County's debt. These strategies include debt policies, issuance limits and guidelines, long-term capital planning, disclosure and compliance policies and procedures, and general management practices. The Loudoun County Board of Supervisors' adopted fiscal policy contains debt policies, which govern how and the extent to which, the County issues debt. Throughout the development of the County's Capital Improvement Program (CIP), the proposed use of debt financing for projects must be evaluated to ensure compliance with the debt policies. These policies contain several important debt ratios, which are among the information analyzed by the bond rating agencies each time the County seeks to sell bonds. Loudoun is one of 48 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 and appropriation-backed bonds including revenue bonds, lease purchase agreements, federal loans, and lease revenue bonds. The County issues debt for both School and General Government capital projects, except for lease purchase financing for vehicles and equipment entered into by the Schools. Of the above-mentioned financing types, general obligation bonds, 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 appropriation-backed debt is subject to annual appropriation by the County's governing body.

The following pages provide information about the County's debt, including actual and projected debt service payments in the Debt Service Fund, debt policies, the impact of the CIP on debt ratios and guidelines, the planned schedule of financing for capital projects over the CIP period, and information about the County's outstanding debt and referendum authority.

Debt Service Fund Budget

Local tax funding and other resources used for the payment of principal and interest costs (i.e., debt service) of all financed capital improvement projects reside in the Debt Service Fund. The FY 2023 Adopted 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 2023 on debt scheduled to be issued in FY 2023, 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 2020 Actual	FY 2021 Actual	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Expenditures					
Debt Service on County Projects	\$63,973,429	\$69,040,058	\$89,255,820	\$96,758,662	\$109,979,051
Debt Service on School Projects	165,814,234	152,014,390	143,034,799	138,808,388	148,883,085
Transfers to Other Funds ¹	10,901,737	4,836,631	421,358	-	-
Personnel ²	-	-	-	458,000	471,740
Costs of Issuance and Other Fees ³	2,064,000	1,843,507	640,000	653,500	653,500
Payment to Refunded Bond Escrow Agent	313,120,577	113,178,957	-	-	-
Total – Expenditures	\$555,873,977	\$340,913,543	\$233,351,977	\$236,678,550	\$259,987,376
Revenues					
Use of Fund Balance	\$6,484,554	-	\$7,000,000	\$10,000,000	\$5,000,000
Interest Earnings	3,595,584	393,322	807,204	225,000	225,000
Interest Rebate – Build America Bonds ⁴	922,051	224,686	-	-	-
Estimated Lease Revenue – Stadium Project ⁵	310,616	905,616	1,249,670	1,381,889	1,435,610
Transfers from Other Funds ⁶	10,498,429	12,122,535	25,624,271	25,608,732	25,441,771
Bond Issuance Premium and Refunding Proceeds ⁷	345,673,862	141,259,758	-	-	-
Total – Revenues	\$367,485,096	\$154,905,917	\$34,681,145	\$37,215,621	\$32,102,381
Local Tax Funding	\$188,388,881	\$186,007,626	\$198,670,832	\$199,462,929	\$227,884,995
FTE²	-	-	-	3.00	3.00

¹ Transfers from the Debt Service Fund are primarily to the Capital Projects Fund or to the General Fund. Beginning FY 2023, there will be no transfers made to General Fund for personnel expenditures.

² FY 2023 and onwards, personnel expenditures for three debt management staff will be charged to Debt Service Fund as opposed to being transferred from the Debt Service Fund to the General Fund for previous years.

³ 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.

⁴ The Series 2010A GO, Build America Bonds were refunded in FY 2020, therefore the subsidy will no longer be received.

⁵ 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.

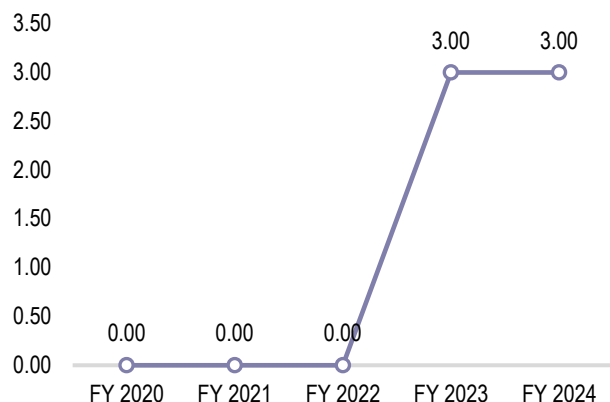
⁶ Transfers into the Debt Service Fund are primarily from the Capital Project Fund for debt service associated with Landfill construction, the General Fund for facility lease fees, and the Transportation District Fund for Metrorail tax revenue to cover debt service associated with the construction of the Metrorail project, Metrorail Parking Garages.

⁷ Represents bond premium received from issuances in FY 2020 and FY 2021, as well as refunding proceeds.



Debt Service Fund

Staffing/FTE History

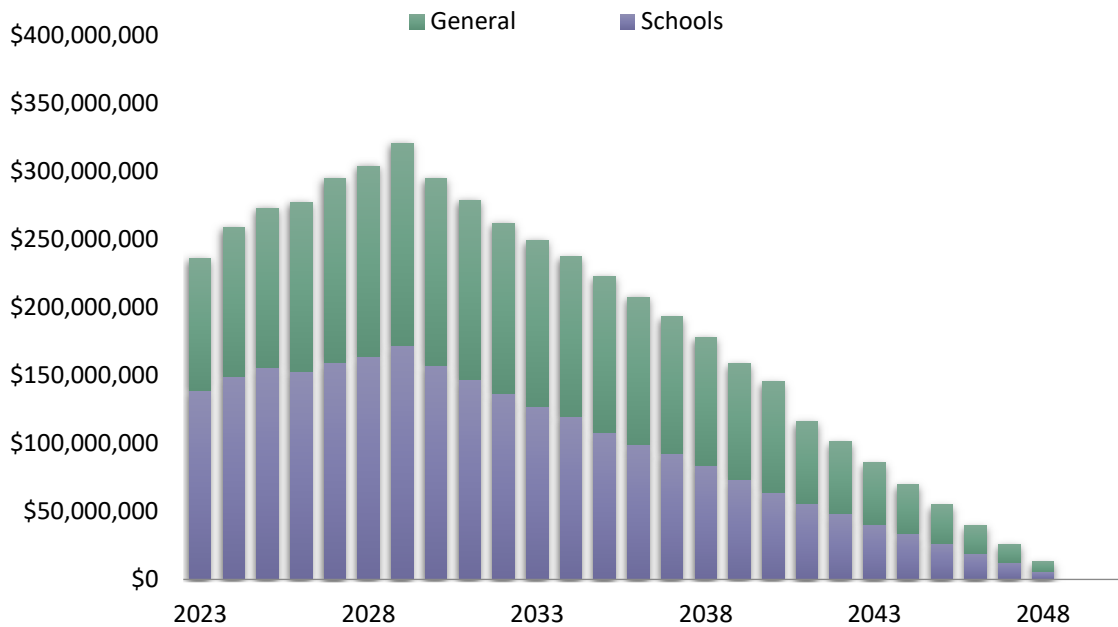


The distribution of debt service expenditures resulting from General Government and School capital project financings are shown below in Table 2 and Figure 1. Table 2 shows the actual debt service due on previously issued debt and projected debt service on anticipated issuances attributable to general government and schools for FY 2023-FY 2028. Figure 1 presents this same information through 2048, when the last payment will be made on debt issued through FY 2028.

Table 2. FY 2023-2028 Debt Service Expenditures

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
General Government						
Actual Debt Service Due	\$78,522,070	\$75,124,481	\$71,106,600	\$67,508,362	\$65,407,807	\$62,212,286
Projected Debt Service	18,236,592	34,854,570	46,126,232	56,987,628	69,832,401	77,657,395
Subtotal	\$96,758,662	\$109,979,051	\$117,232,832	\$124,495,990	\$135,240,208	\$139,869,681
Schools						
Actual Debt Service Due	\$124,507,429	\$120,608,551	\$109,902,801	\$89,805,691	\$82,062,384	\$72,040,111
Projected Debt Service	14,300,959	28,274,534	45,558,634	62,793,985	77,297,860	91,814,685
Subtotal	\$138,808,388	\$148,883,085	\$155,461,435	\$152,599,676	\$159,360,244	\$163,854,796
Total - Debt Service	\$235,567,050	\$258,862,136	\$272,694,267	\$277,095,666	\$294,600,451	\$303,724,478

*Totals may not add due to rounding.

**Debt Service Fund****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.¹ 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.

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 is 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 through FY 2028.*

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 2023 Adopted Capital Budget abides by all County fiscal policies and debt ratios.

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Debt Issuance Guideline	\$250,000,000	\$250,000,000	\$260,000,000	\$260,000,000	\$260,000,000	\$260,000,000
Debt Issuance Projected	\$250,000,000	\$250,000,000	\$260,000,000	\$260,000,000	\$260,000,000	\$260,000,000
Remaining Debt Capacity	\$0	\$0	\$0	\$0	\$0	\$0

¹ The Fiscal Policy is provided in the Volume 1 of this document in the Executive Summary.

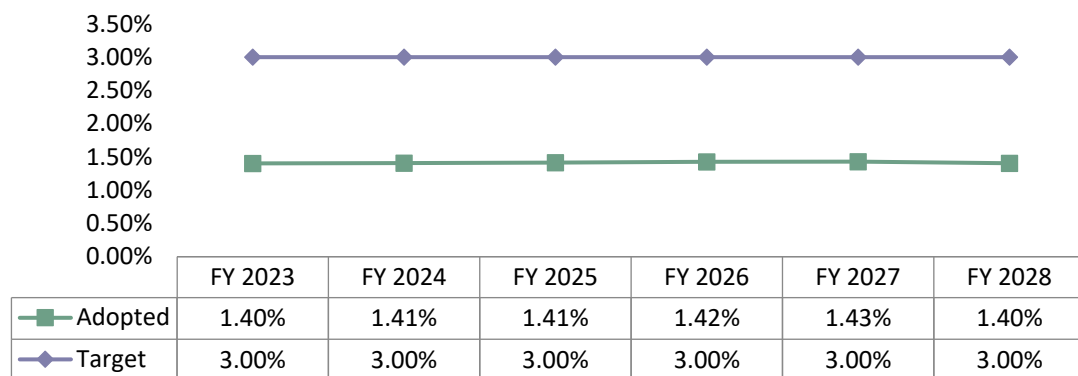


Debt Service Fund

- *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.

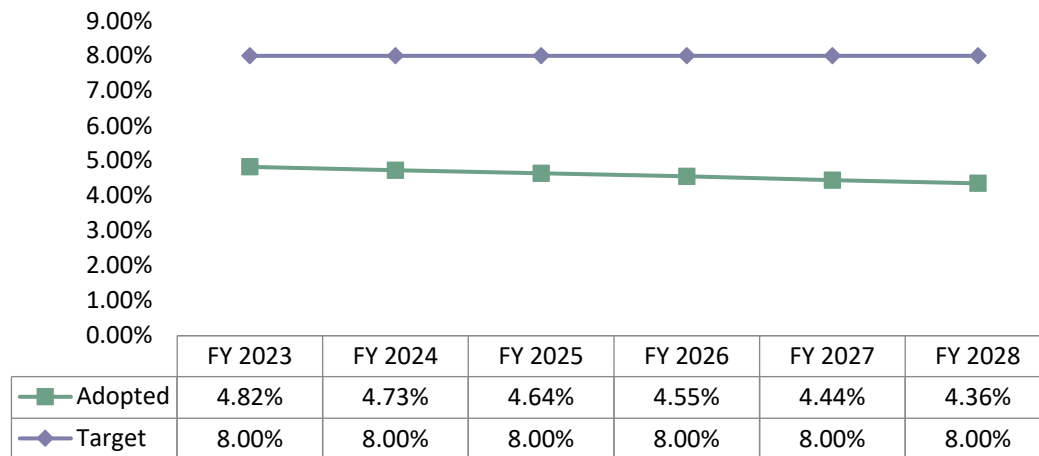
Figure 2: Debt to Estimated Property Value



**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

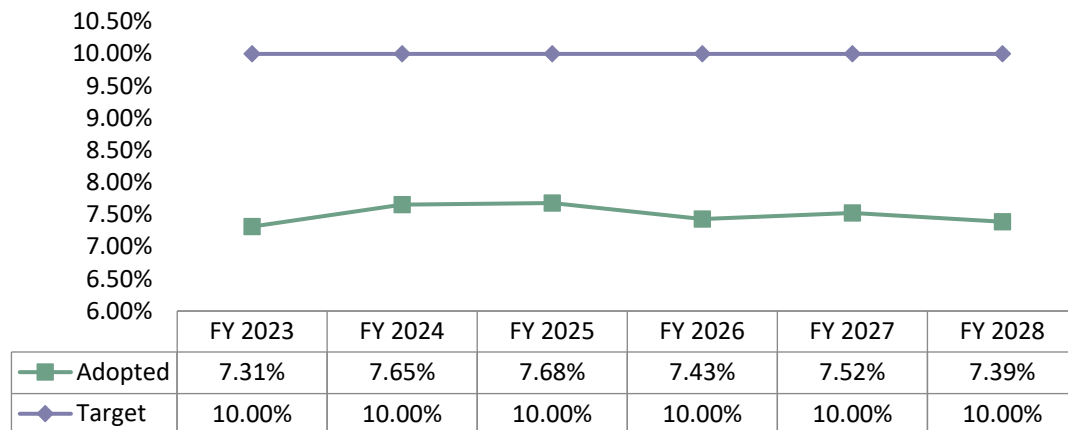
- *Debt service expenditures as a percentage of governmental fund expenditures should not exceed 10.0 percent.*

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.



Debt Service Fund

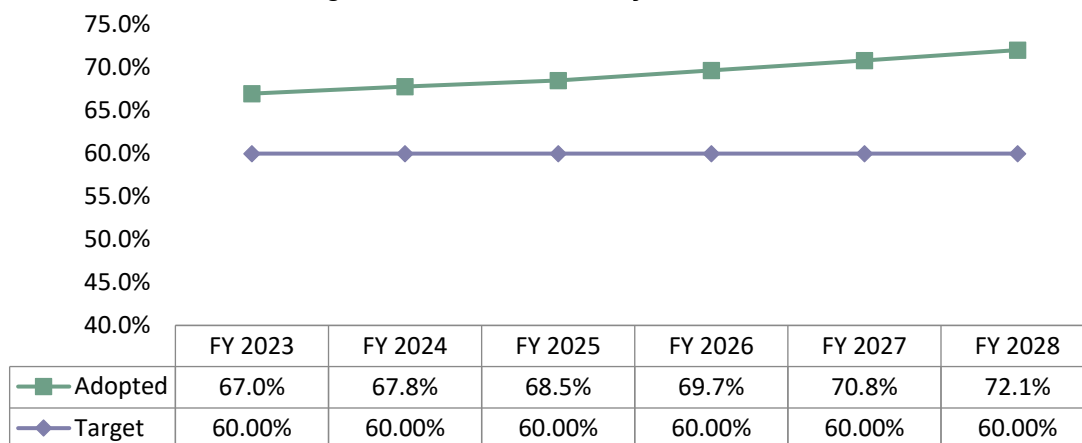
Figure 4: Debt Service to Expenditures



- *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





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 FY 2023 – FY 2028 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

IMPACT ON FUTURE DEBT RATIOS						
Adopted FY 2023 - FY 2028						
	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Beginning Net Tax Supported Debt	\$1,911,101,984	\$2,028,097,520	\$2,118,699,612	\$2,210,923,231	\$2,297,553,231	\$2,371,788,231
Plus:						
New Debt Issued	276,963,606	267,155,000	277,155,000	270,280,000	270,280,000	270,280,000
Less:						
Retired Debt (Old)	159,968,070	159,207,908	150,746,381	132,730,000	128,150,000	118,700,000
Retired Debt (New)	0	17,345,000	34,185,000	50,920,000	67,895,000	82,450,000
Ending Net Tax Supported Debt	\$2,028,097,520	\$2,118,699,612	\$2,210,923,231	\$2,297,553,231	\$2,371,788,231	\$2,440,918,231
Debt Service (1)	\$235,567,050	\$258,862,136	\$272,694,267	\$277,095,666	\$294,605,451	\$303,729,228
Population	442,695	451,809	461,267	470,441	479,070	488,651
Public School Enrollment	83,039	84,065	84,862	84,776	84,413	85,257
Estimated Property Value (in Millions)	\$144,627	\$150,645	\$156,398	\$161,305	\$166,012	\$173,981
Per Capita Income	\$94,952	\$99,226	\$103,265	\$107,285	\$111,452	\$114,684
Expenditures	\$3,221,263,985	\$3,382,327,185	\$3,551,443,544	\$3,729,015,721	\$3,915,466,507	\$4,111,239,832
Ratios:						
Debt to Estimated Property Value (Fiscal Policy Target = <3%)	1.40%	1.41%	1.41%	1.42%	1.43%	1.40%
Debt to Per Capita Income (Fiscal Policy Target = <8%)	4.82%	4.73%	4.64%	4.55%	4.44%	4.36%
Debt Service to Expenditures (Fiscal Policy Target =<10%)	7.31%	7.65%	7.68%	7.43%	7.52%	7.39%
Ten-Year Debt Payout Ratio (Fiscal Policy Target=>60%)	67.0%	67.8%	68.5%	69.7%	70.8%	72.1%
Annual Debt Issuance Guideline:	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Debt Issuance Guideline	\$250,000,000	\$250,000,000	\$260,000,000	\$260,000,000	\$260,000,000	\$260,000,000
Less:						
Debt Issuance Projected	\$250,000,000	\$250,000,000	\$260,000,000	\$260,000,000	\$260,000,000	\$260,000,000
Remaining Debt Capacity	\$0	\$0	\$0	\$0	\$0	\$0
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 Loudoun County-based Metrorail garages, the County Landfill, and certain economic development projects.						

Debt Issuance by Category

The following table shows the projected amount of debt to be issued each year within each of the major categories of the CIP. The General Government category contains the functional areas of Administration; General Government; Health and Welfare; Parks, Recreation and Culture; and Public Safety. The Transportation category contains road, sidewalks, signals, traffic calming, and transit projects. The Schools category contains elementary, middle, and high school projects as well as other school facility projects.

**Debt Service Fund****Figure 6: New Debt Issuance by Category**

Adopted Debt Financing FY 2023 - FY 2028 Capital Improvement Program					
Fiscal Year	General Government	Transportation	Schools	Total County	
				Adopted	Board Guidelines
2023	\$ 63,366,894	\$ 81,944,106	\$ 104,689,000	\$ 250,000,000	\$ 250,000,000
2024	\$ 58,769,987	\$ 54,253,013	\$ 136,977,000	\$ 250,000,000	\$ 250,000,000
2025	\$ 47,557,784	\$ 64,805,189	\$ 147,637,027	\$ 260,000,000	\$ 260,000,000
2026	\$ 68,359,660	\$ 74,510,340	\$ 117,130,000	\$ 260,000,000	\$ 260,000,000
2027	\$ 36,889,532	\$ 70,641,468	\$ 152,469,000	\$ 260,000,000	\$ 260,000,000
2028	\$ 68,014,966	\$ 68,445,034	\$ 123,540,000	\$ 260,000,000	\$ 260,000,000
Total	\$ 342,958,823	\$ 414,599,150	\$ 782,442,027	\$ 1,540,000,000	\$ 1,540,000,000

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 2023 through FY 2028. 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 2023 - FY 2028 Adopted 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 2023 - FY 2028	Project Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
General Government Projects											
County Renovation Program- Government Center	7,941,000	4,093,000 (2)	2021	N/A	Not Required	572,000	612,000	655,000	701,000	750,000	803,000
County Renovation Program- Shenandoah Building	12,000,000	4,000,000 (2)	2022	N/A	Not Required A	4,000,000	0	0	0	0	0
Eastern Services Center	17,250,000	13,750,000 (2)	2024	N/A	Not Required	0	6,875,000	6,875,000	0	0	0
General Government Office Space-Sycolin Road Phase I	89,591,000	77,725,330 (2)	2023	N/A	Not Required	7,840,983	9,557,012	6,371,341	22,299,694	12,742,682	18,913,618
Oracle Upgrades - Hosting Solution	5,876,000	2,237,500 (2)	2021	N/A	Not Required A	2,237,500	0	0	0	0	0
Subtotal, General Government Projects	132,658,000	101,805,830				14,650,483	17,044,012	13,901,341	23,000,694	13,492,682	19,716,618
Health and Welfare Projects											
MH Group Home Replacements	11,134,000	10,019,696 (1)	2025	10,019,696	Nov. 2023	0	0	842,864	1,966,683	2,884,060	4,326,090
MH Group Residence - Eastern Loudoun	3,390,679	1,665,000 (2)	2021	N/A	Not Required A	1,665,000	0	0	0	0	0
Subtotal, Health and Welfare Projects	14,524,679	11,684,696				1,665,000	0	842,864	1,966,683	2,884,060	4,326,090
Parks and Recreation and Library Services Projects											
Ashburn Recreation & Community Center	86,072,000	37,737,372 (1)	2017	44,270,000	Nov. 2016 A	20,598,845	17,138,527	0	0	0	0
Children's Science Center	15,000,000	10,446,106 (2)	2020	N/A	Not Required A	10,446,106	0	0	0	0	0
Dulles Adult Day Center	16,464,000	5,236,000 (1)	2025	5,236,000	Nov. 2023	0	0	962,800	3,656,810	616,390	0
Dulles South Community Park	23,230,000	7,397,069 (1)	2024	19,034,000	Nov. 2025 B	0	0	0	0	3,729,600	3,667,469
Fields Farm Park	39,707,815	36,181,000 (1)	2021	8,668,000	Nov. 2023 B	5,035,000	0	3,423,000	6,060,800	9,072,400	12,589,800
Hal & Berni Hanson Regional Park	98,367,000	3,595,000 (1)	2010	31,845,000	Nov. 2016 A	3,595,000	0	0	0	0	0
Linear Parks and Trails Signature Project	12,388,000	8,155,000 (1)	2024	8,155,000	Nov. 2023	0	0	3,262,000	3,262,000	1,631,000	0
Philip Bolen Park Phase II	11,761,000	2,727,273 (1)	2021	9,485,000	Nov. 2020 A	2,727,273	0	0	0	0	0
Western Loudoun Recreation Center	73,809,000	38,219,400 (1)	2024	66,593,000	Nov. 2022 B	0	8,495,400	5,663,600	0	0	24,060,400
Subtotal, Parks and Recreation and Library Services Projects	376,798,815	149,694,220				42,402,224	25,633,927	13,311,400	12,979,610	15,049,390	40,317,669
Public Safety Projects											
Adult Detention Center Expansion Phase III	64,341,000	12,429,409 (1)	2025	46,793,953	Nov. 2023 B	0	0	2,632,446	6,142,373	0	3,654,590
Courts Complex Phase III	100,167,000	3,200,000 (2)	2011	N/A	Not Required A	3,200,000	0	0	0	0	0
Courts Complex Phase IV Renovation	23,430,000	23,430,000 (2)	2021	N/A	Not Required	2,330,920	468,730	8,251,750	8,252,400	4,126,200	0
Fire and Rescue - 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	0
Fire and Rescue - Station #04- Round Hill Station Replacement	29,080,928	18,780,208 (1)	2019	8,120,984	Nov. 2022	10,928,907	7,851,302	0	0	0	0
Fire and Rescue - Station #07 -Aldie Station Replacement	18,871,000	579,634 (2)	2008	N/A	Not Required A	579,634	0	0	0	0	0
Fire and Rescue - Station #08- Philomont Station Replacement	21,856,000	20,364,333 (1)	2022	21,636,000	Nov. 2020 A	2,543,333	0	6,256,000	11,565,000	0	0
Fire and Rescue - Station #28- Leesburg South Station	29,711,912	27,334,000 (1)	2021	11,369,000	Nov. 2023	0	14,647,017	9,236,983	3,450,000	0	0
Fire and Rescue - Training Academy Expansion	20,592,550	2,340,100 (1)	2026	12,365,000	Nov. 2024 B	0	0	0	1,002,900	1,337,200	0
Subtotal, Public Safety Projects	313,800,390	110,207,684				21,332,794	22,967,049	26,377,179	30,412,673	5,463,400	3,654,590
Transit Projects											
Franklin Park to Purcellville Trail	10,338,000	778,000 (1)	2022	778,000	Nov. 2024 B	0	0	0	778,000	0	0
Loudoun City Pkwy Shared-Use Path	8,682,000	4,533,250 (1)	2025	7,573,000	Nov. 2023 B	0	0	1,080,600	412,900	0	3,039,750
River Creek Parkway Sidewalk	2,380,969	1,831,000 (1)	2022	2,362,000	Nov. 2020	283,000	224,000	1,324,000	0	0	0
Sidewalk and Trail Program	104,207,802	15,329,642 (1)	2022	34,489,000	Nov. 2020	1,925,000	1,785,642	11,619,000	0	0	0
Subtotal, Transit Projects	125,608,771	22,471,892				2,208,000	2,009,642	14,023,600	1,190,900	0	3,039,750
Notes on Amount to be Financed between FY 2023- FY 2028											
A- Includes previously authorized , but unissued debt financing.											
B- Remaining amount to be financed after FY 2028.											
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 2023 - FY 2028 Adopted 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 2023 - FY 2022.04	Project Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Road Projects											
Braddock Rd Segment 2- Paul VI East Entrance to LCP	42,674,000	4,146,529 (1)	2021	27,201,000	Nov. 2025 B	0	0	0	0	0	4,146,529
Crosstrail Blvd - Segment C Sycolin to Dulles Greenway	87,126,206	9,982,463 (1)	2021	9,982,463	Nov. 2022	0	9,982,463	0	0	0	0
Dulles West Blvd- Northstar Blvd to Arcola Blvd	78,729,104	11,554,500 (1)	2019	11,554,500	Nov. 2023	0	0	0	6,154,700	0	5,399,800
Evergreen Mills -(Reservoir and Watson)	24,033,874	6,495,315 (1)	2019	6,780,000	Nov. 2021	5,196,252	1,299,063	0	0	0	0
Farmwell Road Intersection Improvements	39,654,359	25,849,161 (1)	2019	26,240,000	Nov. 2021	4,065,492	1,016,373	4,153,459	12,460,378	4,153,459	0
Intersection Improvements	180,434,974	57,664,500 (1)	2019	15,987,000	Nov. 2023 A	22,272,500	9,512,000	13,015,000	0	4,054,000	8,811,000
Prentice Drive -LCP to Lockridge Road	101,735,737	74,807,942 (1)	2021	66,035,142	Nov. 2023 A	4,840,800	0	15,082,847	28,954,959	16,840,602	9,088,734
Route 15 Improvements, Phase 1 - Montresor to POR, Segment 1	27,517,131	19,110,783 (1)	2019	24,463,249	Nov. 2020 B	0	4,076,773	2,544,921	0	5,352,467	7,136,622
Route 15 Improvements, Phase 2 - Montresor to POR, Segment 2	7,560,776	5,994,417 (1)	2022	7,221,417	Nov. 2020	0	1,744,851	0	1,699,826	2,549,740	0
Route 15 Widening -Battlefield Pkwy to Montessor Rd	114,890,989	24,843,251 (1)	2019	51,750,668	Nov. 2024 B	0	0	0	0	15,099,628	9,743,623
Route 15/Braddock Roundabout	6,678,976	1,089,444 (1)	2024	1,089,444	Nov. 2022	0	1,089,444	0	0	0	0
Route 50/Everfield Roundabout	7,822,000	1,387,000 (1)	2024	5,873,000	Nov. 2022 B	0	715,000	0	0	0	672,000
Route 50/Loudoun County Parkway Interchange	271,374,249	6,791,398 (1)	2022	6,791,398	Nov. 2024	0	0	0	0	2,716,559	4,074,839
Route 50/North Collector Road (Tall Cedars Pkwy to Route 28)	246,909,075	8,636,146 (1)	2022	67,137,000	Nov. 2020 A	3,317,406	1,639,760	0	0	1,289,446	2,389,534
Route 50/Trailhead Roundabout	14,384,000	6,971,200 (1)	2020	12,845,000	Nov. 2020 A	4,932,200	2,039,000	0	0	0	0
Route 7 Easbound Widening - Loudoun County Pkwy to Route 28	5,278,858	1,612,317 (1)	2025	1,612,317	Nov. 2023	0	0	644,927	967,390	0	0
Route 7 Improvements Phase 1 - Route 7 & Route 287	20,012,171	3,832,859 (1)	2021	3,832,859	Nov. 2023	0	0	1,533,144	2,299,715	0	0
Route 7 Improvements Phase 2 - Route 7 & Route 690 Interchange	52,685,208	36,680,925 (1)	2019	11,460,925	Nov. 2022 A	7,620,000	12,272,370	6,136,185	9,204,278	1,448,093	0
Route 7 Improvements Phase 3 - Route 9 & Dulles Greenway, Segment 2	42,684,000	7,354,000 (1)	2023	13,066,000	Nov. 2022 B	3,555,600	2,370,400	0	0	0	1,428,000
Route 7 Pedestrian Improvements	11,903,038	600 (1)	2019	5,200,000	Nov. 2019 A	0	600	0	0	0	0
Route 9/Route 287 Roundabout	25,366,801	14,255,458 (1)	2020	21,022,000	Nov. 2021 A	7,576,882	4,485,275	2,193,301	0	0	0
Ryan Road - Evergreen Mills to Beaverdam Dr	35,146,048	3,921,050 (1)	2022	14,414,118	Nov. 2024 B	0	0	0	784,210	2,352,630	784,210
Safety Audit and Improvements - Evergreen Mills Rd ; Westbound Left-turn	5,181,586	2,797,885 (2)	2025	5,181,586	Nov. 2023 B	0	0	0	695,690	102,612	1,999,583
Safety Audit and Improvements - Evergreen Mills Rd: Bridge and Pavement	3,088,705	1,143,039 (1)	2025	1,143,039	Nov. 2023	0	0	0	401,584	267,723	473,732
Shellhorn Rd - MWAA Property to Moran (County Project)	44,567,340	13,020,866 (1)	2017	41,847,000	Nov. 2021 B	5,109,587	0	0	0	0	7,911,279
Sterling Boulevard/W&OD Overpass	18,922,020	17,588,000 (1)	2019	9,843,000	Nov. 2022	599,000	0	3,397,800	5,096,700	8,494,500	0
Trailhead/Braddock Roundabout	8,600,000	3,545,800 (1)	2024	6,686,000	Nov. 2024 B	0	0	0	440,000	1,760,000	1,345,800
Waxpool Road / Loudoun County Pkwy Intersection	10,491,012	2,100,362 (1)	2019	3,517,000	Nov. 2021	2,100,362	0	0	0	0	0
Westwind Drive - Loudoun County Pkwy to Old Ox Rd	53,261,767	18,950,050 (1)	2019	1,300,050	Nov. 2025	8,550,025	0	2,080,005	4,160,010	4,160,010	0
Subtotal, Road Projects	1,588,714,003	392,127,258				79,736,106	52,243,371	50,781,589	73,319,440	70,641,468	65,405,284
SUBTOTAL - General	\$ 2,552,104,657	\$ 787,991,579				\$ 161,994,606	\$ 119,898,000	\$ 119,237,973	\$ 142,870,000	\$ 107,531,000	\$ 136,460,000
Notes on Amount to be Financed between FY 2023- FY 2028											
A- Includes previously authorized , but unissued debt financing.											
B- Remaining amount to be financed after FY 2028.											
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 2023 - FY 2028 Adopted 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 2023 - FY 2022	Project Start Year	Amount of Referendum	Potential Referendum Date or Status		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
School Administration Projects												
School Vehicle Lease	61,680,000	61,680,000 (2)	0	N/A	Not Required B		10,280,000	10,280,000	10,280,000	10,280,000	10,280,000	10,280,000
Subtotal, School Administration Projects	61,680,000	61,680,000					10,280,000	10,280,000	10,280,000	10,280,000	10,280,000	10,280,000
Elementary School Projects												
ES-32 Dulles South	63,540,000	57,911,000 (1)	2023	57,911,000	Nov. 2021		3,815,000	25,580,000	25,666,000	2,850,000	0	0
ES-34 Dulles North Area	76,860,000	51,091,000 (1)	2026	74,341,000	Nov. 2024 B		0	0	0	4,610,000	16,696,000	29,785,000
Subtotal, Elementary School Projects	140,400,000	109,002,000					3,815,000	25,580,000	25,666,000	7,460,000	16,696,000	29,785,000
Middle School Projects												
MS-14, Dulles North	99,140,000	56,460,000 (1)	2021	88,770,000	Nov. 2019 A		35,695,000	20,420,000	345,000	0	0	0
Subtotal, Middle School Projects	99,140,000	56,460,000					35,695,000	20,420,000	345,000	0	0	0
High School Projects												
HS-14, Dulles North	202,890,000	174,434,027 (1)	2024	183,564,027	Nov. 2022 B		0	12,175,000	45,091,027	55,085,000	43,518,000	18,565,000
Subtotal, High School Projects	202,890,000	174,434,027					0	12,175,000	45,091,027	55,085,000	43,518,000	18,565,000
Other School Projects												
Douglass School Renewal	9,320,000	1,400,000 (1)	2022	9,320,000	Nov. 2020 A		1,400,000	0	0	0	0	0
Land Acquisition (Various LCPS Projects)	239,537,000	45,735,000 (2)	2019	N/A	Not Required		0	0	2,475,000	0	29,510,000	13,750,000
LCPS Facility Renewals and Alterations	723,130,000	262,410,000 (1)	2020	42,985,000	Nov. 2022		39,425,000	42,985,000	40,000,000	40,000,000	50,000,000	50,000,000
Park View and William Obediah Robey HS Additions	38,145,000	38,145,000 (2)	2024	38,145,000	Nov. 2022		0	15,125,000	17,435,000	3,685,000	1,900,000	0
School Bus Replacement & Acquisition	137,235,000	60,300,000 (2)	2019	N/A	Not Required		8,755,000	9,235,000	9,745,000	10,280,000	10,845,000	11,440,000
School Security Improvements	93,004,000	19,941,000 (1)	2019	2,875,000	Nov. 2022 A		14,759,000	5,182,000	0	0	0	0
Valley Service Center & Culbert ES Bus Parking	13,960,000	13,960,000 (1)	2023	37,690,000	Nov. 2021		840,000	5,620,000	6,880,000	620,000	0	0
Valley Service Center Traffic Signal	655,000	655,000 (1)	2024	655,000	Nov. 2022		0	655,000	0	0	0	0
Subtotal, Other School Projects	1,254,986,000	442,546,000					65,179,000	78,802,000	76,535,000	54,585,000	92,255,000	75,190,000
SUBTOTAL - Schools												
	\$ 1,759,096,000	\$ 844,122,027					\$ 114,969,000	\$ 147,257,000	\$ 157,917,027	\$ 127,410,000	\$ 162,749,000	\$ 133,820,000
GRAND TOTAL												
	\$ 4,311,200,657	\$ 1,632,113,606					\$ 276,963,606	\$ 267,155,000	\$ 277,155,000	\$ 270,280,000	\$ 270,280,000	\$ 270,280,000
Notes on Amount to be Financed between FY 2023- FY 2028												
A- Includes previously authorized , but unissued debt financing.												
B- Remaining amount to be financed after FY 2028.												
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 Fianncing Sources.												



Debt Service Fund

Debt Service Projections FY 2023 – FY 2028

Projects	Principal	Interest	Total Debt Service	Debt Service Projections FY 2023 - FY 2028							
				FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total	
General Government											
County Renovation Program- Government Center	\$ 4,093,000	\$ 2,145,000	\$ 6,238,000	\$ 14,300	\$ 73,150	\$ 132,575	\$ 197,600	\$ 263,250	\$ 334,575	\$ 1,015,450	
County Renovation Program- Shenandoah Building	4,000,000	2,100,000	6,100,000	-	400,000	390,000	380,000	370,000	360,000	1,900,000	
Eastern Services Center	13,750,000	7,205,000	20,955,000	-	171,875	852,000	1,343,000	1,308,500	1,274,000	4,949,375	
General Government Office Space-Sycolin Road Phase I	77,725,330	38,800,228	116,525,558	-	1,020,974	1,867,684	2,852,959	4,756,644	6,052,051	16,550,312	
Oracle Upgrades - Hosting Solution	2,237,500	447,125	2,684,625	-	431,875	415,875	399,875	383,875	367,875	1,999,375	
Subtotal, General Government Projects	\$ 101,805,830	\$ 50,697,353	\$ 152,503,183	\$ 14,300	\$ 2,097,874	\$ 3,658,134	\$ 5,173,434	\$ 7,082,269	\$ 8,388,501	\$ 26,414,512	
Health and Welfare											
MH Group Home Replacements	\$ 10,019,696	\$ 5,258,180	\$ 15,277,876	\$ -	\$ -	\$ -	\$ 82,143	\$ 278,477	\$ 560,680	\$ 921,300	
MH Group Residence - Eastern Loudoun	1,665,000	607,626	2,272,626	41,626	239,250	231,250	223,250	215,250	207,250	1,157,876	
Subtotal, Health and Welfare Projects	\$ 11,684,696	\$ 5,865,806	\$ 17,550,502	\$ 41,626	\$ 239,250	\$ 231,250	\$ 305,393	\$ 493,727	\$ 767,930	\$ 2,079,176	
Parks and Recreation and Library Services											
Ashburn Recreation & Community Center	\$ 37,737,372	\$ 19,423,860	\$ 57,161,232	\$ -	\$ 2,059,942	\$ 3,835,368	\$ 3,735,368	\$ 3,630,368	\$ 3,535,618	\$ 16,796,664	
Children's Science Center	10,446,106	5,485,851	15,931,957	261,153	1,029,305	1,003,305	982,180	951,055	929,930	5,156,928	
Dulles Adult Day Center	5,236,000	2,746,520	7,982,520	-	-	-	98,140	463,481	512,551	1,074,172	
Dulles South Community Park	7,397,069	3,845,200	11,242,269	-	-	-	-	-	371,480	371,480	
Fields Farm Park	36,181,000	18,918,400	55,099,400	-	501,750	489,250	817,900	1,404,940	2,277,310	5,491,150	
Hal & Berni Hanson Regional Park	3,595,000	909,000	4,504,000	-	639,750	616,750	593,750	570,750	542,750	2,963,750	
Linear Parks and Trails Signature Project	8,155,000	4,279,000	12,434,000	-	-	-	328,100	647,950	793,000	1,769,050	
Philip Bolen Park Phase II	2,727,273	1,438,530	4,165,803	-	271,364	264,614	257,864	251,114	244,364	1,289,320	
Western Loudoun Recreation Center	38,219,400	20,053,150	58,272,550	-	-	849,770	1,396,700	1,361,200	1,325,700	4,933,370	
Subtotal, Parks and Recreation and Library Services Pro	\$ 149,694,220	\$ 77,099,511	\$ 226,793,730	\$ 261,153	\$ 4,502,111	\$ 7,059,057	\$ 8,210,002	\$ 9,280,858	\$ 10,532,703	\$ 39,845,884	
Public Safety											
Adult Detention Center Expansion Phase III	\$ 12,429,409	\$ 6,534,650	\$ 18,964,059	\$ -	\$ -	\$ -	\$ 261,622	\$ 867,241	\$ 845,491	\$ 1,974,354	
Courts Complex Phase III	3,200,000	640,000	3,840,000	-	615,000	597,250	569,250	551,500	523,500	2,856,500	
Courts Complex Phase IV Renovation	23,430,000	12,306,270	35,736,270	-	243,264	479,902	1,290,131	1,971,596	2,226,376	6,211,269	
Fire and Rescue - Lovettsville Fire Station Replacement	1,750,000	917,500	2,667,500	-	177,500	168,000	168,750	159,250	160,000	833,500	
Fire and Rescue - Station #04- Round Hill Station Replac	18,780,208	9,677,466	28,457,674	-	1,091,445	1,901,760	1,852,260	1,802,760	1,753,260	8,401,485	
Fire and Rescue - Station #07 -Aldie Station Replacemen	579,634	298,640	878,274	14,491	58,232	56,732	55,232	53,732	52,232	290,651	
Fire and Rescue - Station #08- Philomont Station Replac	20,364,333	9,977,440	30,341,773	-	252,167	245,917	867,467	2,208,717	2,142,467	5,716,735	
Fire and Rescue - Station #28- Leesburg South Station	27,334,000	13,235,750	40,569,750	-	-	1,462,351	2,347,700	2,960,700	2,871,200	9,641,951	
Fire and Rescue - Training Academy Expansion	2,340,100	1,235,350	3,575,450	-	-	-	-	100,145	229,505	329,650	
Subtotal, Public Safety Projects	\$ 110,207,684	\$ 54,823,066	\$ 165,030,749	\$ 14,491	\$ 2,437,608	\$ 4,911,912	\$ 7,412,412	\$ 10,675,641	\$ 10,804,031	\$ 36,256,095	
Transit											
Franklin Park to Purcellville Trail	\$ 778,000	\$ 402,000	\$ 1,180,000	\$ -	\$ -	\$ -	\$ -	\$ 78,900	\$ 76,900	\$ 155,800	
Loudoun Cty Pkwy Shared-Use Path	4,533,250	2,383,260	6,916,510	-	-	-	109,030	146,925	143,175	399,130	
River Creek Parkway Sidewalk	1,831,000	968,250	2,799,250	-	29,150	49,600	179,550	175,050	170,550	603,900	
Sidewalk and Trail Program	15,329,642	8,054,390	23,384,032	-	191,250	365,782	1,517,482	1,479,232	1,440,982	4,994,728	
Subtotal, Transit Projects	\$ 22,471,892	\$ 11,807,900	\$ 34,279,792	\$ -	\$ 220,400	\$ 415,382	\$ 1,806,062	\$ 1,880,107	\$ 1,831,607	\$ 6,153,558	



Debt Service Fund

Debt Service Projections FY 2023-FY 2028

Projects	Principal	Interest	Total Debt Service	Debt Service Projections FY 2023 - FY 2028						Total
				FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
Road										
Braddock Rd Segment 2- Paul VI East Entrance to LCP	\$ 4,146,529	\$ 2,178,770	\$ 6,325,299	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Crosstrail Blvd - Segment C Sycolin to Dulles Greenway	9,982,463	5,235,460	15,217,923	-	-	999,123	974,123	949,123	924,123	3,846,492
Dulles West Blvd- Northstar Blvd to Arcola Blvd	11,554,500	6,064,750	17,619,250	-	-	-	-	617,735	602,235	1,219,970
Evergreen Mills -(Reservoir and Watson)	6,495,315	3,407,820	9,903,135	-	519,813	636,766	620,516	604,266	588,016	2,969,377
Farmwell Road Intersection Improvements	25,849,161	13,561,930	39,411,091	-	408,275	498,844	903,767	2,128,536	2,486,709	6,426,131
Intersection Improvements	57,664,500	30,279,250	87,943,750	-	2,228,625	3,123,475	4,344,725	4,232,725	4,528,425	18,457,975
Prentice Drive -LCP to Lockridge Road	74,807,942	39,269,440	114,077,382	-	482,040	470,040	1,967,182	4,815,180	6,379,960	14,114,402
Route 15 Improvements, Phase 1 - Montessor to POR, Se	19,110,783	10,035,530	29,146,313	-	-	408,839	650,835	634,335	1,155,458	2,849,467
Route 15 Improvements, Phase 2 - Montessor to POR, Se	5,994,417	3,151,420	9,145,837	-	-	172,243	167,993	333,734	582,721	1,256,691
Route 15 Widening -Battlefield Pkw to Montessor Rd	24,843,251	13,045,240	37,888,491	-	-	-	-	-	1,509,981	1,509,981
Route 15/Braddock Roundabout	1,089,444	567,940	1,657,384	-	-	109,472	106,722	103,972	101,222	421,388
Route 50/Everfield Roundabout	1,387,000	727,250	2,114,250	-	-	70,750	69,000	67,250	65,500	272,500
Route 50/Loudoun County Parkway Interchange	6,791,398	3,565,400	10,356,798	-	-	-	-	-	270,828	270,828
Route 50/North Collector Road (Tall Cedars Pkwy to Roul	8,636,146	4,536,890	13,173,036	-	330,870	484,608	472,358	460,108	577,330	2,325,274
Route 50/Trailhead Roundabout	6,971,200	3,670,700	10,641,900	-	491,610	681,310	664,060	646,810	629,560	3,113,350
Route 7 Easbound Widening - Loudoun County Pkwy to F	1,612,317	844,820	2,457,137	-	-	-	62,246	159,116	155,116	376,478
Route 7 Improvements Phase 1 - Route 7 & Route 287	3,832,859	2,017,360	5,850,219	-	-	-	151,657	377,893	368,393	897,943
Route 7 Improvements Phase 2 - Route 7 & Route 690 In	36,680,925	19,264,690	55,945,615	-	761,000	1,970,619	2,532,678	3,387,892	3,442,297	12,094,486
Route 7 Improvements Phase 3 - Route 9 & Dulles Greer	7,354,000	3,857,000	11,211,000	-	357,780	587,300	572,300	552,300	542,550	2,612,230
Route 7 Pedestrian Improvements	600	600	1,200	-	-	30	30	30	30	120
Route 9/Route 287 Roundabout	14,255,458	7,469,710	21,725,168	-	758,844	1,189,108	1,378,523	1,342,773	1,307,023	5,976,271
Ryan Road - Evergreen Mills to Beaverdam Dr	3,921,050	2,045,830	5,966,880	-	-	-	-	79,211	314,843	394,054
Safety Audit and Improvements - Evergreen Mills Rd ; We:	2,797,885	1,467,900	4,265,785	-	-	-	-	69,785	78,166	147,951
Safety Audit and Improvements - Evergreen Mills Rd: Brid	1,143,039	588,290	1,731,329	-	-	-	-	40,079	67,465	107,544
Shellhorn Rd - MWAA Property to Moran (County Project)	13,020,866	6,844,360	19,865,226	-	510,479	497,729	484,979	472,229	459,479	2,424,895
Sterling Boulevard/W&OD Overpass	17,588,000	9,228,250	26,816,250	-	59,950	58,450	396,840	896,675	1,723,650	3,135,565
Trailhead/Braddock Roundabout	3,545,800	1,861,050	5,406,850	-	-	-	-	42,000	219,000	261,000
Waxpool Road / Loudoun County Pkwy Intersection	2,100,362	1,102,860	3,203,222	-	210,018	204,768	199,518	194,268	189,018	997,590
Westwind Drive - Loudoun County Pkwy to Old Ox Rd	18,950,050	9,931,060	28,881,110	-	857,501	831,001	1,023,751	1,410,002	1,796,003	5,918,258
Subtotal, Road Projects	\$ 392,127,258	\$ 205,821,570	\$ 597,948,828	\$ -	\$ 7,976,805	\$ 12,994,475	\$ 17,743,803	\$ 24,618,027	\$ 31,065,101	\$ 94,398,211



Debt Service Fund

Debt Service Projections FY 2023-FY 2028

Projects	Principal	Interest	Total Debt Service	Debt Service Projections FY 2023 - FY 2028						Total
				FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
School Administration										
School Vehicle Lease	\$ 61,680,000	\$ 7,710,000	\$ 69,390,000	\$ -	\$ 3,084,000	\$ 6,039,500	\$ 8,866,500	\$ 11,565,000	\$ 11,565,000	\$ 41,120,000
Subtotal, School Administration Projects	\$ 61,680,000	\$ 7,710,000	\$ 69,390,000	\$ -	\$ 3,084,000	\$ 6,039,500	\$ 8,866,500	\$ 11,565,000	\$ 11,565,000	\$ 41,120,000
Elementary School										
ES-32 Dulles South	\$ 57,911,000	\$ 28,967,250	\$ 86,878,250	\$ -	\$ 380,750	\$ 3,200,250	\$ 5,801,550	\$ 5,946,800	\$ 5,781,550	\$ 21,110,900
ES-34 Dulles North Area	51,091,000	25,247,750	76,338,750	-	-	-	-	460,500	2,243,800	2,704,300
Subtotal, Elementary School Projects	\$ 109,002,000	\$ 54,215,000	\$ 163,217,000	\$ -	\$ 380,750	\$ 3,200,250	\$ 5,801,550	\$ 6,407,300	\$ 8,025,350	\$ 23,815,200
Middle School										
MS-14, Dulles North	\$ 56,460,000	\$ 28,397,750	\$ 84,857,750	\$ -	\$ 3,569,750	\$ 5,846,500	\$ 5,752,250	\$ 5,598,500	\$ 5,434,500	\$ 26,201,500
Subtotal, Middle School Projects	\$ 56,460,000	\$ 28,397,750	\$ 84,857,750	\$ -	\$ 3,569,750	\$ 5,846,500	\$ 5,752,250	\$ 5,598,500	\$ 5,434,500	\$ 26,201,500
High School										
HS-14, Dulles North	\$ 174,434,027	\$ 87,178,770	\$ 261,612,797	\$ -	\$ -	\$ 1,218,750	\$ 5,697,801	\$ 11,388,801	\$ 16,307,451	\$ 34,612,803
Subtotal, High School Projects	\$ 174,434,027	\$ 87,178,770	\$ 261,612,797	\$ -	\$ -	\$ 1,218,750	\$ 5,697,801	\$ 11,388,801	\$ 16,307,451	\$ 34,612,803
Other School										
Douglass School Renewal	\$ 1,400,000	\$ 735,000	\$ 2,135,000	\$ -	\$ 140,000	\$ 136,500	\$ 133,000	\$ 129,500	\$ 126,000	\$ 665,000
Land Acquisition (Various LCPS Projects)	45,735,000	24,006,500	69,741,500	-	-	61,875	245,625	977,125	3,490,500	4,775,125
LCPS Facility Renewals and Alterations	262,410,000	137,765,250	400,175,250	-	3,941,250	8,142,000	11,936,000	15,630,000	20,224,000	59,873,250
Park View and William Obediah Robey HS Additions	38,145,000	19,139,000	57,284,000	-	-	1,601,250	3,440,750	3,732,250	3,829,500	12,603,750
School Bus Replacement & Acquisition	60,300,000	16,576,000	76,876,000	-	1,543,625	2,876,250	4,237,500	5,631,125	7,055,875	21,344,375
School Security Improvements	19,941,000	9,738,900	29,679,900	-	1,627,950	2,157,550	2,102,300	2,031,800	1,981,800	9,901,400
Valley Service Center & Culbert ES Bus Parking	13,960,000	7,000,000	20,960,000	-	82,000	701,000	1,396,000	1,429,500	1,390,000	4,998,500
Valley Service Center Traffic Signal	655,000	340,500	995,500	-	-	67,750	66,000	64,250	57,500	255,500
Subtotal, Other School Projects	\$ 442,546,000	\$ 215,301,150	\$ 657,847,150	\$ -	\$ 7,334,825	\$ 15,744,175	\$ 23,557,175	\$ 29,625,550	\$ 38,155,175	\$ 114,416,900
GRAND TOTAL	\$ 1,632,113,606	\$ 798,917,875	\$ 2,431,031,481	\$ 331,570	\$ 31,843,373	\$ 61,319,385	\$ 90,326,382	\$ 118,615,780	\$ 142,877,349	\$ 445,313,839



Debt Service Fund

Debt Service Projections FY 2023 - FY 2028

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		
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		
	101,805,830	11,684,696	149,694,220	110,207,684	414,599,150	787,991,579	61,680,000	109,002,000	56,460,000	174,434,027	442,546,000	844,122,027	1,632,113,606	
2023	14,300	41,626	261,153.00	14,491	-	331,570	-	-	-	-	-	-	331,570	
2024	2,097,874	239,250	4,502,111	2,437,608	8,197,205	17,474,048	3,084,000	380,750	3,569,750	-	7,334,825	14,369,325	31,843,373	
2025	3,658,134	231,250	7,059,057	4,911,912	13,409,857	29,270,210	6,039,500	3,200,250	5,846,500	1,218,750	15,744,175	32,049,175	61,319,385	
2026	5,173,434	305,393	8,210,002	7,412,412	19,549,865	40,651,106	8,866,500	5,801,550	5,752,250	5,697,801	23,557,175	49,675,276	90,326,382	
2027	7,082,269	493,727	9,280,858	10,675,641	26,498,134	54,030,629	11,565,000	6,407,300	5,598,500	11,388,801	29,625,550	64,585,151	118,615,780	
2028	8,388,501	767,930	10,532,703	10,804,031	32,896,708	63,389,873	11,565,000	8,025,350	5,434,500	16,307,451	38,155,175	79,487,476	142,877,349	
2029	10,171,667	1,177,109	14,300,461	10,862,260	38,857,711	75,369,208	11,565,000	11,099,850	5,280,750	17,776,451	44,500,550	90,222,601	165,591,809	
2030	9,885,792	1,141,547	13,909,836	10,553,510	37,826,211	73,316,896	8,481,000	10,794,600	5,121,750	17,282,701	43,203,925	84,883,976	158,200,872	
2031	9,269,667	1,003,984	13,074,211	9,764,624	36,794,461	69,906,947	5,525,500	10,473,850	4,962,750	16,778,701	41,702,150	79,442,951	149,349,898	
2032	9,006,917	966,609	12,525,336	9,408,492	35,762,461	67,669,815	2,698,500	9,748,350	4,298,750	16,279,951	40,102,975	73,128,526	140,798,341	
2033	8,709,042	949,484	12,175,461	9,096,867	34,715,211	65,646,065	-	9,258,350	4,125,000	15,786,201	38,600,350	67,769,901	133,415,966	
2034	8,451,417	907,109	11,794,586	8,023,942	33,678,461	62,855,515	-	8,948,100	3,988,250	14,772,201	36,445,725	64,154,276	127,009,791	
2035	8,149,579	895,234	11,443,111	7,751,317	32,641,711	60,880,952	-	8,464,100	3,861,750	12,988,951	34,334,100	59,648,901	120,529,853	
2036	7,028,370	852,859	11,018,916	7,514,567	31,604,961	58,019,673	-	7,700,100	3,725,000	12,466,201	32,225,975	56,117,276	114,136,949	
2037	6,774,995	840,984	10,661,291	7,247,067	30,573,211	56,097,548	-	7,445,600	3,598,500	12,079,201	30,117,850	53,241,151	109,338,699	
2038	6,561,870	798,609	10,288,166	7,015,192	29,526,211	54,190,048	-	7,206,350	3,461,750	11,661,451	28,012,725	50,342,276	104,532,324	
2039	6,308,495	791,734	9,935,791	6,742,567	28,489,711	52,268,298	-	6,946,600	3,335,250	11,274,451	25,892,975	47,449,276	99,717,574	
2040	6,095,370	744,109	9,562,666	6,505,692	27,443,211	50,351,048	-	6,702,350	3,198,500	10,856,701	24,947,225	45,704,776	96,055,824	
2041	5,846,870	737,234	9,210,291	6,233,317	26,417,211	48,444,923	-	6,447,850	3,072,000	10,469,701	24,006,725	43,996,276	92,441,199	
2042	5,628,620	684,609	8,842,166	6,001,692	25,380,711	46,537,798	-	6,203,600	2,935,250	10,051,951	23,061,225	42,252,026	88,789,824	
2043	5,383,053	680,547	8,481,737	5,727,119	24,338,317	44,610,772	-	5,954,100	2,803,750	9,659,951	22,126,975	40,544,776	85,155,548	
2044	4,541,382	591,484	6,148,607	4,595,143	19,191,019	35,067,635	-	5,509,600	887,250	9,242,451	18,436,300	34,075,601	69,143,236	
2045	3,492,703	584,848	4,682,384	3,248,977	15,657,543	27,666,454	-	4,140,850	-	8,246,728	14,272,375	26,659,953	54,326,407	
2046	2,669,755	503,274	3,807,024	1,808,346	11,717,186	20,505,584	-	2,731,550	-	5,608,650	10,395,375	18,735,575	39,241,159	
2047	1,415,408	393,067	2,991,823	480,144	7,465,045	12,745,487	-	2,250,550	-	2,782,900	7,717,625	12,751,075	25,496,562	
2048	697,699	226,894	2,093,982	193,819	3,596,287	6,808,681	-	1,375,500	-	934,500	3,327,125	5,637,125	12,445,806	
2049	-	-	-	-	-	-	-	-	-	-	-	-	-	
2050	-	-	-	-	-	-	-	-	-	-	-	-	-	
2051	-	-	-	-	-	-	-	-	-	-	-	-	-	
2052	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Principal & Interest	152,503,183	17,550,502	226,793,730	165,030,749	632,228,620	1,194,106,784	69,390,000	163,217,000	84,857,750	261,612,797	657,847,150	1,236,924,697	2,431,031,481	

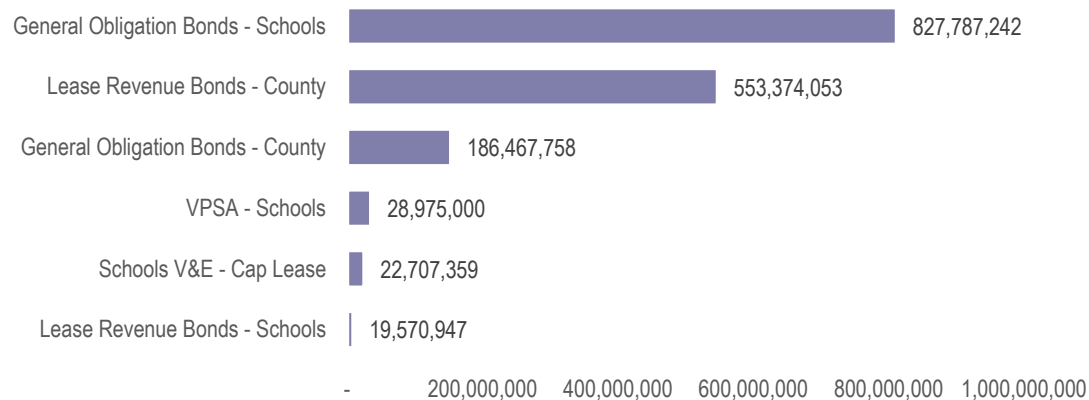
**Debt Service Fund****Outstanding Debt and Referendum Authority**

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 May 31, 2022.

Outstanding Debt as of May 31, 2022

Type of Debt	General Government	Schools	Total
General Obligation Bonds	\$186,467,758	\$827,787,242	\$1,014,255,000
VPSA General Obligation Bonds	-	28,975,000	28,975,000
Lease Revenue Bonds	488,909,324	9,985,676	\$498,895,000
Capital Leases	-	22,707,359	22,707,359
Financing Agreements	57,552,509	12,697,491	70,250,000
Total	\$732,929,591	\$902,152,768	\$1,635,082,359

*Totals may not add due to rounding.

Figure 8. Outstanding Debt

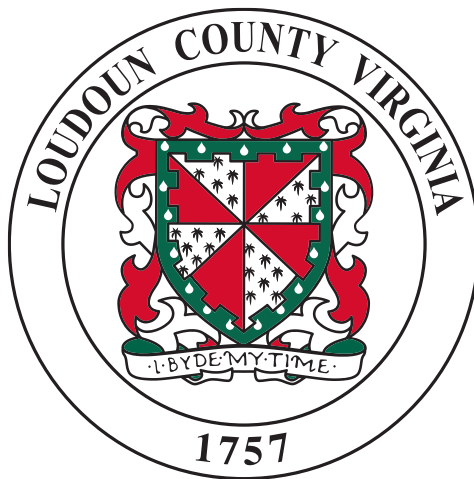
The following table displays the amount of general obligation bonds approved by voter referendum and the amount unissued. Referendum authority is valid for a period of eight years and may be extended to 10 years upon approval of a resolution by the Board of Supervisors requesting the Circuit Court to 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 May 31, 2022

Referendum Year	Functional Area	Approved Referendum Amount	Amount Authorized and Unissued
2013	Parks and Rec	34,255,000	0
	Public Safety	14,175,000	480,000
	Schools	10,755,000	831,710
	2013 Subtotal	59,185,000	1,311,710
2014	Parks and Rec	10,935,000	0
	Public Safety	34,690,000	10,736,000
	Schools	162,900,000	11,085,290
	2014 Subtotal	208,525,000	21,821,290
2015	Public Safety	2,940,000	2,940,000
	Schools	150,995,000	9,821,000
	2015 Subtotal	153,935,000	12,761,000
2016	Parks and Rec	76,115,000	58,435,000
	Public Safety	17,500,000	10,500,000
	Transportation	18,000,000	2,000,000
	Schools	233,070,000	38,224,000
	2016 Subtotal	344,685,000	109,159,000
2017	Public Safety	15,660,000	13,760,000
	Schools	81,761,000	29,528,000
	2017 Subtotal	97,421,000	43,288,000
2018	Transportation	152,585,000	114,070,000
	Schools	98,820,000	17,640,000
	2018 Subtotal	251,405,000	131,710,000
2019	SchoolsT	93,940,000	88,920,000
	Public Safety	22,870,000	21,770,000
	Parks and Rec	41,795,000	35,851,000
	Transportation	56,885,000	53,182,000
	2019 Subtotal	215,490,000	199,723,000
2020	Schools	123,755,000	95,084,000
	Public Safety	29,516,000	28,341,000
	Parks and Rec	3,825,000	3,825,000
	Transportation	151,210,000	147,855,000
	2020 Subtotal	308,306,000	275,105,000
2021	Schools	135,026,000	135,026,000
	Public Safety	7,190,000	7,190,000
	Transportation	68,243,000	68,243,000
	2021 Subtotal	210,459,000	210,459,000
		1,849,411,000	1,005,338,000
Totals	Schools	1,091,022,000	426,160,000
	County	758,389,000	579,178,000
	Total	1,849,411,000	1,005,338,000

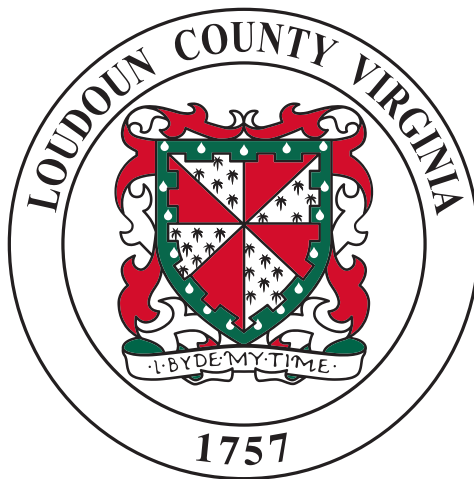




Other Appropriated Funds FY 2023 Adopted Budget

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Capital Asset Preservation Program Fund

The Board of Supervisors established the Capital Asset Preservation Program Fund (CAPP) in 1990 as a consistent means of planning and financing for major Loudoun County Public Schools (LCPS) and County General Government maintenance efforts. The CAPP affords the County the ability to extend the useful life of mature and aging facilities by repairing 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 2023 through FY 2028 reflect the funding required to support capital asset preservation.

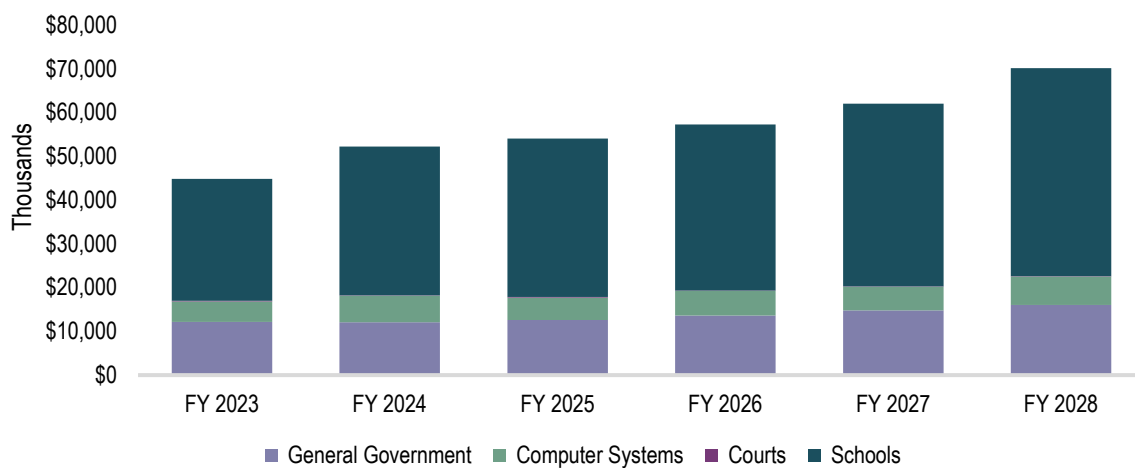
The County CAPP and the School Capital Asset Preservation Program Fund are separate funds and are separate appropriations in the Appropriations Resolution. While the programs focus on the long-term needs of the County, only the current year (FY 2023) is appropriated. The County's CAPP includes funding for long-term maintenance of general government and court facilities, as well as computer system replacements.



Capital Asset Preservation Program

Revenues and Expenditures¹

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6-Year Total
Revenues – Transfer from General Fund							
General Government	\$12,180,000	\$12,060,000	\$12,580,150	\$13,600,502	\$14,820,502	\$16,040,502	\$81,281,656
Computer Systems	4,685,860	6,086,961	5,159,702	5,637,940	5,387,318	6,473,116	33,430,898
Schools	27,904,300	34,001,950	36,258,000	37,939,000	41,715,500	47,541,000	225,359,750
Subtotal	\$44,770,160	\$52,148,911	\$53,997,852	\$57,177,441	\$61,923,320	\$70,054,618	\$340,072,303
Revenues – Other Sources							
Court Recordation Fees	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Subtotal	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Total – Revenues	\$44,870,160	\$52,248,911	\$54,097,852	\$57,277,441	\$62,023,320	\$70,154,618	\$340,672,303
Expenditures							
General Government	\$12,180,000	\$12,060,000	\$12,580,150	\$13,600,502	\$14,820,502	\$16,040,502	\$81,281,656
Courts Maintenance	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Computer Systems	4,685,860	6,086,961	5,159,702	5,637,940	5,387,318	6,473,116	33,430,898
Subtotal – County CAPP	\$16,965,860	\$18,246,961	\$17,839,852	\$19,338,441	\$20,307,820	\$22,613,618	\$115,312,553
Schools	\$27,904,300	\$34,001,950	\$36,258,000	\$37,939,000	\$41,715,500	\$47,541,000	\$225,359,750
Subtotal – Schools CAPP	\$27,904,300	\$34,001,950	\$36,258,000	\$37,939,000	\$41,715,500	\$47,541,000	\$225,359,750
Total – Expenditures	\$44,870,160	\$52,248,911	\$54,097,852	\$57,277,441	\$62,023,320	\$70,154,618	\$340,672,303



¹ Sums may not equal due to rounding.



Capital Asset Preservation Program

Expenditure Detail

Program Compared to Fixed Asset Value

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Fixed Asset Value (FAV)						
General Government	\$2,016,135,706	\$2,217,749,276	\$2,439,524,204	\$2,683,476,624	\$2,951,824,287	\$3,247,006,715
Schools	2,560,871,160	2,816,958,276	3,098,654,103	3,408,519,514	3,749,371,465	4,124,308,611
Total Fixed Asset Value	\$4,577,006,865	\$5,034,707,552	\$5,538,178,307	\$6,091,996,138	\$6,701,195,752	\$7,371,315,327
CAPP Projects as a Percent of FAV						
General Government	0.61%	0.55%	0.52%	0.51%	0.51%	0.50%
Schools	1.09%	1.21%	1.17%	1.11%	1.11%	1.15%
All CAPP Projects	0.88%	0.92%	0.88%	0.85%	0.85%	0.86%

Adopted FY 2023 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 2023 through FY 2028 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. In FY 2023, Mechanical/Electrical Plumbing was increased by \$2,000,000 annually for the six-year planning period in order to support a new equipment replacement initiative that replaces large mechanical equipment when it reaches its useful life expectancy.

During the FY 2023 CIP budget development process, the budget for personal computer (PC) replacements was transferred from the Department of Information and Technology's operating budget in the General Fund into the CAPP Fund Computer Systems section to more effectively manage the program and to be more transparent about how the funds are used. The CAPP computer systems budget for network equipment, servers and server storage, security mitigation, and video conference solutions are projected to increase 3 percent annually in the six-year period based on escalation, growth, and expansion of applications and their capabilities. The PC replacement budget is projected to increase 5 percent in FY 2023 – FY 2025 due to anticipated impacts of the COVID-19 pandemic on product availability and price. It is projected to increase by 3 percent in FY 2026 – FY 2028 based on escalation and growth and the assumption that availability of goods will return to normal levels.

As reflected in the CAPP summary table by program/functional area on the next page, CAPP funding for Parks, Recreation, and Community Services (PRCS) is proposed to be incrementally increased over the six-year period to bring overall CAPP, maintenance, and renovation funding (the PRCS Renovation Program) up to levels that align with the additional maintenance and renovation funding needs identified in the PRCS Master Plan as presented to and approved by the Board of Supervisors during summer 2021¹.

¹ June 15, 2021, Business Meeting, Item 05f FGOEDC Report: PRCS Master Plan Update

**Capital Asset Preservation Program****Program by Functional Area and Repair Category¹**

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6-Year Total
General Government							
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	2,900,000	2,900,000	2,900,000	2,900,000	3,000,000	3,150,000	17,750,000
Parks/Recreation Facilities	2,045,000	2,545,000	3,045,000	4,045,000	5,045,000	6,045,000	22,770,000
Pavement/Site	2,635,000	2,015,000	2,035,150	2,055,502	2,075,502	2,095,502	12,911,656
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	950,000	1,000,000	5,350,000
Subtotal – General Government	\$12,180,000	\$12,060,000	\$12,580,150	\$13,600,502	\$14,820,502	\$16,040,502	\$81,281,656
Courts							
Court Facilities Maintenance	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Subtotal – Courts	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$600,000
Computer Systems							
Network Equipment	\$1,442,000	\$2,369,000	\$2,003,350	\$2,051,091	\$2,100,264	\$2,150,911	\$12,116,615
Servers & Server Storage	849,750	583,495	601,000	619,030	637,601	996,629	4,287,505
Security Mitigation Solutions	206,000	257,500	257,500	283,250	283,250	309,000	1,596,500
Video Conference Solutions	51,500	51,500	25,750	25,750	25,750	25,750	206,000
Subtotal – Computer Systems	\$2,549,250	\$3,261,495	\$2,887,600	\$2,979,121	\$3,046,865	\$3,482,290	\$18,206,620
PC Replacements	2,136,610	2,825,466	2,272,102	2,658,819	2,340,454	2,990,826	15,224,278
Subtotal – PC Replacements	2,136,610	2,825,466	2,272,102	2,658,819	2,340,454	2,990,826	15,224,278
Total – County CAPP	\$16,965,860	\$18,246,961	\$17,839,852	\$19,338,441	\$20,307,820	\$22,613,618	\$115,312,553
Schools							
Electrical	\$3,957,000	\$2,828,450	\$2,939,000	\$2,739,000	\$848,000	\$1,233,000	\$14,544,450
HVAC	4,526,000	1,865,000	2,435,000	1,453,000	2,912,000	3,935,000	17,126,000
Plumbing	1,657,000	2,423,000	2,645,000	2,610,000	2,112,000	3,366,000	14,813,000
Resurfacing	2,242,000	3,833,000	8,625,000	8,168,000	4,064,000	8,240,000	35,172,000
Roofing	9,940,000	14,379,000	11,952,000	15,702,000	26,776,000	25,515,000	104,264,000
Structure Repair/Windows	5,582,300	8,673,500	7,662,000	7,267,000	5,003,500	5,252,000	39,440,300
Subtotal – Schools	\$27,904,300	\$34,001,950	\$36,258,000	\$37,939,000	\$41,715,500	\$47,541,000	\$225,359,750
Total – All CAPP	\$44,870,160	\$52,248,911	\$54,097,852	\$57,277,441	\$62,023,320	\$70,154,618	\$340,672,303

¹ 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 difficulties; typical services include community-based services, residential treatment, 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 pooled 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 Balance¹

	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$5,791,977	\$5,314,995	\$4,929,730	\$4,513,061	\$4,096,392
Revenues					
Recovered Costs	\$613,882	\$610,648	\$1,004,310	\$1,004,310	\$1,004,310
Intergovernmental – Commonwealth	4,655,543	4,059,918	4,448,214	4,572,755	4,572,755
Transfer from the General Fund	3,685,000	3,185,000	3,685,000	3,685,000	3,685,000
Total – Revenues	\$8,954,425	\$7,855,566	\$9,137,524	\$9,262,065	\$9,262,065
Expenditures					
Medicaid Expenditures	\$1,029,367	\$1,026,722	\$1,718,620	\$1,793,161	\$1,793,161
CSA Expenditures	8,316,145	7,128,214	7,745,573	7,795,573	7,795,573
Operating and Maintenance	85,895	85,895	90,000	90,000	90,000
Total – Expenditures	\$9,431,407	\$8,240,831	\$9,554,193	\$9,678,734	\$9,678,734
Estimated Ending Fund Balance	\$5,314,995	\$4,929,730	\$4,513,061	\$4,096,392	\$3,679,723
Percent Change	-8%	-7%	-8%	-9%	-10%

¹ Sums may not equal due to rounding.

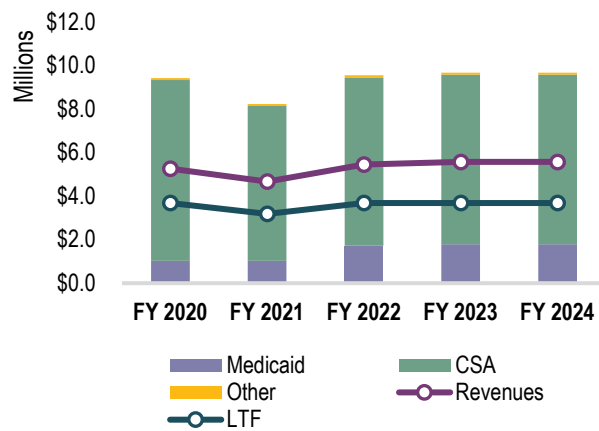
² Source: Loudoun County FY 2020 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2021 ACFR.



Children's Services Act Fund

Revenue and Expenditure History



Revenue/Local Tax Funding

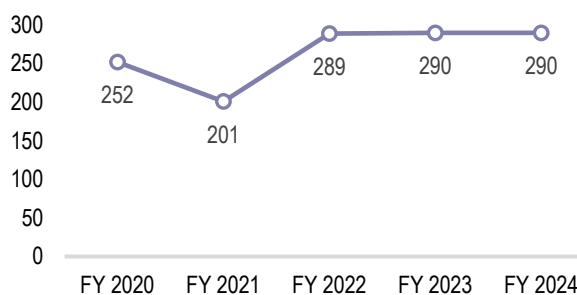
As shown, the CSA Fund is primarily funded by State revenue but receives a significant level of Local Tax Funding (LTF). LTF comprises 38 percent of the budget for the Fund.

Expenditure

Most expenditures (99 percent) in the CSA Fund are for the provision of services. These services are primarily driven by private day placements. Other significant cost factors include an increase in the number of youths requiring higher level of treatment for longer periods.

The FY 2023 Adopted 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 evaluation of a government’s financial condition. It is possible that bond ratings may suffer for governments with large and/or mounting liabilities that do not have a mechanism in place to manage these obligations. Following these guidelines, the LCPS and County’s actuarial firms have been conducting bi-annual analyses in accordance with GASB #45, and more recently, GASB #75.

In response to the reporting requirements, the County created a fiduciary fund in FY 2009 to provide a means to budget for the annual cost of employee non-pension benefits in the same manner as pensions. In September 2009, LCPS and Loudoun County joined the Virginia Municipal League (VML)/Virginia Association of Counties (VACo) Pooled OPEB Trust for the investment of County assets related to OPEB. This Trust was established as an investment vehicle for participating employers to accumulate assets to fund OPEB. The initial funding transfer occurred on September 8, 2009, with the County OPEB Committee (Local Finance Board) continuing its role of monitoring the funding and performance of the VML/VACo Pooled OPEB Trust. Additionally, LCPS and Loudoun County are currently represented by a Local Finance Board member on the VML/VACo Pooled OPEB Trust Board of Trustees. To better control the increasing cost of retiree health benefits and to mitigate future liabilities, LCPS and the County implemented a number of cost-saving measures, which included restructuring cost sharing and eligibility. The County and LCPS will continue to monitor the program and explore innovative solutions that will assist in future program cost management.

This fund is not an appropriated fund; however, the respective transfers are appropriated in the General Fund and School Fund as contributions to OPEB. During FY 2021, staff developed an OPEB Funding Policy that sets guidelines for funding levels and conditions under which the County can withdraw money from the trust as reimbursement for eligible costs. The County’s full funding approach has provided a sufficient level of resources in the trust for the County to start using the trust to pay benefits in FY 2021. The FY 2022 Adopted Budget included an annual contribution of \$17,500,000 to the OPEB Trust; \$12,000,000 from LCPS and \$5,500,000 from Loudoun County Government.

The FY 2023 Adopted Budget includes an annual contribution of \$14,500,000 to the OPEB Trust; \$12,000,000 from LCPS and \$2,500,000 from Loudoun County Government.¹ LCPS’s FY 2023 budgeted contribution represents no change from the FY 2022 Adopted Budget, while the County’s FY 2023 budgeted contribution represents a \$3 million decrease from the FY 2022. The decrease in County Government contributions is due to the County portion of the trust reaching a 96.6 percent funding ratio as of the July 1, 2021 actuarial valuation, decreasing the level of contribution needed to maintain a full funding approach. Part of the cost savings associated with this decrease will be used to fund the implementation of enhanced benefits for Retirement Health Savings Plan (RHSP) Group C members in FY 2023.²

¹The County Government contribution is shown in the Non-Departmental Expenditures section in Volume 1.

²Further information is available in the Non-Departmental Expenditures section in Volume 1.

**County OPEB Trust Fund****Financial Summary**

	FY 2020 Actual	FY 2021 Actual	FY 2022 Estimated	FY 2023 Estimated	FY 2024 Estimated
Contributions					
County	\$5,500,000	\$5,500,000	\$5,500,000	\$2,500,000	\$2,500,000
Schools	10,000,000	10,000,000	12,000,000	12,000,000	12,000,000
Total OPEB Contributions	\$15,500,000	\$15,500,000	\$17,500,000	\$14,500,000	\$14,500,000

Policies

The County and LCPS participate in the Virginia Pooled OPEB Trust, administered by VML/VACo. Funds are pooled from participating jurisdictions and invested in the name of the Virginia Pooled OPEB Trust. The Board of Trustees of the Virginia Pooled OPEB Trust establishes investment objectives, risk tolerance, and asset allocation policies in light of market and economic conditions and generally prevailing prudent investment practices.

Effective January 1, 2013, cost-saving measures were implemented by the County. Employees were designated into groups based on years of service and/or age, which determine their retiree health benefit eligibility. With the designation of groups, the County's defined benefit OPEB plan is closed to new participants, and a defined contribution Retirement Health Savings Plan (RHSP) is used for new employees. Other cost saving measures, including caps on employer cost sharing and a 10 percent aggregate cost shift to retirees, were put into place to further mitigate future OPEB costs as well as to reduce the County's Annual Required Contribution. Employer contribution rates for retirees vary based on the designated group, type of retirement, years of service, plan type, and coverage level.



Disposable Plastic Bag Tax Fund

The Disposable Plastic Bag Tax Fund is used to account for the revenues generated by the local disposable plastic bag tax. This five-cent tax on disposable plastic bags was established by the Board on January 18, 2022, and is effective July 1, 2022¹. The tax applies to disposable plastic bags provided by a grocery store, convenience store, or drugstore, regardless of whether it was provided free of charge. The fund is managed by the Department of General Services.

Revenues, Expenditures, and Changes in Fund Balance²

	FY 2020 Actual	FY 2021 Actual	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
Other Local Taxes	\$0	\$0	\$0	\$275,000	\$275,000
Total – Revenues	\$0	\$0	\$0	\$275,000	\$275,000
Expenditures					
Operating & Maintenance	\$0	\$0	\$0	\$275,000	\$275,000
Total – Expenditures	\$0	\$0	\$0	\$275,000	\$275,000
Estimated Ending Fund Balance	\$0	\$0	\$0	\$0	\$0

Policies

Code of Virginia § 58.1-1745 authorizes counties and cities to impose a tax in the amount of five cents (\$0.05) for each disposable plastic bag provided, whether or not provided free of charge, to a consumer of tangible personal property by retailers in grocery stores, convenience stores, or drugstores. Pursuant to Code of Virginia § 58.1-1746, the tax does not apply to the following items:

- Durable plastic bags, with handles, that are specifically designed and manufactured for multiple reuse and that are at least four mils thick;
- Plastic bags that are solely used to wrap, contain, or package ice cream, meat, fish, poultry, produce, unwrapped bulk food items, or perishable food items in order to avoid damage or contamination;
- Plastic bags used to carry dry cleaning or prescription drugs; or
- Multiple plastic bags sold in packages and intended for use as garbage, pet waste, or leaf removal bags.

The Virginia Department of Taxation is responsible for the administration, enforcement, and collection of the disposable plastic bag tax revenues on behalf of the County, disbursing monthly remittances to the County. Retailers are permitted to

¹ January 18, 2022, Business Meeting, Item 7, Ordinance to Establish a New Chapter of the Codified Ordinances of Loudoun County – Disposable Plastic Bag Tax.

² Sums may not equal due to rounding.



Disposable Plastic Bag Tax Fund

retain a portion of the tax for the purposes of offsetting the cost of collecting, accounting for, and remitting the tax. Retailers may retain two cents of the tax through calendar year 2022 and one cent effective January 1, 2023.

Expenditures

In accordance with the Code of Virginia, revenues generated from the disposable plastic bag tax are restricted in use to the following specific uses:

- Environmental cleanup,
- Providing education programs designed to reduce environmental waste,
- Mitigating pollution and litter, or
- Providing reusable bags to recipients of Supplemental Nutrition Assistance Program (SNAP) or Women, Infants, and Children Program (WIC) benefits.

The Department of General Services is responsible for the expenditure of these funds and identified expenditures which align with the allowable uses described above. This includes the purchase of reusable bags for eligible recipients of the SNAP or WIC programs, enhanced litter reduction initiatives, enhanced education and outreach programs on waste reduction and recycling, and expansion of household hazardous waste and electronics recycling programs. Due to the nature of the revenues budgeted in the fund, existing programs are supplemented with revenues generated by the collection of the plastic bag tax to conform to the uses prescribed by the Virginia Code.



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.

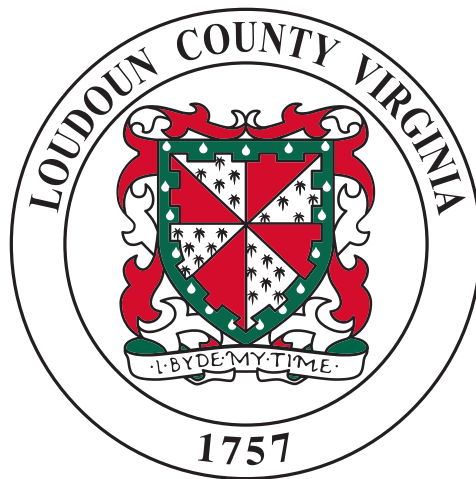
Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
General Property Taxes	\$3,077,027	\$3,184,930	\$3,500,000	\$3,500,000	\$3,500,000
Total – Revenues	\$3,077,027	\$3,184,930	\$3,500,000	\$3,500,000	\$3,500,000
Expenditures					
Community Development	\$3,077,027	\$3,184,930	\$3,500,000	\$3,500,000	\$3,500,000
Total – Expenditures	\$3,077,027	\$3,184,930	\$3,500,000	\$3,500,000	\$3,500,000
Estimated Ending Fund Balance	\$0	\$0	\$0	\$0	\$0

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2020 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2021 ACFR.





EMS Transport Fund

Adopted in FY 2014, Chapter 1097 of the Loudoun County Codified Ordinances established the Emergency Medical Services (EMS) Transport Reimbursement Program and Fund. The Fund was created as part of the FY 2015 Adopted Budget, and the Program became operational during FY 2016. Through the EMS Transport Reimbursement Program, “all patients and/or their financially responsible parties, insurers or carriers, will be billed for EMS transport provided by the system according to the Fee Schedule established herein, and shall be responsible for any co-payment or deductible amount not satisfied by public or private insurance.”¹ The transport fee schedule is adopted on an annual basis as part of the budget development process. Further, the revenue yielded through this program is distributed among the volunteer companies and the County based on the distribution formula established under the ordinance that accounts for services provided by the respective agencies.

¹ Loudoun County Codified Ordinances, Chapter 1097. The “System” refers to the Loudoun County Combined Fire and Rescue System.

**EMS Transport Fund****Revenues, Expenditures, and Changes in Fund Balance¹**

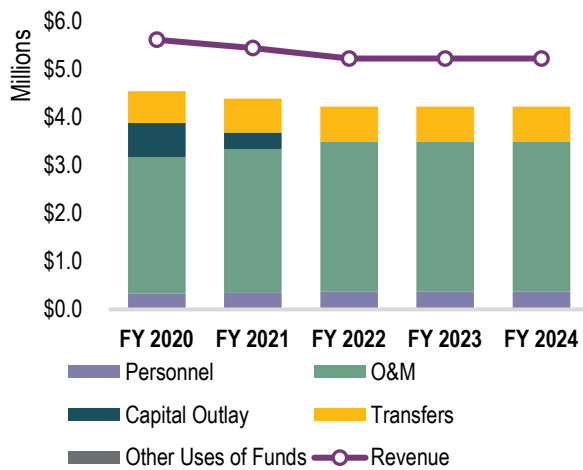
	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$6,244,735	\$7,314,701	\$8,340,893	\$9,342,629	\$10,346,267
Revenues					
Use of Money and Property	\$39,000	\$0	\$0	\$0	\$0
Charges for Services	5,430,906	5,445,489	5,225,000	5,225,000	5,225,000
Sale of Capital Assets	144,788	(144,788)	0	0	0
Recovered Costs	0	144,788	0	0	0
Total – Revenues	\$5,614,694	\$5,445,489	\$5,225,000	\$5,225,000	\$5,225,000
Expenditures					
Personnel	\$330,862	\$347,769	\$369,829	\$369,829	\$369,829
Operating and Maintenance	2,838,730	2,986,996	3,127,554	3,125,652	3,125,652
Capital Outlay	712,089	374,581	0	0	0
Transfer to the General Fund	663,047	709,951	725,881	725,881	725,881
Other Uses of Funds	0	0	0	0	0
Total – Expenditures	\$4,544,728	\$4,419,297	\$4,223,264	\$4,221,362	\$4,221,362
Estimated Ending Fund Balance	\$7,314,701	\$8,340,893	\$9,342,629	\$10,346,267	\$11,349,905
Percent Change	17%	14%	12%	11%	10%
FTE⁴	7.00	7.00	8.00	8.00	8.00

¹ Sums may not equal due to rounding.² Source: Loudoun County FY 2020 Annual Comprehensive Financial Report (ACFR).³ Source: Loudoun County FY 2021 ACFR.⁴ 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



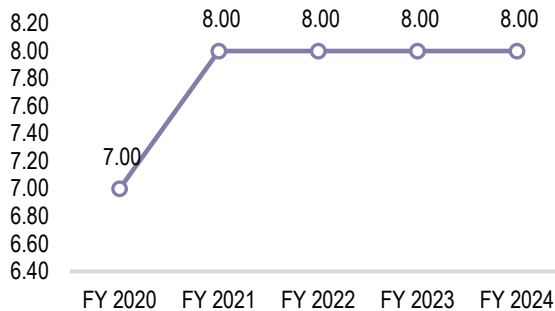
Revenue/Local Tax Funding

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 a revenue-sharing formula. Other uses of funds include transfers for EMS-funded positions in the general fund (see Staffing/FTE History).

Staffing/FTE History¹



FY 2021: 1.00 FTE EMS clinical coordinator

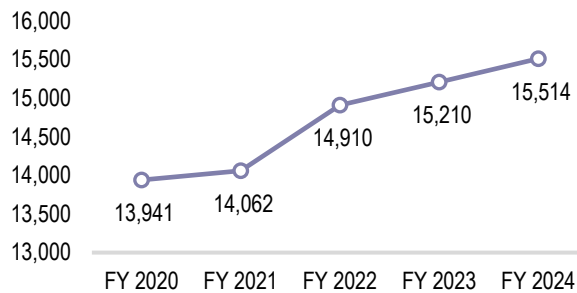
The FY 2023 Adopted Budget for the EMS Transport Fund reflects no significant changes in expenditures from FY 2022 Adopted. EMS Transport Fund revenues enable the Loudoun County Combined Fire and Rescue System (LC-CFRS) to purchase and replace equipment without the need for additional local tax funding. 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 remains at the FY 2022 Adopted amount of \$5.225 million.

¹ The EMS Transport Fund supports costs associated with FTE through a transfer to the General Fund as opposed to direct expenditures of the EMS Transport Fund. As of FY 2021, a total of 3.00 FTE are supported directly from the EMS Transport Fund.



EMS Transport Fund

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 from 14,060 in FY 2019. However, billed transports are expected to increase approximately 2 percent annually between FY 2021 and 2024 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. If adjusted based on CPI, the applicable CPI used must be certified by the County Treasurer. No change is recommended for FY 2023.

FY 2023 Adopted Rate Schedule

	Type	Rate
Service Reimbursement	Basic Life Support, Emergency	\$467
	Advanced Life Support, Level 1	\$660
	Advanced Life Support, Level 2	\$770
Mileage Reimbursement	Per Mile Traveled (applies to all types of service)	\$11

Policy Information (Excerpts)

The EMS Transport Reimbursement Program was established as a Chapter of the Codified Ordinance of Loudoun County in January 2014. The ordinance identifies the procedures for EMS transport reimbursement, and the administration of the EMS Transport Reimbursement Program and revenue sharing procedure. The EMS Transport Fund is a special revenue fund through which all 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.



EMS Transport Fund

Revenue Sharing Formula

Service Provided by Type	Percentage Share
Apparatus (Transport Vehicle) Ownership	20%
Station Ownership	20%
EMS Provider for Highest Level of Treatment	25%
County-Provided Infrastructure	25%
First Responder (Units Assigned to First Response)	10%



Greenlea Tax District Fund

In the 2008 Special Session, the Virginia General Assembly amended the Code of Virginia § 15.2-2404 to authorize the creation of a special district and an assessment to fund the improvement of a damaged bridge on Crooked Bridge Road in the Blue Ridge District. The enacted legislation required a petition to create the district of not less than 50 percent of the property owners of Greenlea abutting Crooked Bridge Lane, who also own not less than 50 percent of the property within the subdivision. The Greenlea subdivision residents met this standard with a signed petition to the County requesting that the Board of Supervisors (Board) authorize and direct the establishment of an assessment under Title 15.2, Chapter 24, Article 2 of the Code of Virginia. The assessment is levied against the properties in the Greenlea subdivision to pay for the construction of the new bridge.

On June 16, 2009, the Board adopted an ordinance imposing the special assessment for local improvements to fund the replacement of the damaged bridge. The bridge was completed by a construction company selected by the property owners through their homeowners association, the Greenlea Homeowners Association II, in November 2009. The cost for the bridge replacement required no local tax funds. The bridge was financed completely by the Greenlea Homeowners Association II in conjunction with a private lender. The County pays the proceeds from the special assessment directly to the lender(s) as directed by the Greenlea Homeowners Association II, and payments are to be made solely from the collection of the special assessment imposed. The Board and the County are only responsible for imposing the special assessment, collecting the semi-annual installments, and forwarding collected monies to the lender(s) solely from the special assessment revenues. The total amount of the assessments on the properties identified by the ordinance may not exceed \$660,575.18, which is the estimated project cost financed over 15 years at 6 percent interest per year. The 19 properties in the community will be taxed equally and will pay the assessment in semi-annual payments.

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$626	\$2,328	\$2,328	\$2,328	\$2,328
Revenues					
General Property Taxes	\$44,485	\$44,824	\$44,038	\$44,038	\$44,038
Total – Revenues	\$44,485	\$44,824	\$44,038	\$44,038	\$44,038
Expenditures					
Public Works	\$42,783	\$44,824	\$44,038	\$44,038	\$44,038
Total – Expenditures	\$42,783	\$44,824	\$44,038	\$44,038	\$44,038
Estimated Ending Fund Balance	\$2,328	\$2,328	\$2,328	\$2,328	\$2,328

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2020 Annual Comprehensive Annual Financial Report (ACFR).

³ Source: Loudoun County FY 2021 ACFR.



Housing Fund

The Housing Fund, managed by the Department of Housing and Community Development, is used to account for monies provided by private donors and other sources which are restricted to use for affordable housing in the County. The County of Loudoun Housing Trust, established in August 1997 for the purpose of promoting and funding affordable housing in Loudoun County is one of the largest components of the Housing Fund.

The Housing Trust Agreement, last revised in July 2017, identifies the permitted sources and uses for the Trust which is targeted to households with incomes between 30 and 70 percent of Area Median Income (AMI). Sources (revenues) include cash proceeds received as the result of a fair market value sale of an Affordable Dwelling Unit (ADU) in accordance with Chapter 1450 of the Loudoun County Codified Ordinances, cash contributions paid by developers as consideration for ADU Program modifications granted by the Board of Supervisors (Board) pursuant to 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. In FY 2022, the County created the Rental Housing Acquisition and Preservation Loan Program. This program is part of the Housing Fund and not funded through the Housing Trust.

The FY 2023 Adopted Budget includes \$2.2 million in anticipated local tax revenue transferred from the General Fund, dedicated to any affordable housing needs in alignment with the Unmet Housing Needs Strategic Plan (UHNSP), to the Housing Fund.¹ In addition to this money, to meet the targeted funding level of an amount equivalent to one-half cent of the real property tax rate (\$5.9 million for FY 2023), proffer funds will be transferred to the Housing Fund in FY 2023. As part of the budget process, the Department will prepare annual spending plans for this dedicated source of local tax funding.

¹ September 8, 2021, Unmet Housing Needs Strategic Plan.

**Housing Fund****Revenues, Expenditures, and Changes in Fund Balance¹**

	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Estimated ⁴	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$39,006,380	\$42,373,775	\$55,200,615	\$59,200,615	\$65,400,615
Revenues					
Use of Money and Property	\$586,614	\$280,363	\$0	\$0	\$0
Miscellaneous Revenue	3,151,049	7,667,400	5,000,000	5,000,000	5,000,000
Recovered Costs	501	667	0	0	0
Transfer from Public Facilities Fund	0	2,000	0	0	0
Transfer from General Fund	0	0	0	2,200,000	2,200,000
Total – Revenues	\$3,738,164	\$7,950,430	\$5,000,000	\$7,200,000	\$7,200,000
Expenditures					
Operating and Maintenance ⁵	\$370,769	\$123,590	\$1,000,000	\$1,000,000	\$1,000,000
Total – Expenditures	\$370,769	\$123,590	\$1,000,000	\$1,000,000	\$1,000,000
Estimated Ending Fund Balance	\$42,373,775	\$50,200,615	\$59,200,615	\$65,400,615	\$71,600,615
Percent Change	9%	18%	7%	10%	9%
Unavailable Fund Balance⁶	\$20,185,000	\$22,835,000	\$30,120,000	\$39,620,000	\$49,120,000
Available Fund Balance	\$22,188,775	\$27,365,615	\$29,080,615	\$25,780,615	\$22,480,615

The FY 2023 Adopted Budget for the Housing Fund includes dedicated funding for affordable housing programs of \$2.2 million. This is shown in the table above as a transfer from the General Fund. Dedicating local tax funding to affordability housing programming is a key action identified in the UHNSP.⁷

Affordable Multi-Family Housing Loan Program

On July 3, 2018, the Board adopted (8-0-1, Buffington absent) the Affordable Multi-Family Housing Loan Program Guidelines with the primary goal of making loans to developers of affordable multi-family apartments who are also seeking financing through Virginia Housing (VH) for Low-Income Housing Tax Credits (LIHTCs) or the United States Department of Housing and Urban Development (HUD) 221(d) (4) Affordable programs.⁸ Loans from the County are used to help bridge

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2020 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2021 ACFR.

⁴ Beginning Fund Balance includes \$5 million to establish the Rental Housing Acquisition and Preservation Loan program, as approved by the Board on January 4, 2022 in the [Uses of FY 2021 General Fund Balance item](#).

⁵ The County's loan awards for affordable housing loan programs are not expenditures but reduce Available Fund Balance.

⁶ Unavailable Fund Balance actuals represents loans to developers that have been approved by the Board. Unavailable Fund Balance for current and future fiscal years estimates awards for the County's affordable housing loan programs based on analysis of previous fiscal years and anticipated applications.

⁷ [September 8, 2021, Unmet Housing Needs Strategic Plan](#).

⁸ [July 3, 2018, Affordable Multi-Family Housing Loan Program](#).



Housing Fund

the funding gap for the development of below-market multi-family rental developments. A summary of the Affordable Multi-Family Housing Loan program projects along with the amount of the application for each is provided below. Actual amounts disbursed could vary based on actions taken by the Board.

Project	Application Amount	Fiscal Year Approved
Heronview ¹	\$1,100,000	FY 2017
Stone Springs	3,000,000	FY 2018
Ashburn Chase	2,460,000	FY 2018
Poland Hill	1,800,000	FY 2019
Loudoun View Senior Living	5,975,000	FY 2019
Tuscarora Crossing Phase I	5,850,000	FY 2020
Tuscarora Crossing Phase II	4,500,000	FY 2021
Waxpool Apartments ²	2,535,000	FY 2022

Rental Housing Acquisition and Preservation Loan Program

At the January 4, 2022, Business Meeting, the Board approved (9-0) \$5 million in FY 2021 Fund Balance to establish the Rental Housing Acquisition and Preservation Loan (RHAP) program.³ At the January 18, 2022, Business Meeting, the Board approved the RHAP program guidelines.⁴ While the use of fund balance established RHAP, the program will require additional resources in future years. For FY 2023, staff recommends dedicating the majority of the \$2.2 million transferred from the General Fund to the RHAP program.

Project	Application Amount	Fiscal Year Approved
Sommerset Senior Apartments ⁵	\$4,750,000	FY 2022

Policies

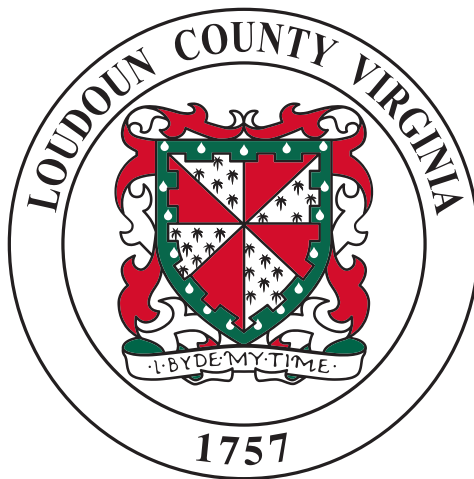
There are no policies in place for the Housing Fund as a whole, however, the County of Loudoun Housing Trust – a component of the Housing Fund – is regulated by the Trust Agreement. The Housing Trust Agreement was last amended in July 2017 to authorize loans from the Trust to be used to help finance affordable housing units, to establish the minimum requirements for affordable housing units, and to update the recital and make other non-substantive clarifying edits to the twenty-year old trust. These changes also align the Housing Trust Agreement with 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 LIHTC Program or HUD 221 (d) 4 Affordable Program. Substituting affordable housing units that are funded either with LIHTC or HUD 221 (d) 4 Affordable Program supersedes the 30 percent AMI lower end of income limits.

¹ The Heronview project was similar to other Affordable Multi-Family Housing Loan Program projects but was not funded out of the Housing Trust. The project was funded through non-ADU proffered funds.

² February 15, 2022, Business Meeting, Item 17d, Affordable Multi-Family Housing Loan Applications for Waxpool Apartments and Goose Creek Village Senior Apartments.

³ [January 4, 2022, Business Meeting, Item 4a, Uses of FY 2021 General Fund Balance.](#)

⁴ [January 18, 2022, Business Meeting, Item 20d, Rental Housing Acquisition and Preservation Loan Program Guidelines.](#)





Legal Resource Center Fund (Law Library)

The Legal Resource Center Fund's (Law Library) mission is to provide resources and reference services that address the legal information needs of the general public, Loudoun County government, court personnel, attorneys, and the local prison population. The Law Library, which is located in the Loudoun County Courts Complex, provides a collection of legal materials and electronic resources that are not generally available elsewhere in the County. A full-time legal resources specialist orders, shelves, and updates materials. The legal resources specialist provides reference service, bibliographic instruction, copier service, online access, library cards, notary public service, etc. Attorneys and court personnel can also access the collection at other times if needed. The legal resources specialist responds to patrons' requests in person, by telephone, and via email as well as to incarcerated prisoner requests submitted by the Loudoun County Sheriff's Office.

The Department of Library Services manages the Legal Resource Center Fund and the legal resources specialist. Other Library Services staff members provide assistance at the Law Library when the legal resources specialist is unavailable. 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.

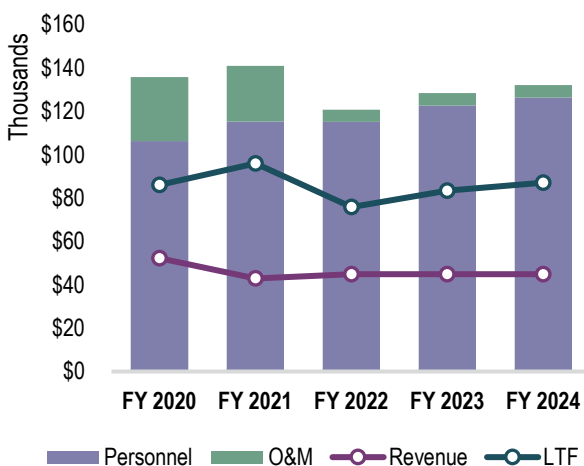


Legal Resource Center Fund (Law Library)

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$20,997	\$23,550	\$21,430	\$21,430	\$21,430
Revenues					
Charges for Services	\$46,374	\$42,838	\$44,980	\$44,980	\$44,980
Gifts and Donations	5,000	0	0	0	0
Use of Money and Property	918	92	0	0	0
Transfers from the General Fund	86,170	96,009	75,867	83,448	87,188
Total – Revenues	\$138,462	\$138,939	\$120,847	\$128,428	\$132,168
Expenditures					
Personnel	\$106,308	\$115,327	\$115,186	\$122,767	\$126,450
Operating and Maintenance	29,602	25,732	5,661	5,661	5,718
Total – Expenditures	\$135,909	\$141,059	\$120,847	\$128,428	\$132,168
Estimated Ending Fund Balance	\$23,550	\$21,430	\$21,430	\$21,430	\$21,430
Percent Change	12%	-9%	0%	0%	0%
FTE	1.00	1.00	1.00	1.00	1.00

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. Major drivers of personnel increases are a variety of market adjustments and/or merit increase for the general workforce in each fiscal year.

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2020 Annual Comprehensive Financial Report (ACFR).

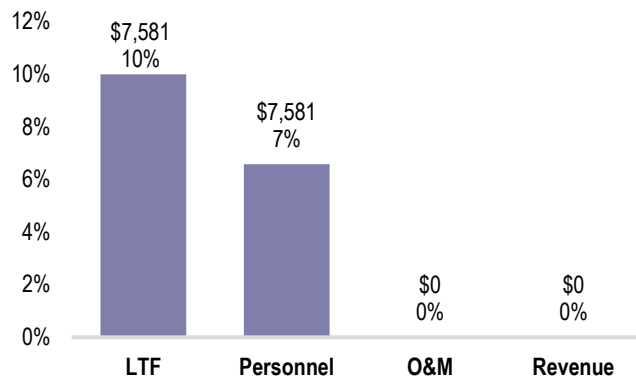
³ Source: Loudoun County FY 2021 ACFR.



Legal Resource Center Fund (Law Library)

As reflected in the table above, a transfer from the General Fund to the Legal Resource Center Fund, which is presented as Local Tax Funding, is included in the budget to address the gap between the Law Library's revenue and expenditures. It is anticipated that expenditures in this fund will continue to be higher than projected revenues and will necessitate additional transfers from the General Fund.

Percent Change from Adopted FY 2022 to Adopted FY 2023

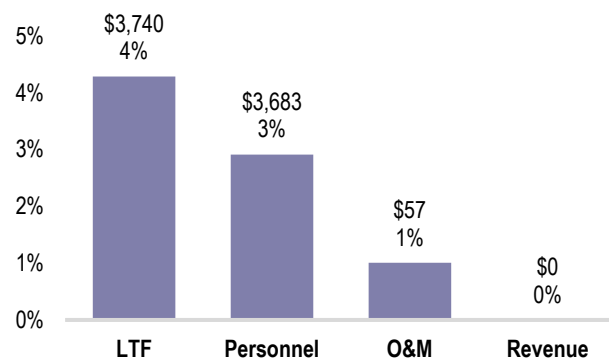


Reasons for Change:

Personnel: ↑ General pay increase || **O&M:** ↔ ||

Revenue: ↔

Percent Change from Adopted FY 2023 to Projected FY 2024



Reasons for Change:

Personnel: ↑ 3 percent || **O&M:** ↑ 1 percent

Revenue: ↔



Major Equipment Replacement Fund

The Major Equipment Replacement Fund, created in FY 2016, allows for the scheduled and emergency replacement of core operational equipment over \$5,000 in value. Prior to the creation of this fund, the County funded the replacement of essential equipment on an as-needed basis through either allocation of local tax funding in the General Fund or through mid-year use of General Fund balance.

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Estimated	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$6,092,598	\$6,855,719	\$7,233,812	\$5,733,812	\$5,733,812
Revenues					
Transfer from the General Fund	\$4,000,000	\$2,000,022	\$4,000,000	\$4,000,000	\$5,500,000
Total – Revenues	\$4,000,000	\$2,000,022	\$4,000,000	\$4,000,000	\$5,500,000
Expenditures					
Planned Replacement	\$3,190,662	\$1,401,411	\$3,000,000	\$2,000,000	\$3,500,000
Unplanned/Emergency Repl.	0	0	1,500,000	1,000,000	1,000,000
Future Replacement Reserve	0	0	1,000,000	1,000,000	1,000,000
General Government	46,217	220,518	0	0	0
Total – Expenditures	\$3,236,879	\$1,621,929	\$5,500,000	\$4,000,000	\$5,500,000
Estimated Ending Fund Balance	\$6,855,719	\$7,233,812	\$5,733,812	\$5,733,812	\$5,733,812

The FY 2023 Adopted Budget appropriates \$4,000,000 in local tax funding to the Major Equipment Replacement Fund to allow for replacement of select essential equipment. Planned replacement needs for FY 2023 are estimated at \$2,000,000. 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 2023 Adopted 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. County staff continually evaluates the asset replacement schedule and related documentation to ensure the inclusion of additional assets and new equipment placed into service. Staff will monitor and update funding and expenditure needs for the fund as new and additional data becomes available.

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2020 Annual Comprehensive Financial Report (ACFR)

³ Source: Loudoun County FY 2021 ACFR.



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.

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$0	\$824,962	\$717,608	\$1,143,714	\$1,143,714
Revenues					
Parking Garage Revenue	\$0	\$0	\$1,995,578	\$2,251,178	\$2,317,496
Transfer Transportation District Fund	1,145,850	592,806	0	0	0
Total – Revenues	\$1,145,850	\$592,806	\$1,995,578	\$2,251,178	\$2,317,496
Expenditures					
Personnel	\$100,771	\$168,423	\$190,637	\$222,237	\$228,904
Operating and Maintenance	220,117	531,737	1,378,835	1,521,512	1,536,727
Capital Outlay	0	0	0	507,492	1,500,000
Total – Expenditures	\$320,888	\$700,160	\$1,569,472	\$2,251,178	\$3,265,631
Estimated Ending Fund Balance	\$824,962	\$717,608	\$1,143,714	\$1,143,714	\$195,579
Percent Change	n/a	-13%	59%	0%	-83%
FTE	1.00	2.00	2.00	2.00	2.00

Due to a delay in the start of revenue service of Phase Two of the Dulles Corridor Metrorail Project, the first two years of operations were funded by a transfer from the Transportation District Fund (TDF), consisting of local gasoline tax revenue. It is anticipated that once revenue service on the system begins, revenues generated from parking garage operations will be sufficient to provide resources for day-to-day operations, preventative, and long-term maintenance. Metrorail service is projected to begin service in Loudoun in late FY 2022 and existing Metro Parking Garage fund balance is expected to cover FY 2022 costs because the contract for the operations of the County-owned Metro Parking Garages has not yet begun.

¹ Sums may not equal due to rounding.

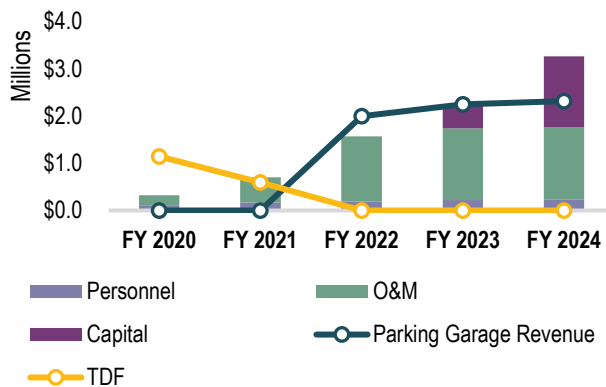
² Source: FY 2020 Annual Comprehensive Financial Report (ACFR).

³ Source: FY 2021 ACFR.



Metro Parking Garages Fund

Revenue and Expenditure History



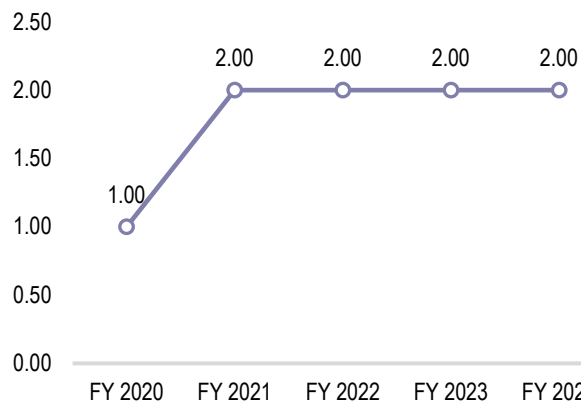
Revenue/Local Tax Funding

As shown, the Metro Parking Garages Fund is funded by revenue from garage operations starting in FY 2022. Currently, the utilization of local tax funding is not anticipated in FY 2023 or beyond.

Expenditure

The majority (68 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 two parking garages were completed and turned over to the County at the end of FY 2020 and are managed in a way which involves minimal County staff presence and provides a primary contract for the day-to-day management of the garages. Most expenditures budgeted in this fund support operating and maintenance costs, primarily to cover the cost of the operations contract, utilities, and other ancillary contracts. Personnel costs comprise about 10 percent of total expenditures. Metrorail service is not projected to begin until late FY 2022. As a result, an interim contract providing baseline operations and a safety presence was implemented, but the full scope of the operations contract is not. The full scope of the contract is anticipated to begin in the second half of FY 2022, as the County prepares for Metrorail service to begin. Full contractual services 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 County personnel needs are currently anticipated.

Beginning in FY 2023, fund revenues from on-street parking fees, metro parking fines, and metro residential parking permit fees will begin to be collected. The enforcement of the policies administering these revenues serve to regulate on-street parking spaces in areas near Metrorail Stations to encourage riders to utilize County-owned Metro garages and protect available on-street parking for local business patrons and residents.



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 2023 – FY 2028 Public Facilities Fund

The FY 2023 – FY 2028 plan for the Public Facilities Fund includes the use of \$52,885,451 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 2023 – FY 2028 Public Facilities Fund, only those amounts for FY 2023 are included in the FY 2023 Adopted Budget.

Planned Proffer Expenditures¹

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6-Year Total
Revenues							
Cash Proffers	\$16,353,787	\$24,708,851	\$1,831,069	\$923,647	\$0	\$0	\$43,817,354
Cash Proffer Interest	13,928	0	0	0	0	0	13,928
Projected Proffers	0	4,776,727	121,000	1,088,487	1,482,057	1,612,679	9,080,950
Total – Revenues	\$16,367,715	\$29,485,578	\$1,952,069	\$2,012,134	\$1,482,057	\$1,612,679	\$52,912,232
Expenditures							
General Government	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$3,500,000
Health and Welfare	450,000	0	0	0	0	0	450,000
Parks and Culture	7,589,000	2,032,000	225,195	0	0	0	9,846,195
Public Safety	1,762,318	0	0	0	0	0	1,762,318
Roads and Sidewalks	6,566,398	23,953,578	1,726,874	2,012,134	1,482,057	1,612,679	37,353,720
Total – Expenditures	\$16,367,715	\$29,485,578	\$1,952,069	\$2,012,134	\$1,482,057	\$1,612,679	\$52,912,232

Proffers are legally restricted for use in compliance with the conditions applied to the proffer. The County's internal Proffer Management Team reviews approved proffers and conditions to determine compliance. The Adopted FY 2023 cash proffer uses are contingent upon proffer determinations from the Loudoun County Zoning Administrator verifying that the uses are appropriate to the intent of the original proffer statements provided by the proffer contributors.

¹ Sums may not equal due to rounding.

**Public Facilities Fund****FY 2023 Public Facilities Fund****Arcola Mills Drive, Segment 1 -Belmont Ridge Road to Stone Springs Boulevard**

ZMAP	Development	Sequence #	Amount
ZMAP-2014-0003	POLAND HILL	99076795	\$625,225.92
ZMAP-2002-0013	STONE RIDGE	99067098	54,213.30
Total			\$679,439.22

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

ZMAP	Development	Sequence #	Amount
ZMAP-2000-0008	DEAN PROPERTY	99065413	\$105,630.72
ZMAP-2005-0013	MARBURY	99067421	141,094.82
ZMAP-2004-0022	DAWSONS CORNER	99066973	89,251.83
ZMAP-2005-0044	WOODBURN	99068373	68,359.18
Total			\$404,336.55

Brambleton West Park Improvements

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0002	BRAMBLETON ACTIVE ADULT	99078331	\$2,050,000.00
ZMAP-2013-0010	GLASCOCK FIELD AT STONE RIDGE	99075677	3,056.89
ZMAP-2014-0006	WHITMAN PROPERTY NORTH	99077222	138,037.81
ZMAP-2014-0006	WHITMAN PROPERTY NORTH	99077221	1,407,905.30
Total			\$3,599,000.00

Crosstrail Boulevard, Segment C (Sycolin Road to Dulles Greenway)

ZMAP	Development	Sequence #	Amount
ZCPA-2017-0002	STONEWALL SECURE BUSINESS PARK	99077440	\$13,178.27
Total			\$13,178.27

DS Group Residence - Eastern Loudoun

ZMAP	Development	Sequence #	Amount
ZMAP-2014-0002	ASHBURN OVERLOOK	99075137	\$229,436.84
ZMAP-2015-0007	ONE LOUDOUN	99078106	220,563.16
Total			\$450,000.00

Dulles South Community Park

ZMAP	Development	Sequence #	Amount
ZMAP-2015-0011	ADDISON MCDONALD PROPERTIES	99076851	\$803,703.12
ZMAP-2006-0015	ARCOLA CENTER	99072078	356,727.34
ZMAP-2013-0010	GLASCOCK FIELD AT STONE RIDGE	99075676	578,180.04
ZMAP-2014-0006	WHITMAN PROPERTY NORTH	99077221	2,251,389.50
Total			\$3,990,000.00



Public Facilities Fund

Evergreen Mills Road (Reservoir Road and Watson Road)

ZMAP	Development	Sequence #	Amount
ZMAP-2000-0007	RED CEDAR	99064277	\$4,008.33
SBRD-2002-0137	GRENATA	99064670	39,510.48
Total			\$43,518.81

Farmwell Road Intersection Improvements

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0010	ASHBURN KNOLLS	99075089	\$103,133.49
ZRTD-2015-0003	ASHBURN NORTH - EQUINIX	99075895	81,922.50
ZRTD-2011-0007	BEAUMEADE NORTH PARCEL C	99073041	81,922.50
ZMAP-2014-0007	PARTLOW PROPERTY	99075352	68,046.00
Total			\$335,024.49

Fire and Rescue - Basic Training Facility

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0005	GOOSE CREEK CLUB	99075860	\$156,579.93
ZMAP-1997-0001	WOODLAND	99065256	33,060.00
ZCPA-2019-0009	POLAND HILL	99081494	1,572,677.60
Total			\$1,762,317.53

Northstar Boulevard (Tall Cedars Parkway to Braddock Road)

ZMAP	Development	Sequence #	Amount
ZMAP-2006-0007	GLASCOCK FIELD AT STONE RIDGE	99071137	\$366,940.69
ZMAP-2006-0007	GLASCOCK FIELD AT STONE RIDGE	99071138	111,059.31
Total			\$478,000.00

Route 9 / Route 287 Roundabout

ZMAP	Development	Sequence #	Amount
SBPL-1988-0088	WHEATLAND ESTATES	96061245	\$372.49
Total			\$372.49

Route 15 Improvements, Phase 1: Montresor to POR, Segment 1

ZMAP	Development	Sequence #	Amount
SBRD-1999-0035	LEES CROSSING	99062245	\$10,489.11
SPEX-2008-0061	WHITES FORD PARK	99070846	150,462.34
Total			\$160,951.45

Ryan Road (Evergreen Mills Road to Beaverdam Drive)

ZMAP	Development	Sequence #	Amount
ZMAP-2015-0011	ADDISON MCDONALD PROPERTIES	99076783	\$240,889.26
Total			\$240,889.26

**Public Facilities Fund****Shellhorn Road (Loudoun County Parkway to MWAA Property - SDC Property to Silver District West)**

ZMAP	Development	Sequence #	Amount
ZCPA-2018-0006	PROJECT SAMUEL	99080041	\$1,519,500.00
ZCPA-2018-0006	PROJECT SAMUEL	99080042	1,533,175.50
Total			\$3,052,675.50

Waxpool Road/Loudoun County Parkway Intersection Improvements

ZMAP	Development	Sequence #	Amount
SPEX-1998-0017	ASHBURN CORPORATE CENTER	99062646	\$66.85
ZMAP-2011-0006	DIGITAL LOUDOUN	99073025	0.37
ZMAP-1989-0038	DULLES PARKWAY CENTER	97040385	203,698.45
ZCPA-2018-0001	LOUDOUN CENTER	99079009	380,977.74
ZMAP-2012-0003	WALTONWOOD ASHBURN	99074002	565,000.00
Total			\$1,149,743.41

W&OD At-Grade Crossing Improvements

ZMAP	Development	Sequence #	Amount
SPEX-2010-0019	MERRITT AT BEAUMEADE	99070953	\$8,268.07
Total			\$8,268.07

FY 2023 Total: \$16,367,715.05

FY 2024 Public Facilities Fund**Ashburn Road (Route 641)**

ZMAP	Development	Sequence #	Amount
ZMAP-1999-0015	ASHBURN SQUARE	99062889	\$43,360.00
Total			\$43,360.00

Ashburn Village Boulevard (Tippecanoe Terr to the W&OD Trail Crossing)

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0014	KINCORA VILLAGE CENTER	99076354	\$780,000.00
Total			\$780,000.00

Arcola Quarters for the Enslaved

ZMAP	Development	Sequence #	Amount
ZMAP-2006-0015	ARCOLA CENTER	99072078	\$98,982.11
ZMAP-2004-0022	DAWSON'S CORNER	99066976	13,316.21
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



Public Facilities Fund

ZMAP	Development	Sequence #	Amount
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
Total			\$968,000.00

Belmont Ridge Road/Legacy Park Drive Traffic Signal

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$297,800.00
Total			\$297,800.00

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

ZMAP	Development	Sequence #	Amount
ZMAP-1999-0006	EAST RIDING ESTATES	99063787	\$87,123.52
ZCPA-2016-0005	CATHOLIC HIGH SCHOOL	99076627	1,500,000.00
Total			\$1,587,123.52

Brambleton West Park Improvements

ZMAP	Development	Sequence #	Amount
ZMAP-2014-0006	WHITMAN PROPERTY NORTH	99077221	\$6,940.88
ZMAP-2013-0002	BRAMBLETON ACTIVE ADULT	99078331	57,059.12
Total			\$64,000.00

Claiborne Parkway (Route 901) and Dulles Greenway

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0014	KINCORA VILLAGE CENTER	99076354	\$1,381,000.00
Total			\$1,381,000.00

Croson Lane Widening - Claiborne Parkway to Old Ryan Road

ZMAP	Development	Sequence #	Amount
SBPL-2005-0018	WINDERMERE	99067980	\$8,716.34
SBRD-2001-0089	QUAIL POND ESTATE	99064368	100,340.59
Total			\$109,056.93

Eastern Services Center

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$3,500,000.00
Total			\$3,500,000.00

LPAT Signature Project

ZMAP	Development	Sequence #	Amount
ZMAP-2014-0002	ASHBURN OVERLOOK	99075145	\$58,905.28

**Public Facilities Fund**

ZMAP	Development	Sequence #	Amount
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-2005-0026	ERICKSON RETIREMENT COMMUNITIES	99067825	481,501.84
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	3,292.97
Total			\$1,000,000.00

Old Ox Road Widening from Shaw Road to Oakgrove Road

ZMAP	Development	Sequence #	Amount
ZCPA-2020-0014	WATERSIDE NORTH	99083174	\$9,600,000.00
Total			\$9,600,000.00

Pacific Boulevard (Waxpool Road to W&OD Trail Connection)

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0014	KINCORA VILLAGE CENTER	99076354	\$2,848,000.00
Total			\$2,848,000.00

Prentice Drive (Loudoun County Parkway to Lockridge Road)

ZMAP	Development	Sequence #	Amount
ZMAP-2016-0022	HIGHPOINT EAST	99079344	\$156,664.20
ZCPA-2014-0002	MOOREFIELD STATION	99075990	265,573.63
Total			\$422,237.83

Route 50 / Everfield Roundabout

ZMAP	Development	Sequence #	Amount
SBPL-2012-0011	GRANT AT WILLOWSFORD	99082235	\$157,782.16
n/a	Projected Cash Proffers	n/a	342,217.84
Total			\$500,000.00

Shellhorn Road (Blossom Hill Terrace to Ashburn Village Boulevard)

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0014	KINCORA VILLAGE CENTER	99076354	\$1,323,000.00
Total			\$1,323,000.00

Waxpool Road (Route 2119) and Ashburn Road (Route 641)

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0014	KINCORA VILLAGE CENTER	99076354	\$1,762,000.00
Total			\$1,762,000.00



Public Facilities Fund

Waxpool Road / Claiborne to Faulkner

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0014	KINCORA VILLAGE CENTER	99076354	\$3,283,358.39
SPEX-2004-0023	RYAN PARK CENTER	99067111	16,641.61
Total			\$3,300,000.00

FY 2024 Total: \$29,485,578.28

FY 2025 Public Facilities Fund

Croson Lane Widening (Claiborne Parkway to Old Ryan Road)

ZMAP	Development	Sequence #	Amount
ZMAP-1998-0003	WORLD COM/UUNET	99070292	\$225,338.00
Total			\$225,338.00

Loudoun County Parkway - Shared-Use Path

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$121,000.00
Total			\$121,000.00

Northstar Boulevard (Tall Cedars Parkway to Braddock Road)

ZMAP	Development	Sequence #	Amount
ZCPA-2013-0005	COMMUNITY CORNER	99077046	\$355,110.50
ZMAP-2006-0007	GLASCOCK FIELD AT STONE RIDGE	99071137	147,296.75
SPEX-2006-0018	PINEBROOK	99068548	151,419.13
ZCPA-2016-0002	PROLOGIS PARK DULLES - GATEWAY PHASE V	99076930	90,000.00
n/a	Projected Cash Proffers	n/a	636,709.62
Total			\$1,380,536.00

Sterling Neighborhood Park

ZMAP	Development	Sequence #	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
Total			\$225,195.18

FY 2025 Total: \$1,952,069.18

**Public Facilities Fund****FY 2026 Public Facilities Fund****Belmont Ridge Road/Legacy Park Drive Traffic Signal**

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$291,200.00
Total			\$291,200.00

Croson Lane Widening (Claiborne Parkway to Old Ryan Road)

ZMAP	Development	Sequence #	Amount
ZMAP-1998-0003	WORLDCOM/UUNET	99070292	\$818,775.91
Total			\$818,775.91

Loudoun County Parkway - Shared-Use Path

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$48,000.00
Total			\$48,000.00

Northstar Boulevard (Tall Cedars Parkway to Braddock Road)

ZMAP	Development	Sequence #	Amount
ZCPA-2013-0005	COMMUNITY CORNER	99077046	\$14,287.00
Total			\$14,287.00

Shellhorn Road (MWAA Property to Moran - County Project)

ZMAP	Development	Sequence #	Amount
ZCPA-1986-0019	EVANS-COCKERILLE	97010830	\$50,000.00
ZMAP-1986-0019	EVANS-COCKERILLE	97011548	39,870.65
Total			\$89,870.65

Route 50 / Everfield Roundabout

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$750,000.00
Total			\$750,000.00

FY 2026 Total: \$2,012,133.56**FY 2027 Public Facilities Fund****Arcola Mills Drive, Segment 1 -Belmont Ridge Road to Stone Springs Boulevard**

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$686,195.00
Total			\$686,195.00



Public Facilities Fund

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

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$500,000.00
Total			\$500,000.00

Route 7 Eastbound Widening (Loudoun County Parkway to Route 28)

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$295,862.00
Total			\$295,862.00

FY 2027 Total: \$1,482,057.00

FY 2028 Public Facilities Fund

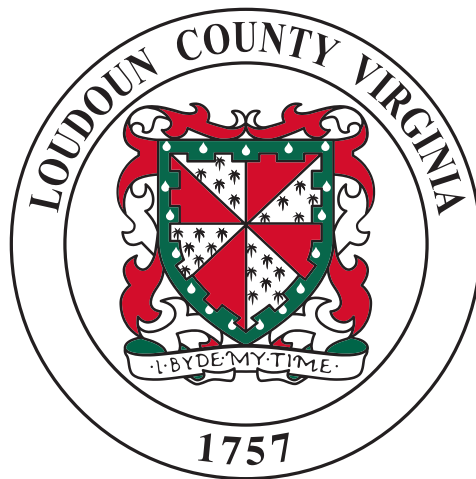
Northstar Boulevard (Tall Cedars Parkway to Braddock Road)

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$1,300,220.00
Total			\$1,300,220.00

Route 7 Eastbound Widening (Loudoun County Parkway to Route 28)

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$312,459.00
Total			\$312,459.00

FY 2028 Total: \$1,612,679.00





Rental Assistance Program Fund

The Rental Assistance Program Fund, managed by the Department of Housing and Community Development, accounts for the U.S. Department of Housing and Urban Development (HUD) 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. PBVs are tied to a particular property rather than a particular family and thus can help pay for the construction or rehabilitation of housing for people with low incomes. Mainstream Voucher program assist persons with disabilities. The VASH program 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 Balance¹**

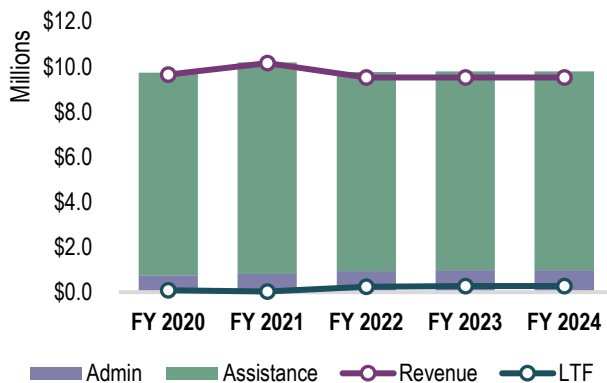
	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
Use of Money and Property	\$744	\$731	\$4,400	\$4,400	\$4,400
Miscellaneous Revenue	46,907	60,941	131,000	131,000	131,000
Recovered Costs	1,267,999	1,523,289	750,000	750,000	750,000
Intergovernmental – Federal	8,341,914	8,577,017	8,640,163	8,640,163	8,640,163
Transfer from the General Fund	87,251	29,857	242,390	272,390	272,390
Total – Revenue	\$9,744,815	\$10,191,835	\$9,767,953	\$9,797,953	\$9,797,953
Expenditures					
Rental and Utility Assistance	\$8,991,343	\$9,390,492	\$8,825,483	\$8,825,483	\$8,825,483
Administration	753,472	801,343	942,470	972,470	972,470
Total – Expenditure	\$9,744,815	\$10,191,835	\$9,767,953	\$9,797,953	\$9,797,953
Estimated Ending Fund Balance⁴	\$0	\$0	\$0	\$0	\$0
Percent Change	n/a	n/a	n/a	n/a	n/a
FTE	9.00	9.00	9.00	9.00	9.00

¹ Sums may not equal due to rounding.² Source: Loudoun County FY 2020 Annual Comprehensive Financial Report (ACFR).³ Source: Loudoun County FY 2021 ACFR.⁴ The Rental Assistance Program Fund does not maintain a fund balance. The HCV Program is an advance-funded program, meaning revenues are received before expenditures are incurred. Any unspent funds at the end of a fiscal year are classified as unearned revenues.



Rental Assistance Program Fund

Revenue and Expenditure History



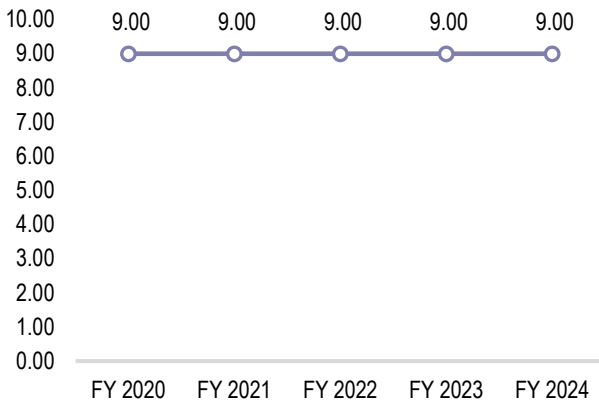
Revenue/Local Tax Funding

As shown, the Rental Assistance Program Fund is primarily funded by program-generated revenues, receiving less than 3 percent of its budget from local tax funding (transfer from the General Fund).

Expenditure

Most of the expenditures in the Fund continue to be dedicated to rent subsidies (90 percent).

Staffing/FTE History

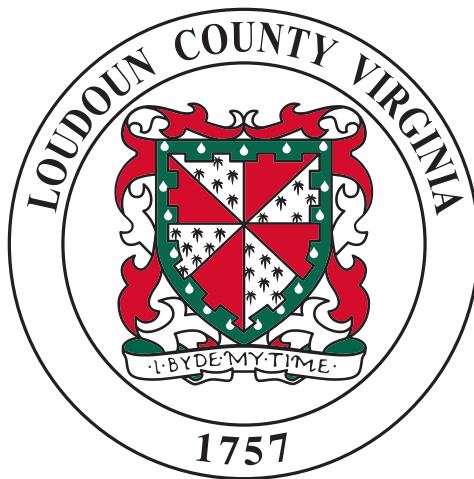


The County has seen an increase in the number of Port-In vouchers in recent years, which are issued by other localities and then transferred to the County. The County receives reimbursement for these vouchers (recovered costs) from the originating locality.

The FY 2023 Adopted Budget 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 (LTF) necessary to continue supporting the programs at the current service level. Administrative costs include personnel costs. The FY 2023 Adopted Budget includes a 5 percent merit increase for the general workforce; this contributes to the increased need for LTF. Local tax funding is not used to support rental subsidies. Rising rental prices will continue to be a challenge in the future.

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.

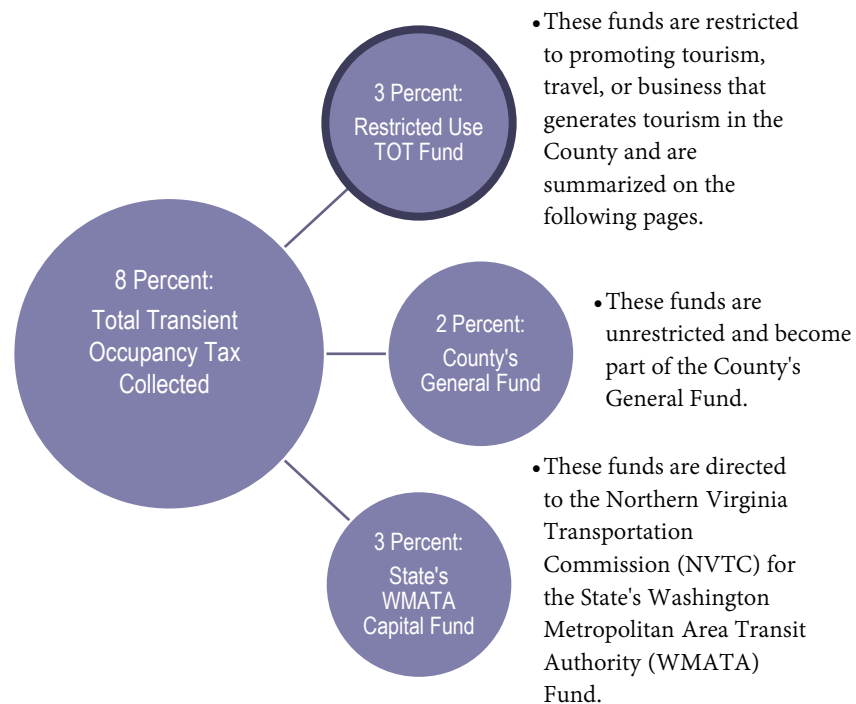




Restricted Transient Occupancy Tax Fund

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 2021. The Funding Policy guides the Board of Supervisors in its efforts to strategically and proactively affect tourism in Loudoun County.

- **Core Tourism Services** to sustain Loudoun's tourism base. Core Tourism Services, based upon standards recommended by Destination Marketing Association International, are provided by Visit Loudoun, the primary programmatic element of the County's travel and tourism promotion efforts. Visit Loudoun is allocated 75 percent of the forecasted Restricted TOT revenues to implement these core services.
- **Strategic Tourism Growth Initiatives** to expand Loudoun's tourism base by implementing projects to sustain Loudoun County's Tourism Destination Strategy. The County's Tourism Destination Strategy guides the marketing, promotion, and product development of Loudoun's tourism sector. Of the remaining forecasted Restricted TOT revenues, 15 percent will be available to fund those uses as determined by the Board that best meet the goals of the Tourism Destination Strategy.

**Restricted Transient Occupancy Tax Fund****Revenues, Expenditures, and Changes in Fund Balance¹**

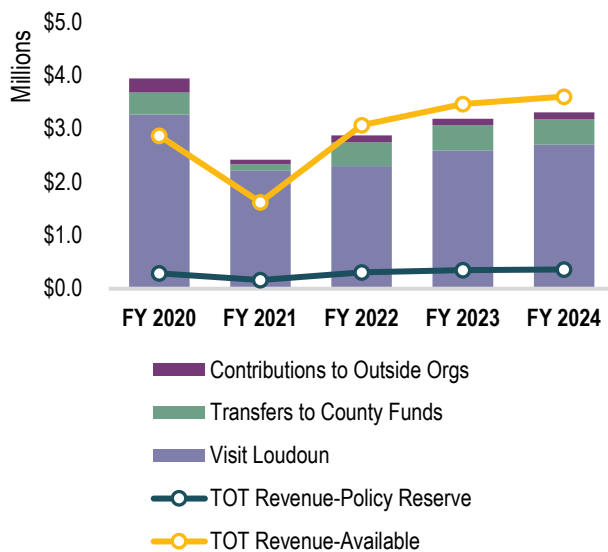
	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Adopted ⁴	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$2,032,707	\$960,996	\$161,947	\$664,019	\$936,677
Revenues					
Estimated Restricted TOT Revenue	\$2,865,058	\$1,619,467	\$3,065,000	\$3,456,969	\$3,600,000
Total – Revenues	\$2,865,058	\$1,619,467	\$3,065,000	\$3,456,969	\$3,600,000
Expenditures					
Visit Loudoun	\$3,264,750	\$2,218,313	\$2,298,750	\$2,592,727	\$2,700,000
Transfers to General Fund	412,119	113,704	447,678	468,584	479,660
Visit Loudoun Sports Grants	50,000	50,000	50,000	50,000	50,000
Visit Loudoun International Travel	36,500	0	36,500	36,500	36,500
Economic Development Authority International Travel	36,500	36,500	36,500	36,500	36,500
Restricted TOT Grant Program	136,900	0	0	0	0
Total – Expenditures	\$3,936,769	\$2,418,517	\$2,869,428	\$3,184,311	\$3,302,660
Estimated Ending Fund Balance	\$960,996	\$161,946	\$357,519	\$936,677	\$1,234,017
Percent Change	-53%	-83%	121%	162%	32%
Policy Mandated Reserves⁵	\$286,506	\$161,947	\$306,500	\$345,697	\$360,000
Available Fund Balance	\$674,490	\$0	\$51,019	\$590,980	\$874,017

¹ Sums may not equal due to rounding.² Source: Loudoun County FY 2020 Annual Comprehensive Financial Report (ACFR)³ Source: Loudoun County FY 2021 ACFR.⁴ General funds that became available due to the provision of government services funded by the federal American Rescue Plan Act (ARPA) were used to replenish the RTOT fund and provide funding to Visit Loudoun. These funds were not included in the FY 2022 and FY 2023 Adopted Budgets, but rather approved as revisions in FY 2022 and FY 2023.⁵ 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 (85 percent), which primarily includes contributions to Visit Loudoun. A portion of annual expenditures are transferred to the General Fund (15 percent).

The COVID-19 pandemic has had a significant impact on the hospitality industry. County TOT revenues decreased by 58 percent in FY 2021 compared to FY 2019 (pre-pandemic). Occupancy rates remain well below pre-pandemic levels with full recovery not anticipated until after FY 2023. Recovery will be largely dependent on the resumption of business and vacation travel.

The FY 2023 Adopted Budget for the Restricted TOT Fund estimates revenue of \$3,456,969, a 13 percent increase from the FY 2022 Adopted Budget. Despite the forecasted growth for FY 2023, revenues are anticipated to remain below pre-pandemic levels. Board policy mandates that 10 percent of projected revenue is held in reserve; based on the adopted budget, the reserve for FY 2023 would be \$345,697. Per the Memorandum of Understanding (MOU) with the Board of Supervisors, Visit Loudoun receives 75 percent of projected Restricted TOT revenue to provide Core Tourism Services for the County. Of the remaining 25 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 supports the TOT Grant Program. Per the adopted Funding Policy, unallocated Restricted TOT funds may be granted to community organizations which provide tourism services or activities, consistent with the Board's funding guidelines. This program began in FY 2018, and while FY 2019 saw a similar level of participation, FY 2020 saw a significant 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. The program is anticipated to resume in FY 2022. It is important to note, the grant program is not budgeted for each year, and is dependent on available fund balance. Up to 50 percent of the unreserved fund balance may be used for this purpose.

Looking to FY 2024, revenue is forecasted to increase by 4 percent as activity reaches pre-pandemic levels. With the projected increase in revenue, there will be an increase of approximately \$293,977 in the transfer to Visit Loudoun, per the MOU.

**Restricted Transient Occupancy Tax Fund****Expenditure Detail**

Department	FY 2020 Actual	FY 2021 Actual ¹	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Transfer to the General Fund					
Department of Economic Development	\$214,199	\$58,641	\$230,678	\$240,496	\$247,711
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)	\$80,140	\$24,251	\$99,219	\$110,308	\$114,169
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	\$30,812	\$117,780	\$117,780	\$117,780
A portion of the Department of Parks, Recreation, and Community Services' (PRCS) athletic field maintenance expenditures are offset by Restricted Use TOT funding due to the relationship between the County's ability to facilitate sports tournaments and overnight hotel stays in the County. Quality maintenance of fields makes them more attractive venues for tournaments which bring economic activity. Field maintenance was completely funded through the General Fund until FY 2013 when a portion of Restricted Use TOT Funding was identified to offset some field maintenance expenditures. PRCS field maintenance services are under heavy pressure due to high usage of the County's athletic fields.					
Total – Transfer to the General Fund	\$412,119	\$113,704	\$447,678	\$468,584	\$479,660

¹ Due to the significant negative impact the COVID-19 pandemic on the County's RTOT revenue, the transfer to the General Fund was decreased in FY 2021 to maintain the Fund's Policy Mandated Reserves.



Restricted Transient Occupancy Tax Fund

Department	FY 2020 Actual	FY 2021 Actual	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Contributions to External Organizations					
Visit Loudoun	\$3,264,750	\$2,218,313	\$2,298,750	\$2,592,727	\$2,700,000
Visit Loudoun is Loudoun County's designated destination management organization and the primary programmatic element of the County's travel and tourism promotion efforts. Visit Loudoun receives 75 percent of projected Restricted TOT revenue appropriated by the Board each year per the County's Memorandum of Understanding with Visit Loudoun, dated June 15, 2021.					
Visit Loudoun 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	\$36,500	\$0	\$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	\$36,500	\$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	\$136,900	\$0	\$0	\$0	\$0
The Restricted TOT Grant Program was created in FY 2018. Organizations can submit proposals that provide tourism services or activities consistent with the County's Restricted TOT funding policy and the Code of Virginia. Due to the negative impact of the COVID-19 pandemic on the RTOT revenues, the grant program was temporarily suspended in FY 2021.					
Total – Contributions to External Organizations	\$3,488,150	\$2,304,813	\$2,421,750	\$2,715,727	\$2,823,000

Policies

The Loudoun County Board of Supervisors adopted the Restricted Use Transient Occupancy Tax (TOT) Funding Policy on July 19, 2005. The Policy was last revised June 15, 2021 and details the guidelines and requirements for Restricted TOT funding.

The Restricted Use TOT Funding Policy identifies the purpose of the Fund as providing the Board with the opportunity to strategically and proactively affect tourism within the County, enabling targeted investment in high-priority tourism projects that advance the County's strategic tourism objectives, and maximizing tax relief to the General Fund by increasing Restricted TOT revenues. It specifies that the use of Restricted TOT Funds must meet the purposes designated by Section 58.1-3819 of the Code of Virginia (1950), as amended, which is:

“(Any) excess from a rate over two percent but not exceeding five percent shall be designated and spent solely for tourism and travel, marketing of tourism or initiatives that, as determined after consultation with the local tourism industry



Restricted Transient Occupancy Tax Fund

organizations, including representatives of lodging properties located in the county, attract travelers to the locality, increase occupancy at lodging properties, and generate tourism revenues in the locality.”

As noted above, the priorities for funding through Restricted Use TOT revenue are Core Tourism Services and Strategic Tourism Growth Initiatives. Core Tourism Services sustain Loudoun’s tourism base and competitively position Loudoun County to attract visitors. Core Tourism Services are defined and measured based upon standards recommended by Destination Marketing Association International. These services are provided by Visit Loudoun under a Memorandum of Understanding (MOU) with the County. Both the Restricted Use TOT Fund Policy and the MOU specify that 75 percent of Restricted TOT funds will be annually allocated to Visit Loudoun in order to deliver Core Tourism Services.

Strategic Tourism Growth Initiatives expand Loudoun’s tourism base by implementing high priority projects compatible with the programmatic elements of the Loudoun County Tourism Destination Strategy, which the County develops and adopts with Visit Loudoun. Visit Loudoun serves as the primary programmatic element of the County’s travel and tourism promotion activities. Projects funded as Strategic Tourism Growth Initiatives will be identified and prioritized as part of the County’s annual budget process. Projects can be funded by Board direction, competitive procurement, grants to non-profit entities, or transfers to County Agencies or Visit Loudoun. Any unused funds will be carried over for use as reserve or for multi-year projects. The Policy also details the funding process for Strategic Growth Initiatives. The Policy mandates a reserve of 10 percent of actual Restricted TOT Revenues, for use during years in which revenues received are less than projected.

The Policy calls for a 3-Year Tourism Destination Strategy. The Tourism Destination Strategy is reviewed annually by the Board of Supervisors, Visit Loudoun, the Economic Development Advisory Commission, and industry partners to identify and prioritize Strategic Tourism Growth Initiatives.



Route 28 Special Improvements Fund

Loudoun County, in partnership with Fairfax County, formed the Route 28 Highway Transportation Improvement District on December 21, 1987. Under Virginia law, such a district may be formed only upon the joint petition of owners of at least 51 percent of the land area in each County located within the boundaries of the District, and which has been zoned or is used for commercial or industrial purposes. The District was formed to provide improvements to State Route 28, which connects State Route 7 in eastern Loudoun County to U.S. Route 50 and Interstate Highway 66 in western Fairfax County, running approximately parallel to the County's eastern border. State Route 28 provides access to Dulles International Airport, along with the Dulles Access Road, which connects the Capital Beltway to Dulles Airport, and the Dulles Greenway, which provides highway access into central Loudoun County. This District was formed upon landowner petition to accelerate planned highway improvements which relied primarily on slower pay-as-you-go financing from the Northern Virginia region's share of the State Primary Road Fund allocation.

A Commission appointed by the Boards of Supervisors of both Counties administers the District, and the Commission may subject the owners of industrial and commercial property within the District to a maximum additional tax assessment of 20 cents per \$100 of assessed value. These funds, in addition to funds received through the State Primary Road Fund allocation formula, are to be used for the road improvements and debt service on bonds issued by the State. The initial debt issue for this project consisted of \$138.5 million in revenue bonds issued by the State in September 1988. In 2002, the County entered into an agreement with the State and Fairfax County to refund the existing debt and issue new bonds to construct six additional interchanges. The total cost of this additional project is estimated at \$190 million and will be completed under the auspices of the State Public Private Transportation Act.

Loudoun County and Fairfax County entered into a contract with the District on September 1, 1988, and agreed to levy additional tax assessments as requested by the District, collect the tax, and pay all tax revenues to the Commonwealth Transportation Board. The contract specified that: (1) the County Administrator shall include in the budget all amounts to be paid by the County under the District Contract for the fiscal year; (2) the County shall provide by February of each year the total assessed fair market value of the district as of January 1 of that year; and (3) the District in turn shall notify the County of the required payment and request a rate sufficient to collect that amount, up to a maximum of 20 cents per \$100 of assessed value. Initially, tax collections at the maximum amount were not sufficient to pay the debt obligation in full. Consequently, the shortfall was made up from the Northern Virginia State Highway allocation. The inter-jurisdictional agreement was subsequently amended to incorporate the revised financing plan for the new work program. Under the revised agreement, Fairfax and Loudoun Counties agreed to transfer funds necessary to pay debt service on the existing debt. The remaining amount will be held in a revenue stabilization fund to protect the counties against any fluctuations in revenue.

For Tax Year 2020, the tax rate for the Route 28 Special Improvements Fund was reduced from \$0.18 per \$100 of assessed value to \$0.17 per \$100 of assessed value. The tax rate remains \$0.17 for Tax Year 2022. For FY 2023, the Route 28 Special Improvements Fund is projected to generate \$14,224,000 in current and delinquent tax revenue to offset its estimated \$14,224,000 in expenditures. There is no local tax funding in this fund.

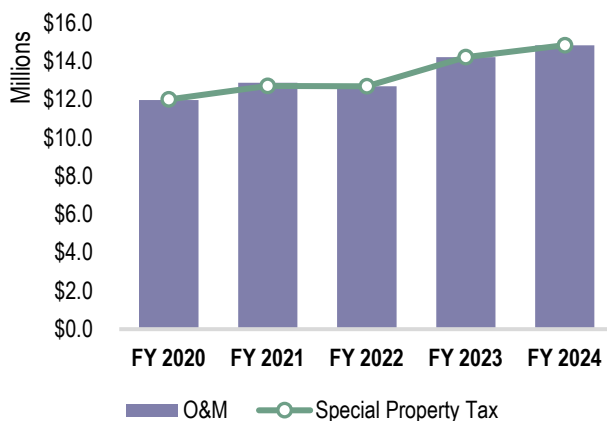


Route 28 Special Improvements Fund

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$248,334	\$401,970	\$525,293	\$525,293	\$525,293
Revenues					
General Property Taxes ⁴	\$12,019,142	\$12,729,445	\$12,709,100	\$14,224,000	\$14,860,000
Transfer from Other Funds	128,050	278,696	0	0	0
Total – Revenues	\$12,147,192	\$13,008,141	\$12,709,100	\$14,224,000	\$14,860,000
Expenditures					
Public Works	\$11,993,556	\$12,884,818	\$12,709,100	\$14,224,000	\$14,860,000
Total – Expenditures	\$11,993,556	\$12,884,818	\$12,709,100	\$14,224,000	\$14,860,000
Estimated Ending Fund Balance	\$401,970	\$525,293	\$525,293	\$525,293	\$525,293

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 2023 are expected to recover from the declines anticipated in FY 2022 as a result of the COVID-19 pandemic as reduced business activity led to lower commercial real property values.

Expenditure

All of the expenditures in the Route 28 Special Improvements Fund are dedicated to improvements of Route 28.

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2020 Annual Comprehensive Annual Financial Report (ACFR).

³ Source: Loudoun County FY 2021 ACFR.

⁴ Includes real property taxes, public service corp. taxes, and penalties and interest for delinquent payments.



Route 28 Special Improvements Fund

Revenue Analysis

FY 2023 Forecasted C&I Real Property Taxable Base (Forecasted as of January 2022) ¹

Tax Year 2022 Estimated Fair Market Value of Real Taxable Property - Route 28	\$8,249,998,566
Add: Reassessment due to Revaluation	\$247,499,957
Add: Estimated Value of New Construction	\$164,999,971
Tax Year 2023 Forecasted Fair Market Value of Real Taxable Property - Route 28	\$8,662,498,494
FY 2023 Forecasted Real Property Tax Base²	\$8,456,248,530
Less: Potential Administrative and/or Board of Equalization adjustments ³	\$(126,843,728)
Plus: Partial Value of New Construction	\$32,999,994
FY 2023 Forecasted Real Property Tax Base Total	\$8,362,404,796

	Forecasted Taxable Base	Net Revenue per Penny	Estimated FY 2023 Revenue ⁴
Real Property ⁵	\$8,362,404,796	\$833,294	\$14,166,000
Public Service Corp	\$10,805,429	n/a	18,000
Delinquent Penalties and Interest		n/a	40,000
Total Revenue			\$14,224,000

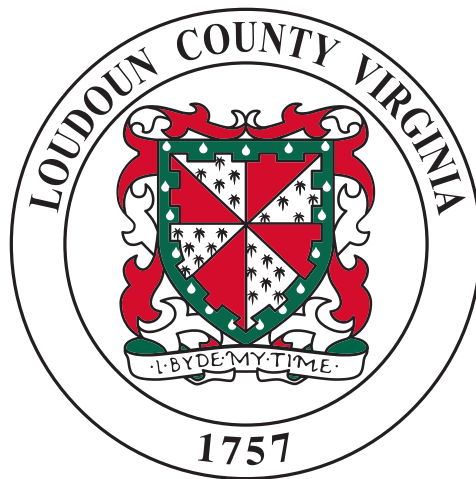
¹ Excludes residential properties which, within the District, are not taxable and \$10.2 million in public service corporation properties. Assessed value information forecasted by the Department of Finance and Budget (January 2022).

² FY 2023 revenues are the product of Tax Year 2022 (Fall FY 2023 levy) and Tax Year 2023 (Spring FY 2023 levy).

³ Resulting from appeals and hearings; estimated at 1.5 percent of fair market value.

⁴ Revenue total is rounded to nearest \$1,000 for FY 2023 forecast.

⁵ 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 including Loudoun County Fire and Rescue (LCFR); the Department of Housing and Community Development (DHCD); the Department of Mental Health, Substance Abuse, and Developmental Services (MHSADS); the Department of Transportation and Capital Infrastructure (DTCI); and the Office of the County Administrator (CA).



State and Federal Grant Fund

Revenues, Expenditures, and Changes in Fund Balance¹

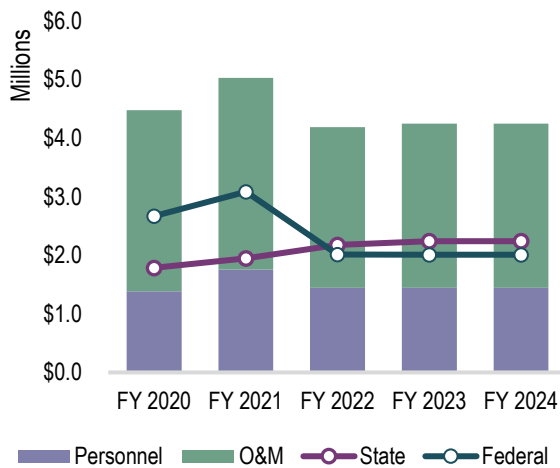
	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$299,118	\$280,476	\$294,190	\$294,190	\$294,190
Revenues					
Miscellaneous Revenue	\$138	\$13,686	\$0	\$0	\$0
Recovered Costs	143	28	0	0	0
Intergovernmental – Commonwealth	1,787,347	1,946,254	2,177,550	2,241,725	2,241,725
Intergovernmental – Federal	2,672,310	3,086,012	2,011,995	2,010,700	2,010,700
Total – Revenues	\$4,459,938	\$5,045,980	\$4,189,545	\$4,252,425	\$4,252,425
Expenditures⁴					
LCFR	\$604,478	\$365,504	\$364,530	\$364,530	\$364,530
DHCD	0	0	0	1,334,300	1,334,300
County Administration	219,224	2,241,360	1,334,300	0	0
Family Services	1,244,759	0	0	0	0
MHSADS	2,255,172	2,374,192	2,463,415	2,526,295	2,526,295
DTCI	27,300	27,300	27,300	27,300	27,300
Other Departments	127,647	23,910	0	0	0
Total – Expenditures	\$4,478,580	\$5,032,266	\$4,189,545	\$4,252,425	\$4,252,425
Estimated Ending Fund Balance⁵	\$280,476	\$294,190	\$294,190	\$294,190	\$294,190
Percent Change	-6%	5%	0%	0%	0%
FTE	15.75	16.75	16.75	16.75	16.75

¹ Sums may not equal due to rounding.² Source: Loudoun County FY 2020 Annual Comprehensive Financial Report (ACFR).³ Source: Loudoun County FY 2021 ACFR.⁴ 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. Effective March 31, 2022, the Office of Housing was reorganized from the Office of the County Administrator to the independent Department of Housing and Community Development (DHCD). The County's CDBG program is in DHCD.⁵ There is no policy that restricts fund balance in the State and Federal Grant Fund; however, this fund balance typically consists of grant funds which are restricted for a specific purpose.



State and Federal Grant Fund

Revenue and Expenditure History



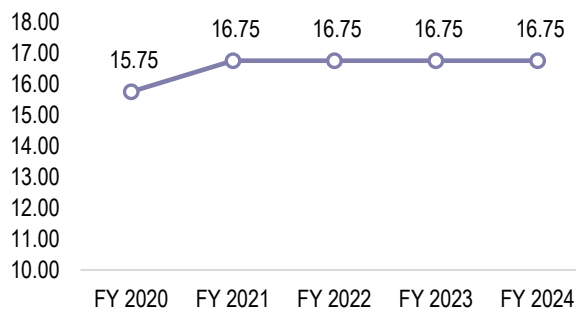
Revenue/Local Tax Funding

As shown, the State and Federal Grant Fund is funded by state and federal revenue. There is no local tax funding in the State and Federal Grant Fund.

Expenditure

Most of the expenditures in the State and Federal Grant Fund are dedicated to operating and maintenance costs.

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. 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 2020 Actual	FY 2021 Actual	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Four-for-Life (LCFR)	\$295,662	\$249,270	\$364,530	\$364,530	\$364,530
The Four for Life grant is managed by the LCFR. Program funding comes from a \$4 charge as part of the registration of certain vehicles. Twenty-six percent is remitted back to the originating locality to be used for specific purposes as outlined in the Code of Virginia. The grant is distributed to all of the volunteer fire companies and to LCFR. It has experienced increases related to Loudoun County's growing population.					
Community Development Block Grant (DHCD)	\$1,244,759	\$1,347,399	\$1,334,300	\$1,334,300	\$1,334,300
The CDBG grant is managed by DHCD 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.					
Early Intervention (MHSADS)	\$1,521,610	\$1,725,763	\$1,725,763	\$1,788,643	\$1,788,643
The Early Intervention Program is managed by the MHSADS and supports both operating and personnel costs (12.00 FTE). The program is mandated to provide early intervention services to infants and toddlers with developmental delays and to support their families in caring for their infant/toddler. The monies in the State and Federal Grant Fund only reflect a portion of the County's Early Intervention Program. In addition to these monies, which require no local match, funds are included in the General Fund for MHSADS. The General Fund monies reflect the County's maintenance of effort, a requirement of the grant.					
Young Adult SMI (MHSADS)	\$530,438	\$570,925	\$687,883	\$687,883	\$687,883
The Young Adult SMI Program is managed by MHSADS. The program is part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. The program provides services to individuals experiencing first episode psychosis and/or persistent serious mental illness. Services provided follow a Coordinated Specialty Care based model of delivery with a focus on individual resiliency training, education and employment support, peer-to-peer support and personal empowerment. All services are delivered by a third-party contracted provider.					
Telepsychiatry (MHSADS)	\$49,769	\$49,769	\$49,769	\$49,769	\$49,769
The Telepsychiatry grant is managed by MHSADS. These funds are part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. Funds are used for the provision of psychiatric services.					
Regional Surface Transportation Program (DTCI)	\$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.					
Miscellaneous Grants	\$809,043	\$1,061,839	\$0	\$0	\$0
Grants that are not routine in nature, require ongoing competitive applications, whose annual award amounts are unknown, or whose funding stream is uncertain, are not part of the adopted budget for the State and Federal Grant Fund. These grants, as awarded, are brought forward to the Board of Supervisors, typically as part of the Administrative Items Report, for appropriation. Examples of these grants include the Urban Areas Security Initiative grants, the Securing the Cities program, the Edward Byrne Memorial Justice Assistance Grant, and the State Criminal Alien Assistance Program.					
Total	\$4,478,580	\$5,032,266	\$4,189,545	\$4,252,425	\$4,252,425



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 Adopted Budget for the State and Federal Grants Fund are below.

Four-for-Life

The Four-for-Life grant is administered by the State and provides funding for the training of emergency medical service personnel and for the purchase of necessary equipment and supplies for use by the County in LCFR.

Per the Code of Virginia Section 46.2-694, a fee of \$4.25 is charged and collected at the time of registration of each pickup or panel truck and each motor vehicle under subdivisions 1 through 12. All funds collected from \$4 of the \$4.25 fee are remitted to the Virginia Department of the Treasury and set aside as a special fund to only be used for emergency medical services purposes.

Of the \$4 fee revenue, the State Department of Health receives 32 percent, the Rescue Squad Assistance Fund (RSAF) receives 32 percent, ten percent is available to the State Department of Health's Office of Emergency Medical Services, and the originating locality receives 26 percent, which are the source of funding for the Four-for-Life grant. These funds cannot be used to supplant local funds.

Community Development Block Grant¹

The Entitlement Program under the Community Development Block Grant is authorized under Title 1 of the Housing and Community Development Act of 1974, Public Law 93-383, as amended; 42 U.S.C.-4301 et seq. Eligible activities under this program include:

- Acquisition of real property
- Relocation and demolition
- Rehabilitation of residential and non-residential structures
- Construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes
- Public services, within certain limits
- Activities relating to energy conservation and renewable energy resources
- Provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities.

Additional information on this grant can be found on the U.S. Department of Housing and Urban Development's website.

Early Intervention Program²

Congress enacted early intervention legislation in 1986 as an amendment to the Education of Handicapped Children's Act (1975) to ensure that all children with disabilities from birth through the age of two would receive appropriate early intervention services. This amendment formed Part H of the Act, which was re-authorized in 1991 and renamed the Individuals with Disabilities Education Act (IDEA). When the IDEA was re-authorized in 1998, Part H became Part C of the Act. Virginia's early intervention system is called the Infant & Toddler Connection of Virginia.

These funds are intended to supplement local funding, not supplant.

¹ Source: U.S. Department of Housing and Urban Development Website, March 2022.

² Source: Virginia Department of Behavioral Health & Development Services website, March 2022.



State and Federal Grant Fund

Young Adult Serious Mental Illness (SMI)

Funds for the Young Adult SMI Program are received as part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. The program is funded with both state and federal resources. Federal resources originate under the Mental Health Services Block Grant. Restrictions regarding the use of these funds are outlined in the annual Community Services Performance Contract.

Telepsychiatry

The Telepsychiatry grant is funded by the 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 Program¹

The CMAQ program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The federal share of CMAQ funds is governed by 23 U.S.C. 149 and the FAST Act § 1114.

Regional Surface Transportation Program (RSTP)²

At the federal level, RSTP is referred to as the Surface Transportation Block Grant Program (STBG). It promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. The federal share of RSTP funds is governed by 23 U.S.C. 133 and the FAST Act § 1109.

Urban Area Securities Initiative (UASI)³

The UASI grant program is one of three programs that falls under the Homeland Security Grant Program (HSGP). HSGP programs fund a range of preparedness activities, including planning, organization, equipment purchase, training, exercises, and management and administration across all core capabilities and mission areas.

¹ Source: CMAQ Fact Sheet, March 2016.

² Source: Surface Transportation Block Grant Program Fact Sheet, February 2017.

³ Source: Department of Homeland Security website, May 2022.



Tall Oaks Water and Sewer Fund

The Board of Supervisors adopted the ordinance establishing the Tall Oaks Water and Sewer Fund pursuant to the Code of Virginia, Section 15.2, Chapter 24, on January 11, 2017. The ordinance also imposed a special assessment on the ten commercial properties whose owners petitioned for the creation of this special tax district to fund the installation of water and sewer lines by Loudoun Water. The ten commercial properties are located along the west side of Cascades Parkway, south of Maries Road, and north of Woodland Road.

Each of the property owners entered into the Special Assessment Agreement pursuant to which the cost of the water and sewer improvements is apportioned among the properties based upon parcel acreage. The special assessment is estimated to generate \$1,115,210 in revenue over 20 years which equals the initial estimate of the cost of the project. Consistent with past practice, this amount will be adjusted to reflect the actual cost incurred by Loudoun Water once the project is complete. The annual amounts shown are the current estimates.

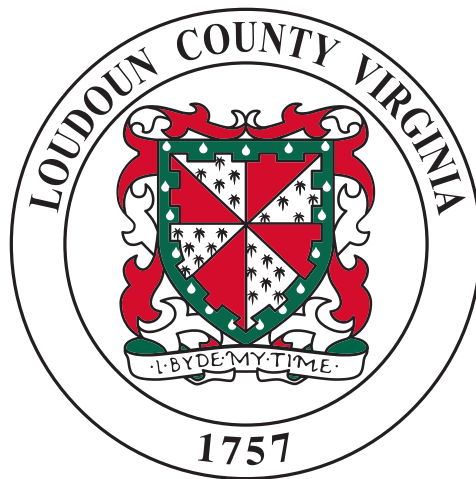
Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2020 Actual ²	FY 2021 Actual ³	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
General Property Taxes	\$60,572	\$61,874	\$60,572	\$60,572	\$60,572
Total – Revenues	\$60,572	\$61,874	\$60,572	\$60,572	\$60,572
Expenditures					
Public Works	\$60,572	\$61,874	\$60,572	\$60,572	\$60,572
Total – Expenditures	\$60,572	\$61,874	\$60,572	\$60,572	\$60,572
Estimated Ending Fund Balance	\$0	\$0	\$0	\$0	\$0

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2020 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2021 ACFR.



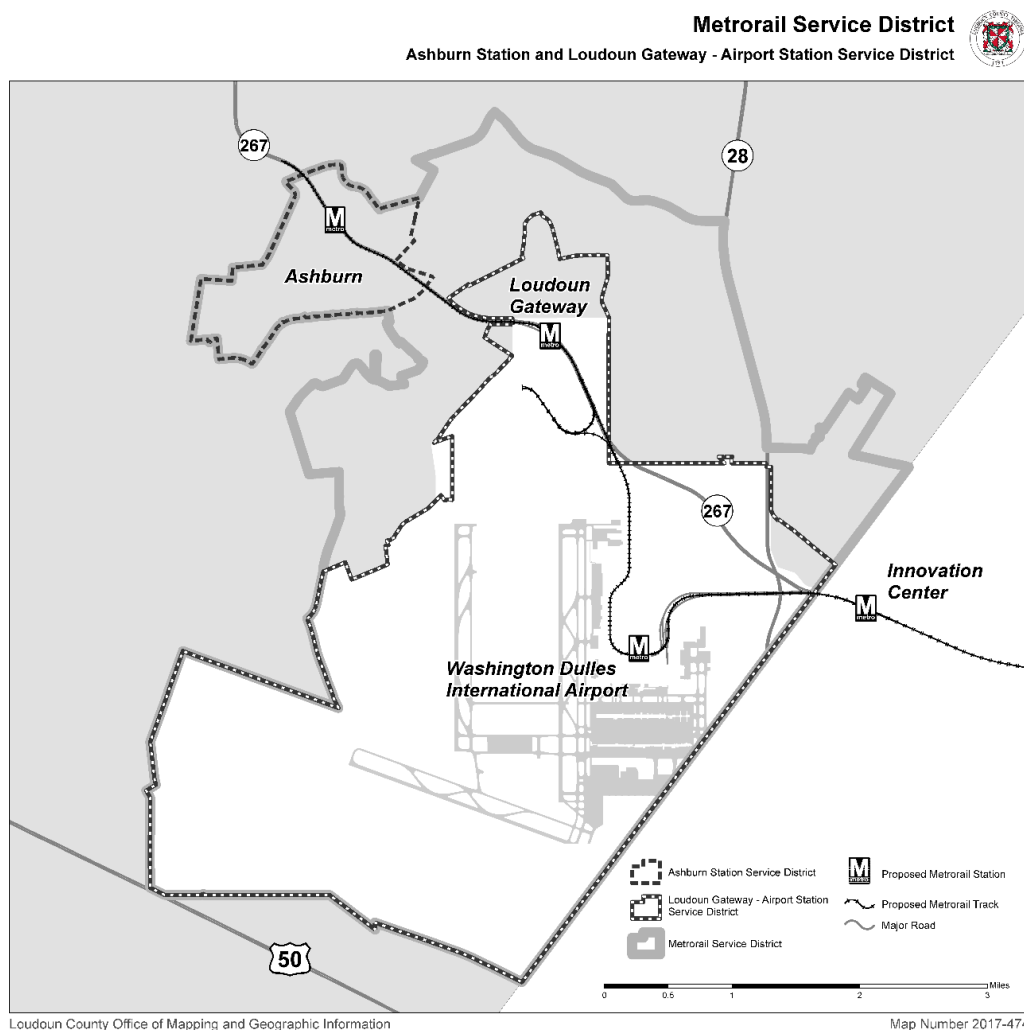


Transportation District Fund

The Transportation District Fund (TDF) was created in FY 2013 for the purpose of accurately identifying transportation and transit related revenues and expenditures. This fund includes real property tax revenue collected in Special Tax Districts established to support Phase II of the Dulles Corridor Metrorail Project, a transfer of local tax funding from the General Fund to fulfill the County's transportation and transit spending expectations (discussed below), local gasoline tax revenue, and revenues derived from provisions of laws enacted by the Virginia General Assembly, including HB 2313 (2013), HB 1539 and SB 856 (2018), and SB 890 (2020).

Metrorail Service Special Tax Districts

In December 2012, the Board of Supervisors established three special tax districts in concert with Phase II of the Dulles Corridor Metrorail Project: the Metrorail Service District, the Loudoun Gateway – Airport Station Service District, and the Ashburn Station Service District (illustrated in the following map). Supplemental real property taxes are assessed on parcels within the boundaries of the three special tax districts at an effective rate not to exceed \$0.20 per \$100 of assessed value exclusive of all other applicable taxes and are collected by the Treasurer in the same manner the Countywide real property tax is administered.





Transportation District Fund

The **Metrorail Service District** was established to provide public transportation systems serving each of the Station Service Districts. The districts provide revenue which supports the County's share of the cost of constructing facilities and structures including: parking facilities; rail lines and a rail yard; vehicular and pedestrian access; electrical facilities and equipment; studies, assessments, and analysis of environmental and other impacts; local, state, and federal government approvals; environmental preservation and mitigation; acquisition of real property or easements; relocation of roadways; and engineering and legal costs related to the Metrorail project. Additionally, the Metrorail Service District provides funding that pays debt service on any other debt issued by the County for the construction of the Metrorail Project extension into the County. There is no change in the tax rate for the District; the Tax Year 2022 real property tax rate remains \$0.20 per \$100 of assessed value.

Located within the Metrorail Service Tax District are the **Loudoun Gateway – Airport Station Service District** and the **Ashburn Station Service District** which have not yet been activated. These Tax Districts, when activated, will provide revenue continuing beyond the term of the larger Metrorail Service Tax District to fund ongoing payments to the Washington Metropolitan Area Transit Authority (WMATA) for Metrorail service.

Dulles Corridor Metrorail Project Construction Financing

On July 3, 2012, the Board of Supervisors voted to participate as a funding partner in the second phase of the Dulles Metrorail Project. The Metropolitan Washington Airports Authority (MWAA) estimated the total construction cost of the second phase of the Dulles Corridor Metrorail Project to be \$5.8 billion. Pursuant to a Memorandum of Agreement executed in December 2011 by the United States Department of Transportation (USDOT), MWAA, Fairfax County, and Loudoun County, the County is responsible for 4.8 percent of the total cost of the project, or approximately \$273 million. On December 9, 2014, the County obtained federal Transportation Infrastructure Finance and Innovation Act (TIFIA) financing of \$195,072,507 from USDOT, to partially fund the cost of construction of Phase 2. The County 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 revenues for other purposes permitted under the ordinance establishing the districts. The FY 2023 Adopted Budget includes \$21,288,568 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 2022 Adopted Budget, the County's FY 2023 capital contribution is estimated to be \$5.8 million and is anticipated to increase incrementally each year. These funds are programmed in the County's FY 2023 Adopted Budget (FY 2023 – FY 2028 Adopted) CIP.

HB 2313 Statutory Requirements and Local and Regional Revenues

During the 2013 Virginia General Assembly legislative session, HB 2313 was enacted.¹ It established three revenue sources dedicated to transportation and transit for Northern Virginia and designated the Northern Virginia Transportation Authority (NVTa) as the organization responsible for managing these revenue sources.

¹ Chapter 766, 2013 Acts of Assembly



Transportation District Fund

HB 2313 included an incremental increase of 0.7 percent to the State Sales Tax; an increase of 2 percent to the Transient Occupancy Tax; and an additional \$0.15 congestion relief fee to the Grantor's Tax within the nine jurisdictions comprising the Northern Virginia Planning District. These revenues 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.

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 the payment of Metrorail capital expenses effective July 1, 2018.¹ At that time, the revenues consisted of approximately 20 percent of the regional tax revenue collected in Loudoun. As a result of the legislation, the regional transportation improvement fee and the regional transient occupancy tax revenues are no longer available to fund NVT A sponsored transportation projects, and localities do not have access to the 30-percent local share of these funds.² Effective May 1, 2021, the regional transportation improvement fee was reduced to \$0.10 and the transient occupancy tax was increased to three percent, these revenues remain dedicated to WMATA capital costs.¹

Beginning July 1, 2019, truck registration fees were increased as part of the state's Interstate 81 Corridor Improvement Fund. A portion of fee revenues collected are distributed to the NVT A. In addition, a regional congestion relief fee (a grantor's tax) of \$0.10 was reinstituted on May 1, 2021.³ The reinstitution of the congestion relief fee is in addition to the regional transportation improvement fee, also a grantor's tax, but only the transportation improvement fee continues to be diverted to WMATA. Beginning in FY 2021, NVT A received a \$20 million annual transfer from the Northern Virginia Transportation District (a State Fund) to support both local and regional NVT A allocations. Accounting for all of the changes in revenue sources since 2013, the current revenues comprising NVT A funds include: I-81 Interstate Improvement Fees, the reinstituted regional congestion relief fee (\$0.10 per \$100 of value), 0.7 percent sales and use tax, and the annual transfer from the NVT D.

Of these revenues, 30% is remitted back to jurisdictions on a monthly basis. NVT A keeps the remaining "regional" 70 percent (or NVT A 70%) collected in each jurisdiction for regional transportation projects that are included in the TransAction regional transportation plan or mass transit capital projects that increase capacity. The NVT A Board prioritize and adopt regional transportation projects annually with the philosophy that each jurisdiction will receive its equivalent proportional share of revenues over time. NVT A updated the TransAction plan in 2017 to establish a Six-Year Program (SYP) to 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 award for each project will be appropriated in the fiscal year in which a Standard Project Agreement for each project is executed between the County and VDOT.

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. A C&I tax levied in the County would yield approximately \$29.9 million in FY 2023. This

¹ Resulting from the enactment of HB 1539 by the Virginia General Assembly in 2018.

² Towns that have a population over 3,500 within are to be provided the proportional share of the 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.

³ Resulting from the enactment of HB 1414 and SB 890 by the Virginia General Assembly in 2020.



Transportation District Fund

is an increase from the FY 2022 C&I equivalent and is due to a positive revaluation of commercial and industrial properties. To date, the Board of Supervisors has taken no action to levy a C&I Property Tax.

The FY 2023 Adopted Budget includes a transfer of local tax funding from the General Fund in the amount of \$34,470,365 for transportation and transit purposes to satisfy the C&I tax equivalent requirement. In accordance with the requirements of the statute, this funding is appropriated in the Transportation District Fund then transferred to 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 and the Loudoun County Transportation District Commission (LCTDC) administered the funds. In January 1990, the Board of Supervisors dissolved the LCTDC and elected to join 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 percent) to a cents per gallon model and indexed the rate to inflation. Effective July 1, 2021, the rate is 7.7 cents per gallon for gasoline and alternative fuels and 7.8 cents per gallon for diesel. The FY 2023 revenue estimates assumed inflation of 1 percent which would result in a rate of 7.8 cents for gasoline and alternative fuels and 7.9 cents for diesel.

Over the past several years, legislative action has affected 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 is dedicated to two State funds: the Commuter Rail Operating and Capital Fund (C-ROC) and the 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 remained flat, however the withholding for the WMATA Capital Fund increased \$7.8 million to \$22.2 million, and Loudoun's share is approximately \$1.8 million. Staff assume no change to the C-ROC and WMATA withholdings for FY 2023, assuming Loudoun's share remains \$7.8 million. While revenues decline significantly in FY 2021 because of the pandemic, monthly data shows that recovery has begun, but activity remains below pre-pandemic levels.

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 planned and set aside gas tax for WMATA payments, but pandemic related credits freed up gas tax and allowed the County to use a portion of that money on transit services within the Department of Transportation and Capital Infrastructure instead. Local gasoline tax in the amount of \$3,276,852 was programmed in FY 2022 to provide assistance to transit services due to the pandemic's effects on ridership and the Board's suspension of the Revenue Neutrality Policy through FY 2023.¹ The FY 2023 budget programs \$4,228,306 of local gasoline tax revenue to continue support for transit services as recovery continues. If gas tax revenue is not needed, either as a result of higher fare collections or expenditure savings, funds will remain in the TDF and 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. Additionally, this payment was made exclusively using federal funding and not local gasoline tax revenue. This occurred, because starting in FY 2021, the County was provided "credits" from the Federal

¹ October 19, 2021, Business Meeting, Item 4, Extension of Authorization of the County Administrator to Adjust Transit Service Programming and the Suspension of Revenue Neutrality Policy for Commuter Bus Service Through FY 2023



Transportation District Fund

Government through WMATA for pandemic related affects. These credits comprise funding from the Coronavirus Aid, Relief and Economic Security Act (CARES), American Rescue Program Act (ARPA), and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). In FY 2021, the County exhausted the WMATA allocated CARES funds of \$10,161,451, between both operating and capital subsidies, and a remaining balance of \$843,917 from FY 2021 was paid in FY 2022 using ARPA funds. The County's FY 2022 Adopted Budget programmed funding for the Metrorail start-up operating costs totaling \$12,227,315 using available local gasoline tax revenues. Opening of Phase II of the Metrorail Project is now expected to start in late FY 2022, with a revised estimated operating subsidy payment of \$6,145,867. This payment is anticipated to be covered by the balance of federal credits remaining in FY 2022 - \$4,253,777 of ARPA funds and \$8,273,918 in CRRSAA funds. This means no gasoline tax revenue is anticipated to be necessary for FY 2022 WMATA obligations. For FY 2023, while WMATA has not yet adopted their FY 2023 budget, it is anticipated that the Metrorail operating payment will be \$10,500,000.¹ The payment will be made using ARPA credits from the Federal Government through WMATA in the amount of \$9,121,767 and \$1,378,233 of the County's local gasoline tax revenues.

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 cover these costs for at least four years. Additional sources of revenue, such as NVT 30%, will need to be used in combination with local gasoline tax beginning in the mid to late 2020s.

¹ This amount reflects Loudoun's total estimated WMATA operating subsidy of \$15,000,000 less the anticipated \$4,500,000 credit from the NVTC Subsidy Allocation Model (SAM), which Loudoun enters upon start of revenue service.

**Transportation District Fund****Revenues, Expenditures, and Changes to Fund Balance (Reserves)**

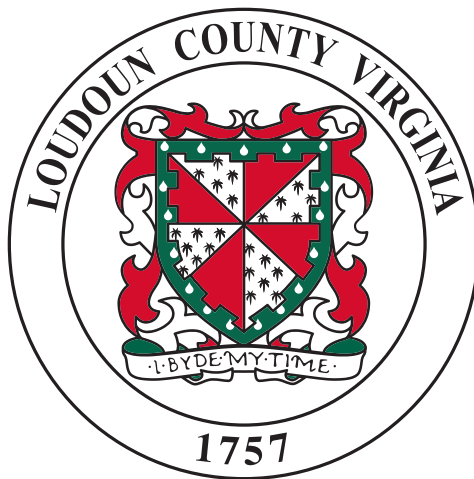
	FY 2022 Adopted	FY 2023 Adopted	FY 2024 Projected
Estimated Beginning Fund Balance	\$33,899,907	\$27,442,982	\$29,237,607
Revenues			
Metrorail Special Tax Districts	\$13,931,720	\$15,699,500	\$16,617,000
Local Gasoline Tax – Use of Current Year Revenue	6,040,000	5,616,539	8,062,420
Local Gasoline Tax – Use of Prior Year Revenue	9,464,492	0	7,102,580
NVTA Local 30%	19,133,400	23,322,000	23,910,000
NVTA Regional 70%	0	0	36,730,000
WMATA Related Credits	0	9,121,767	0
Transfer from the General Fund	23,716,000	34,470,365	26,213,967
Transfer from the Public Facilities Fund	1,458,348	6,566,398	23,953,578
Total – Revenues	\$73,743,960	\$94,796,569	\$142,589,545
Transfers & Expenditures			
Local Gasoline Tax	\$15,504,492	\$14,738,306	\$15,165,000
Administrative – NVTC	9,325	10,000	10,000
Payment to WMATA	12,227,315	10,500,000	15,155,000
Transfer to the General Fund for Transit Operations	3,267,852	4,228,306	0
NVTA	\$17,498,000	\$15,938,307	\$57,730,000
Local (30%) - Transfer to the Capital Projects Fund	17,498,000	15,938,307	21,000,400
Regional (70%) - Transfer to the Capital Projects Fund	0	0	36,730,000
Metrorail Construction Debt Service	\$22,024,045	\$21,288,568	\$21,289,150
Transfer to the Debt Service Fund	22,024,045	21,288,568	21,289,150
Local Tax Funding and Cash Proffers	\$25,174,348	\$41,036,763	\$50,167,545
Local Tax Funding Transfer to Capital Projects Fund	23,716,000	34,470,365	26,213,967
Cash Proffers Transfer to the Capital Projects Fund	1,458,348	6,566,398	23,953,578
Total – Transfers & Expenditures	\$80,200,885	\$93,001,944	\$144,352,095
Estimated Impact to Fund Balance	(\$6,456,925)	\$1,794,625	(\$1,762,550)
Projected Ending Fund Balance	\$27,442,982	\$29,237,607	\$27,475,057



Fiscal Trends FY 2023 Adopted Budget

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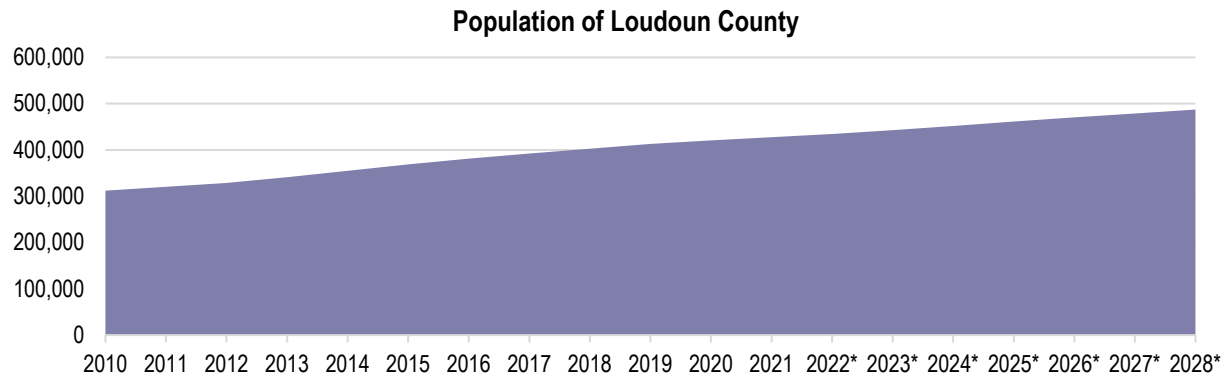




Demographic and Economic Trends

Population

Loudoun County has been one of the fastest growing counties in the nation since the late 1990s. Between 2010 and 2020, Loudoun continued to be one of the fastest growing counties in the nation, growing by approximately 35 percent. The County's forecasted 2023 population is 442,695.



Per Capita Personal Income

Source: U.S. Census Bureau, Census 2000, 2010, and 2020

Compiled By: Loudoun County Department of Finance and Budget (DFB), September 2021.

Year	Source	Population	Avg. Annual % Change in Population
2000	U.S. Census Bureau	169,599	7.0%
2010	U.S. Census Bureau	312,311	6.3%
2011	Estimate	320,171	2.5%
2012	Estimate	328,890	2.7%
2013	Estimate	341,187	3.7%
2014	Estimate	354,983	4.0%
2015	Estimate	368,654	3.9%
2016	Estimate	381,214	3.4%
2017	Estimate	392,376	2.9%
2018	Estimate	402,575	2.6%
2019	Estimate	413,000	2.6%
2020	U.S. Census Bureau	420,959	1.9%
2021	Estimate	427,642	1.6%
2022	Forecast	434,579	1.6%
2023	Forecast	442,695	1.9%
2024	Forecast	451,809	2.1%
2025	Forecast	461,267	2.1%
2026	Forecast	470,441	2.0%
2027	Forecast	479,070	1.8%
2028	Forecast	487,322	1.7%

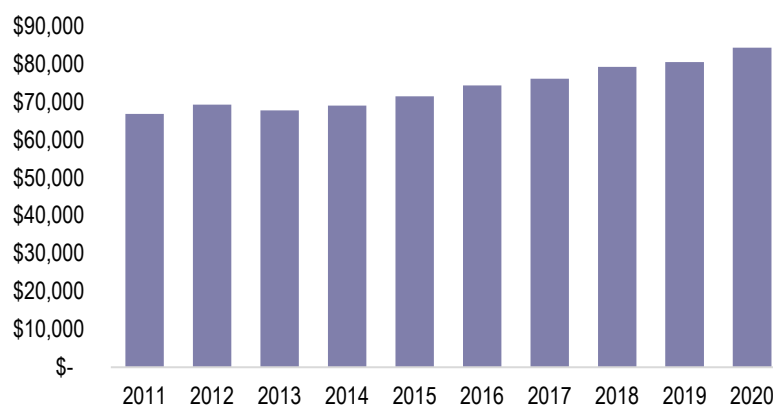


Demographics and Economic Trends

Income

Incomes in Loudoun County are among the highest in the nation. Among counties with populations above 65,000, Loudoun County's median household income has ranked highest in the nation since 2007, according to the U.S. Census Bureau's American Community Survey one-year estimates. Given the impact of COVID-19 on data collection, the Census Bureau did not publish one-year estimates for 2020. In 2019, Loudoun's median household income was \$151,800, more than twice the national median of \$65,712 and nearly twice Virginia's median of \$76,456. When compared to the Washington, D.C. Metropolitan Statistical Area (MSA) median of \$105,659, Loudoun was 44 percent higher.

On a per capita basis, the personal income of Loudoun County residents increased at an average rate of 2.8 percent per year from 2011 to 2020.



Per Capita Personal Income

Source: U.S. Bureau of Economic Analysis
(November 16, 2021).

Year	Per Capita Personal Income
2011	\$66,880
2012	\$69,335
2013	\$67,820
2014	\$69,089
2015	\$71,494
2016	\$74,411
2017	\$76,219
2018	\$79,280
2019	\$80,535
2020	\$84,374



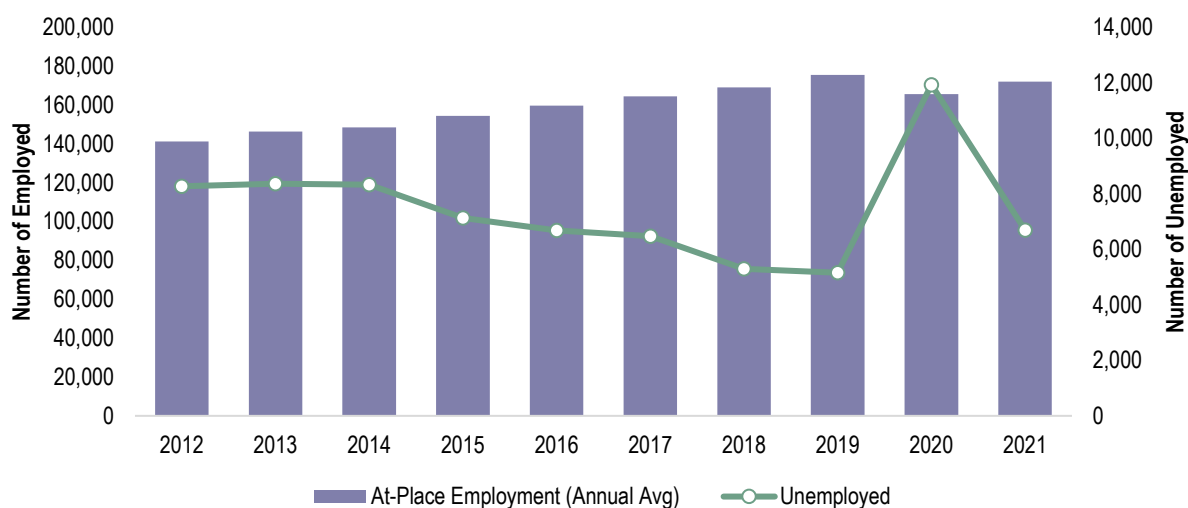
Demographics and Economic Trends

At-Place Employment and Unemployed

At-place employment is the number of persons working at businesses and other organizations within the County. Loudoun's at-place employment increased 25 percent between 2011 and 2021. Employment consistently increased and the number of unemployed had consistently fallen until the COVID-19 pandemic of 2020. Following the onset of the pandemic, the number of unemployed residents peaked in April 2020 and rapidly declined in the following months. At-place employment recovered most job losses during 2020, and fully recovered by the end of 2021, but the annual average for at-place employment remained 3,360 fewer in 2021 than 2019, representing a 1.9 percent decline.

At-Place Employment and Unemployed

Source: Bureau of Labor Statistics and Chmura JobsEQ.¹



The average number of employees in the County for each industry sector in 2021 was:

Industry Sector	No. of Employees	Percentage
Natural Resources and Mining	591	0.3%
Construction	17,296	10.0%
Manufacturing	8,214	4.8%
Trade, Transportation, and Warehousing	34,854	20.2%
Information	7,319	4.3%
Financial Activities	5,849	3.4%
Professional and Business Services	33,066	19.2%
Education and Health Services	32,098	18.6%
Leisure and Hospitality	18,630	10.8%
Other Services (except Public Administration)	5,476	3.2%
Public Administration	8,039	4.7%
Unclassified	706	0.4%
Total – All Industries	172,138	100.0%

¹ The at-place employment data and unemployment data are annual average values. The unemployment data is based on residence in Loudoun County, not place of employment.



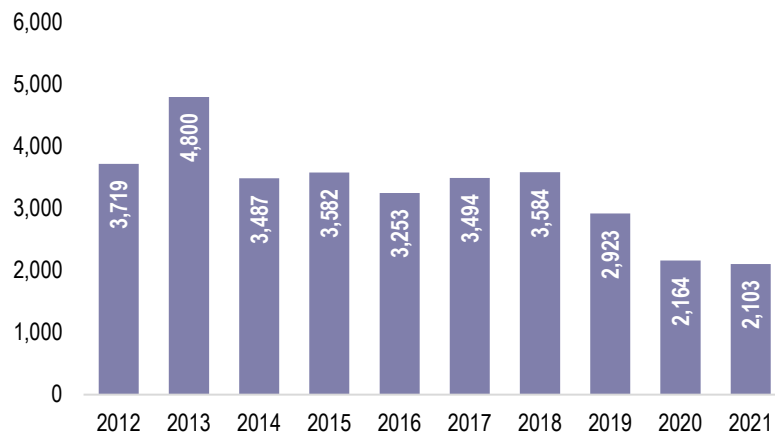
Demographics and Economic Trends

Residential Construction

In 2021, the County issued building permits for 2,103 new residential units along with 46 group quarter units. Group quarters are places where people live in a group living arrangement, including nursing homes, college dormitories, homeless shelters, and detention centers. Of the 2,103 permitted housing units, 47 percent were for single-family detached, 23 percent for single-family attached, and 30 percent for multi-family units.

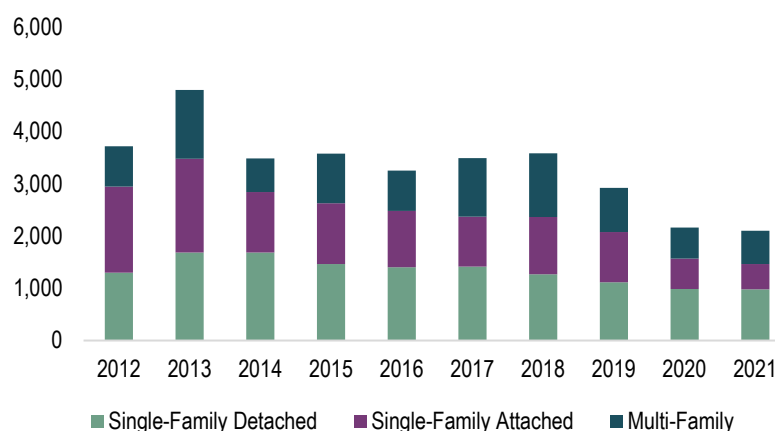
The number of building permits issued for new residential housing unit construction declined from 2005 (5,065 units) to 2010 (1,959 units) because of the nationwide housing crisis and recession. The post-recession recovery of the housing market was clear starting in 2011 (2,959 units). While the volume of new residential housing unit building permit activity between 2012 and 2018 exceeded recession levels, permit activity began to slow in 2019. The number of permits declined by 18.4 percent in 2019 and by another 26 percent in 2020, likely because of the COVID-19 pandemic. The total number of permits in 2021 was similar to 2020.

The County's relatively large amount of residential construction brought more residents. This trend created increased demands for County services.



Total Residential Housing Units Permitted for New Construction

Source: Loudoun County Department of Building and Development. Compiled by Loudoun County Department of Planning and Zoning.



Residential Housing Units Permitted for New Construction by Unit Type

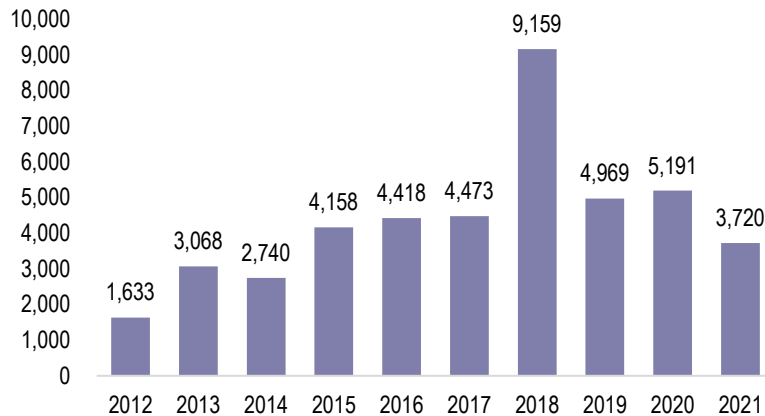
Source: Loudoun County Department of Building and Development. Compiled by Loudoun County Department of Planning and Zoning.



Demographics and Economic Trends

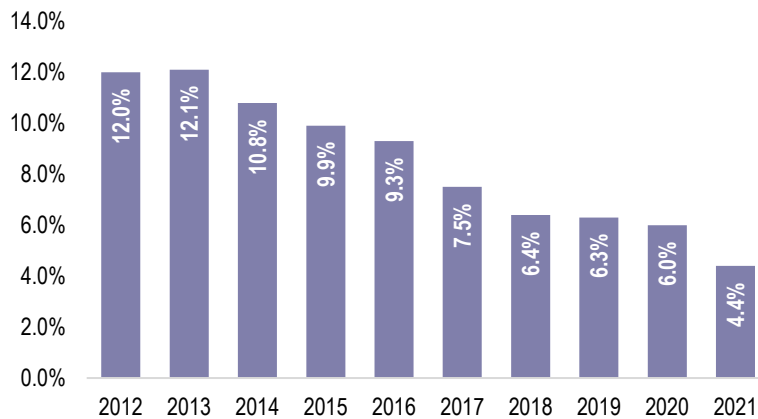
Non-Residential Construction and Vacancy Rate

Since the 2008-2009 recession, the number of non-residential square feet permitted annually has increased, driven by favorable economic conditions aligned with opportunities for greenfield development and rapid growth of the data center industry. New permitting and construction has been growing at an especially rapid pace since 2015. Non-residential permit volume reached the highest annual total in 2018, surpassing the previous peak of just under 8 million square feet permitted in 2000, followed by approximately 5 million and 5.2 million square feet in 2019 and in 2020, respectively.



New Non-Residential Construction – Thousands of Square Feet Permitted

Source: Loudoun County Department of Building and Development. Compiled by Loudoun County Department of Planning and Zoning.



Commercial Property Vacancy Rates

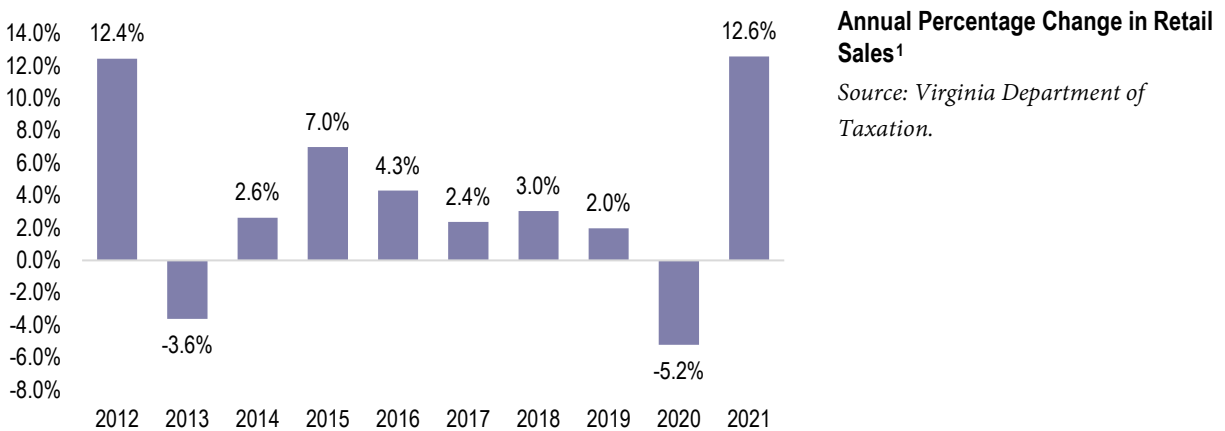
Source: CoStar Group, average vacancy for each year for the combined set of properties classified as office, industrial, or flex. Compiled by Loudoun County Department of Economic Development.



Demographics and Economic Trends

Retail Sales

Population growth and new retail development in Loudoun County generally contribute to increased annual retail sales of tangible goods over time. Retail sales refer to in-person transactions and do not include online sales. The chart below displays the annual change in taxable retail sales by calendar year. It should be noted that the larger growth in 2012 followed by a decline in 2013 are more a reflection of prior period adjustments made in 2012 that overstated 2012 and understated 2013 growth. Retail sales growth has remained relatively stable for the past several years, except for a 5.2 percent decline in 2020 related to the COVID-19 pandemic. Despite the change in 2020, sales and use tax revenues increased as consumers opted to make purchases online, purchases which are not classified as “retail sales.” As shown, there was a strong recovery in 2021 as retail establishments reopened.



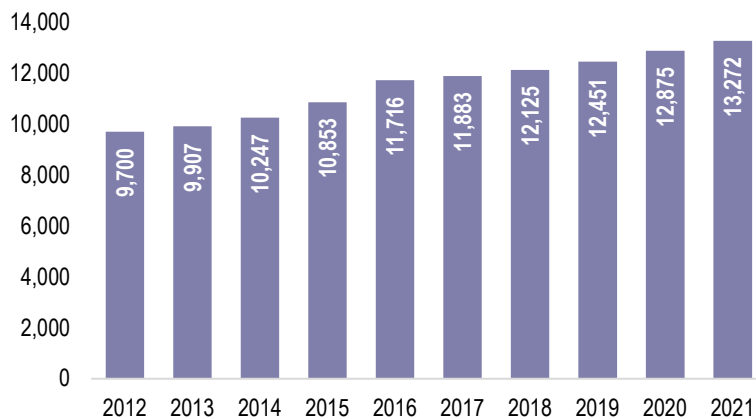
¹ Retail sales in localities are reported by the Virginia Department of Taxation, which administers the collection and distribution of sales and use taxes, which only includes items that are subject to the general sales tax. State law exempts a variety of goods from the sales tax, including motor vehicles (which are subject to a motor vehicle sales and use tax), travel trailers, motor vehicle fuels, newspapers not sold in newsstands, and a number of others.



Demographics and Economic Trends

Business Establishments

The number of business establishments increases over time, reflecting a growing population, entrepreneurship, and growth of the local economy. The number of payroll establishments is used as a proxy for the number of businesses. An establishment is usually at a single location and engaged in one predominant activity. However, a company may include more than one establishment if they have several locations or are engaged in multiple services or products falling under different business classifications. The increase from 9,392 business establishments in 2011 to 13,272 in 2021 represents annual growth of approximately 3.5 percent over the past ten years.



Number of Business Establishments

Source: Virginia Employment
Commission, Second Quarter Data.

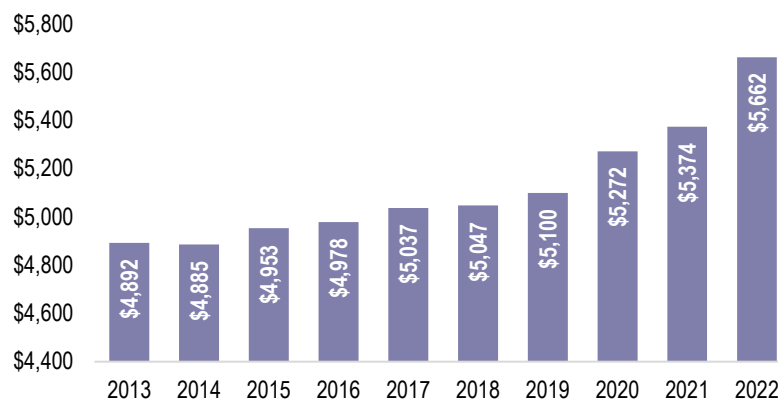


Demographics and Economic Trends

Average Homeowner Tax Bill¹

The average homeowner tax bill is computed by applying the County's real estate tax rate to the average assessed value of Loudoun homes. The table below summarizes average assessed home values as of January 1 of each year. A home must be 100 percent complete at the beginning of the prior year to be included in this calculation. In this way, the impact of proposed tax changes on existing homeowners can be evaluated. Since the number of housing units changes each year as new units are completed, some of the change in value results from new housing units each year. For this reason, these data do not provide a trend in value for units built more than one year prior.

Calendar Year	Fiscal Year	Tax Rate	Average Assessed Home Value ²	Average Tax Bill
2012	2013	\$1.235	\$401,710	\$4,961
2013	2014	\$1.205	\$405,975	\$4,892
2014	2015	\$1.155	\$422,985	\$4,885
2015	2016	\$1.135	\$429,100	\$4,870
2016	2017	\$1.145	\$434,800	\$4,978
2017	2018	\$1.125	\$447,700	\$5,039
2018	2019	\$1.085	\$465,200	\$5,047
2019	2020	\$1.045	\$488,000	\$5,100
2020	2021	\$1.035	\$509,400	\$5,272
2021	2022	\$0.980	\$548,400	\$5,374
2022	2023	\$0.890	\$636,200	\$5,662



Average Annual Homeowner Tax Bill

Source: Loudoun County Commissioner of the Revenue. Compiled by Department of Finance and Budget.

¹ Historical values presented in this section may differ from those shown elsewhere in this document. Values shown here are as of January 1 and from Final Assessment Summaries for the respective year, whereas other tax bill discussions account for adjustments to prior year values.

² Values for FY 2014 and FY 2015 are estimates.



Demographics and Economic Trends

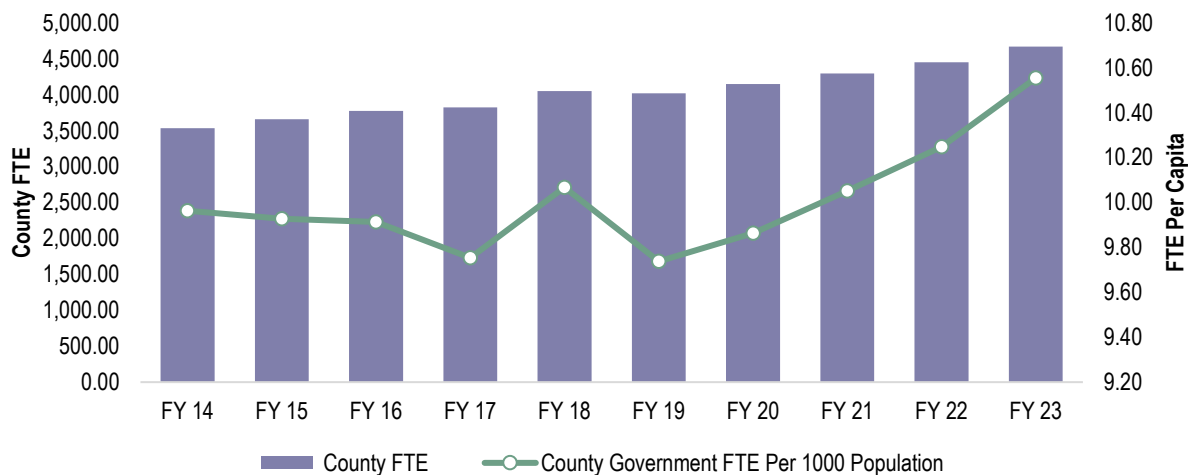
County Government FTE Per 1,000 population

One full-time equivalent employee (FTE) equates to one regular county employee authorized to work at least 1,950 hours per year (or 37.50 hours per week). The FTE of County Government does not include School System personnel or temporary employment.

Fiscal Year	FTE per 1,000 Population
2014	9.96
2015	9.93
2016	9.91
2017	9.75
2018	10.07
2019 ¹	9.74
2020	9.86
2021	10.05
2022	10.25
2022	10.56

County Government FTE per Capita¹

Source: Loudoun County Department of Finance and Budget.



¹ Beginning in FY 2019 with the full implementation of the Human Capital Management module of Oracle, all single incumbent positions with authorized weekly hours of 37.5 or greater are now assigned an FTE value of 1.00. In prior years, authorized weekly hours greater than 37.5 were assigned FTE values greater than 1.00. This recalculation caused a reduction of total FTE, but not the number of personnel.



Demographics and Economic Trends

Passengers at Washington Dulles International Airport

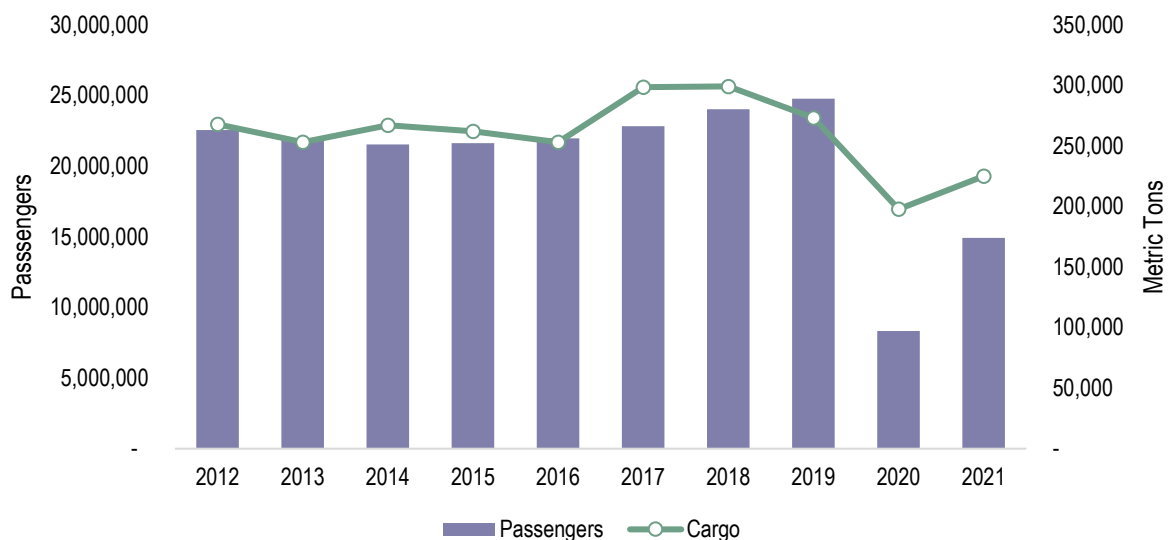
The number of passengers at Washington Dulles International Airport (Dulles), which is an important contributor to the County's economy, decreased from 2010 to 2014 as the increase in international travelers did not offset declines in domestic travel. This decline in domestic passenger traffic coincided with the authorization of more long-range domestic flights from Reagan National Airport. Passenger volume increased steadily from 2015 until 2020, when travel restrictions implemented in response to the COVID-19 pandemic caused a dramatic decline in international and domestic passenger traffic.

The air freight sector at Dulles competes with other airports (some of which offer shippers more scheduled daily flights) and with alternate forms of freight transport (e.g., water, rail, and truck). Year-to-year fluctuations in annual tonnage at Dulles mirror those for the air freight industry. Volume declined in 2008 and 2009 as the economic recession reduced production and trade activity. Tonnage increased in 2010 with economic recovery, but rising fuel costs in subsequent years induced shippers to use alternative shipping modes to a greater degree, often to realize fuel efficiencies. A sharp decline in fuel prices in the summer of 2014 enabled air freight to regain some market share.

As a result of the COVID-19 pandemic, changes in passenger behavior, travel restrictions, and limited business travel, passenger traffic declined significantly in 2020. According to data from Dulles, overall passenger traffic was down 66.4 percent in 2020 with international travel declining more significantly than domestic. The level of cargo traffic also declined as a significant volume of cargo traffic comes from passenger aircraft. The result was a reduction in cargo volume in 2020, which was 27.6 percent below 2019 levels. While earlier forecasts predicted that 2021 passenger traffic would be 45 percent below 2019 levels, activity was only 40 percent below 2019 levels. Recovery has not been equal with 2021 domestic passengers down 30 percent from 2019 levels and 2021 international passengers down 60 percent from 2019 levels. Cargo levels remain down 18 percent compared to 2019 levels.

Actual Number of Passengers and Metric Tons of Freight at Washington Dulles International Airport

Source: Metropolitan Washington Airports Authority.





Demographics and Economic Trends

Major Employers in Loudoun County (500+ employees) ¹

1. Loudoun County Public Schools
2. Loudoun County Government
3. U.S. Department of Homeland Security
4. Verizon
5. Northrop Grumman
6. United Airlines
7. INOVA Health System
8. Raytheon Technologies
9. Dynalectric
10. Amazon
11. Walmart
12. U.S. Postal Service
13. The Home Depot
14. U.S. Department of Transportation
15. Loudoun Medical Group
16. Harris Teeter
17. Wegmans
18. Allied Universal
19. Metropolitan Washington Airports Authority
20. Giant
21. Costco
22. Swissport
23. Gate Gourmet
24. Rosendin Electric
25. The George Washington University

¹ Source: Virginia Employment Commission, Quarterly Census of Employment and Wages, Second Quarter 2021. Analysis by Loudoun County Department of Economic Development.

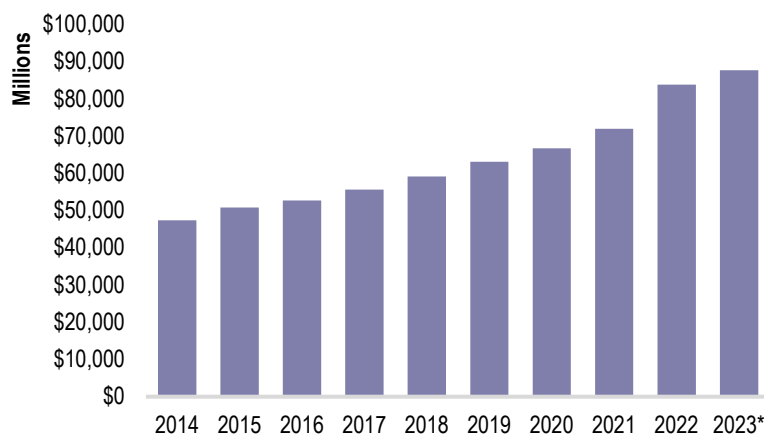


Assessed Value and Tax Rates

Assessed Valuation of Residential Property

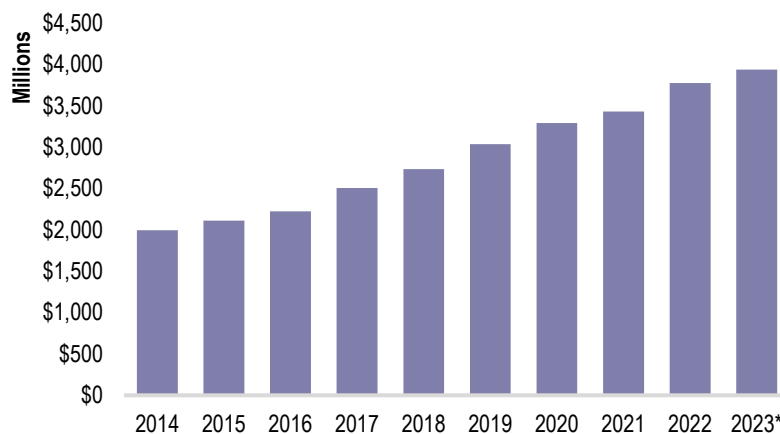
The fair market value of single-family homes and condominiums in Loudoun (reported as of each January 1st) increased every year from 1993 through 2006, before declining for four consecutive years as construction activity declined and market prices dropped in the 2008-09 recession. Growth of residential assessed property value resumed in 2011 and has continued since. Values have been buoyed by low interest rates and a lack of available inventory as homeowners delayed listing their homes or sought refinancing opportunities. Residential property values appreciated 14.55 percent during 2021. While new construction activity declined in terms of quantity (see permit discussions earlier in this chapter), development activity continued to add \$1.4 billion to the County's residential portfolio.

Multi-family properties, which are valued separately from residential property classes, appreciated at a slower rate, 7.35 percent. The charts below illustrate the assessed values for Tax Years (TY) 2014-2022 as well as the forecasted values (*) for TY 2023.



Assessed Valuation of Residential Property

Source: Loudoun County Commissioner of the Revenue – Land Book (2014-2020), January 2022 Assessment Summary (2021-2022); Department of Finance and Budget (DFB) estimate (2023). Compiled by Loudoun County DFB.



Assessed Valuation of Multi-Family Residential Property

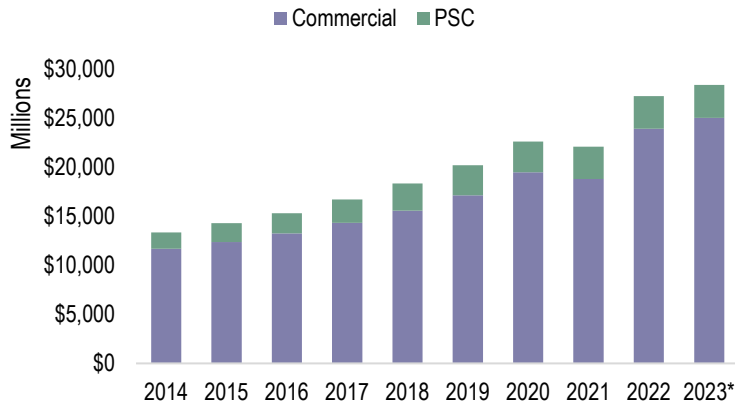
Source: Loudoun County Commissioner of the Revenue – Land Book (2014-2020), January 2022 Assessment Summary (2021-2022); DFB estimate (2023). Compiled by DFB.



Assessed Value and Tax Rates

Assessed Valuation of Other Real Property

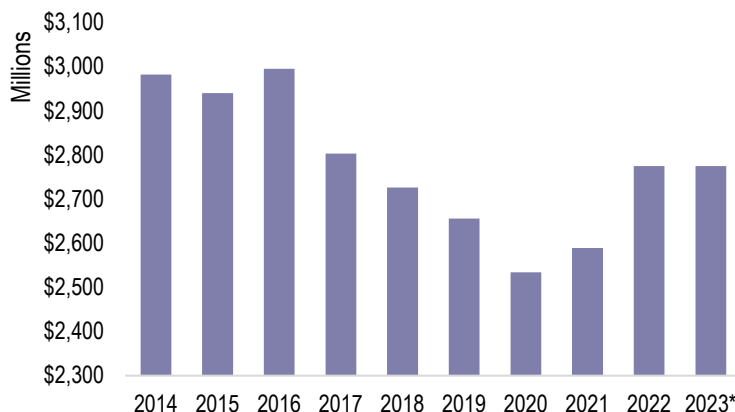
The fair market value (FMV) of commercial and industrial property in Loudoun (reported as of each January 1), grew steadily between 2011 and 2020. On the heels of significant growth in the data center industry during 2019, the pandemic had a negative impact on assessed values during 2020 (January 2021 values). Rates of change varied by property type with the retail and hospitality sectors experiencing the most significant declines. While commercial properties overall have recovered, retail values remain 25 percent below pre-pandemic levels and hospitality properties remain 50 percent below pre-pandemic levels. The assessed value of public service corporation (PSC) property continues to exhibit growth, despite the pandemic.



Assessed Valuation of Commercial and Industrial Property

Source: Loudoun County Commissioner of the Revenue – Land Book (2014-2020), January 2022 Assessment Summary (2021-2022); DFB estimate (PSC 2021-2022, Commercial - 2023). Compiled by DFB.

FMV for agricultural property fluctuate as properties are rezoned for other uses. The 2022 FMV for agricultural property reflects an increase of 14.0 percent from 2021, excluding development. Real property zoned for agricultural use or zoned for commercial use but utilized for agricultural purposes, may qualify for the County's Land Use Assessment Program¹. Under this program the property tax due on the difference between the FMV of the land in its highest and best use and its value in agriculture, horticulture, or open space is deferred until such time as the property use is subdivided; re-zoned to a more intense, non-agricultural use; or no longer used for a qualifying purpose. As of January 1, 2022, the value of properties enrolled in the Land Use Assessment Program totaled \$1.2 billion. The charts below display agricultural values as the taxable 2022 values including the total value of properties enrolled in the County's land use assessment program, although it is possible some of these properties are currently zoned as commercial.



Assessed Valuation of Agricultural Property²

Source: Loudoun County Commissioner of the Revenue – Land Book (2014-2020), January 2022 Assessment Summary (2021-2022); DFB estimate (2023). Compiled by DFB.

¹ Additional information on the County's Land Use Assessment Program may be found at: <https://www.loudoun.gov/652/Land-Use-Assessment-Program>.

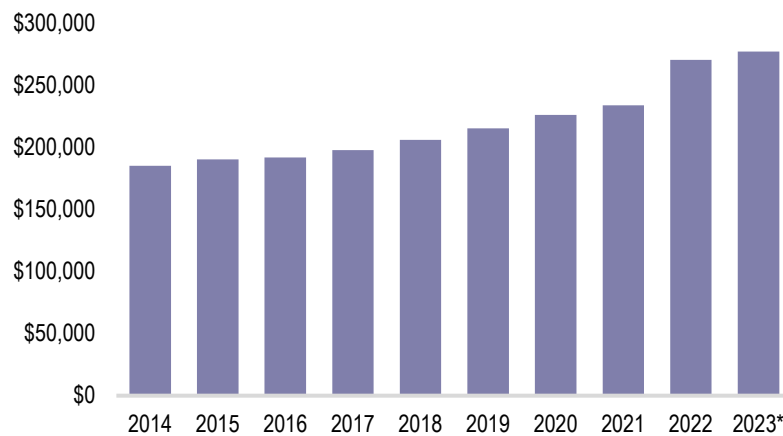
² Agricultural values reflect fair market value and may differ from other tables in this document that refer to taxable value.



Assessed Value and Tax Rates

Assessed Value Per Capita

Since 2010, the assessed FMV of real property per capita has steadily increased at varying rates as real estate prices and construction activity have improved after the 2008-2009 Recession. While 2013 saw significant growth because of appreciation, annual property appreciation during 2014, 2015, and 2016 was more modest, and most of the increase in the assessed value per capita during these years was due to the development of new buildings and parcel improvements. The rate of growth accelerated again in 2017 through 2019, in large part due to significant commercial investment in the data center industry. Due to the negative impacts of the COVID-19 pandemic on the values of commercial properties, the estimated assessed value per capita grew at a slower rate during 2020, resulting in an estimated assessed value per capita of \$231,047 as of January 1, 2021. The increase shown for January 1, 2022 values reflects strong growth in the data center industry and the early stages of recovery for other commercial property types. Forecasted values for January 1, 2023, reflect an anticipated 4.4 percent increase in estimated assessed value per capita.



Assessed Value per Capita

Source – Population Data: DFB

Source – Assessed Values: Loudoun County Commissioner of the Revenue – Land Book (2014-2020), January 2022 Assessment Summary (2021-2022); DFB estimate (2023). Compiled by DFB.

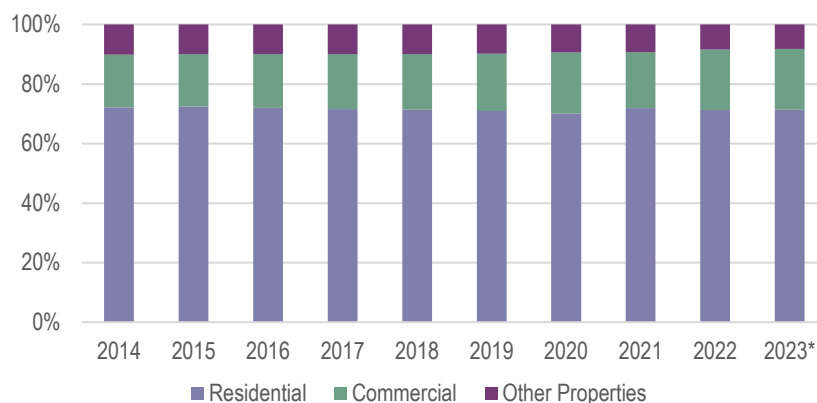


Assessed Value and Tax Rates

Residential and Business Property – Share of Real Property Valuation

As the economy continued to recover from the 2008-2009 Recession, residential properties comprised 72 percent of the County's real property portfolio, while commercial & industrial properties represented 19 percent. Agricultural, multi-family, and public service corporation properties made up the remaining 10 percent. Beginning in 2018, commercial properties started taking a larger share of real property values, primarily the result of new construction related to data centers, which tend to have higher assessed values than other commercial property types. This trend continued until the COVID-19 pandemic when reduced business activity led to negative revaluation for commercial property types while residential properties appreciated in large part due to record low interest rates. This trend is expected to continue through 2022 as businesses begin to recover. Residential properties continue to appreciate at much faster rates because of limited inventory and low interest rates.

Year	Residential Property Value as a % of Total	Commercial and Industrial Property Value as a % of Total
2014	72%	18%
2015	72%	18%
2016	72%	18%
2017	72%	18%
2018	70%	19%
2019	70%	19%
2020	70%	21%
2021	72%	19%
2022	71%	20%
2023*	71%	20%



Composition of the Assessed Values by Property Type

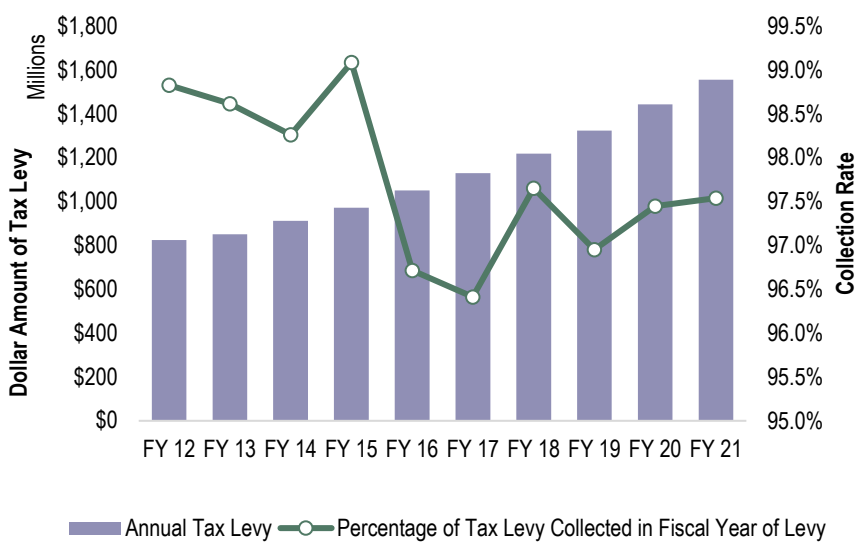
Source: Loudoun County Commissioner of the Revenue – Land Book (2014-2020), January 2022 Assessment Summary (2021-2022); DFB estimate (2023). Compiled by DFB.



Assessed Value and Tax Rates

Property Tax Levy and Percentage of Tax Levy Collected¹

The value of the property tax levy, which includes both real and tangible personal property, has increased as the County has grown. This growth, along with the percentage of the tax levy actually collected within the fiscal year in which the levy occurred is shown in the following chart. Collection rates from FY 2011 through FY 2015 were between 98 and 99 percent, leaving \$8-15 million uncollected in the year of the levy. Since then, collection rates have declined to between 97 and 98 percent, or \$30-40 million uncollected. Despite this shift, the County continues to collect 99 percent of the tax levy over time. This means that any increase in delinquencies in one year are likely collected in the subsequent year. The COVID-19 pandemic has not had a noticeable impact on collection rates.



Total Property Tax Levy and Rate of Collection of Tax Levy²

Source: Loudoun County Annual Comprehensive Financial Report for FY 2021.

¹ Both real property and personal property taxes are collected semiannually, with real property taxes due on December 5 and June 5. Personal property taxes are due on October 5 and May 5 (for residents) or June 5 (for businesses). The Collection Division of the Treasurer's Office does not pursue actions on delinquencies until 60 days after the due date. For TY 2020, the deadline for personal property taxes was moved from May 5 to June 5 for the convenience of taxpayers due to the COVID-19 pandemic.

² The Annual Financial Comprehensive Report may be accessed at <https://www.loudoun.gov/1476/Annual-Comprehensive-Financial-Reports>.



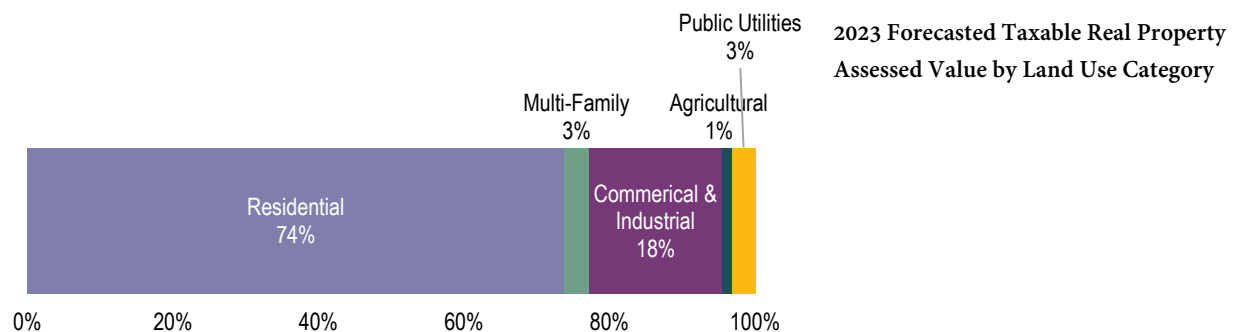
Assessed Value and Tax Rates

Real Property Assessed Values

Real property assessed values continue to increase as the economy thrives and as Loudoun grows. While overall growth during 2020 was less than recent years (4.5 percent compared to a 5-year average of 6.3 percent), it still represented overall growth in the portfolio. As noted earlier, agricultural values tend to fluctuate as properties are rezoned for other uses. As shown below, excluding agricultural properties, all classes of property had experienced growth up until the COVID-19 pandemic. Agricultural values tend to fluctuate as properties are rezoned for other uses. During 2020 (reflected in TY 2021 values), residential properties and multi-family properties experienced positive revaluation while commercial properties experienced negative revaluation.

Taxable Real Property Assessed Values by Land Use Category for Loudoun County: January 1, 2013 – 2022¹

Year	Residential	Multi-family	Commercial & Industrial	Agricultural ²	Public Utilities ³	Total
2014	47,381,707,530	1,994,025,180	11,678,790,160	2,982,086,580	1,685,264,157	65,721,873,607
2015	50,865,710,531	2,110,058,410	12,381,928,857	2,940,245,016	1,929,654,077	70,227,596,891
2016	52,693,724,262	2,224,266,480	13,259,311,949	2,995,288,600	2,052,149,067	73,224,740,358
2017	55,641,737,850	2,506,755,740	14,354,056,937	2,803,499,312	2,379,943,893	77,685,993,732
2018	59,202,541,900	2,734,127,210	15,591,297,028	2,726,561,540	2,759,389,058	83,013,916,736
2019	63,077,352,020	3,037,416,090	17,138,730,190	2,655,783,620	3,071,264,697	88,980,546,617
2020	66,755,241,870	3,291,600,650	19,488,841,450	2,533,941,680	3,151,572,445	95,221,198,095
2021	71,949,745,800	3,430,534,440	18,811,082,040	2,588,965,060	3,294,608,942	100,074,936,282
2022	83,804,166,140	3,775,206,900	23,925,758,320	2,774,984,530	3,327,555,031	117,607,670,921
2023*	87,668,291,124	3,938,463,107	25,043,531,070	2,774,984,530	3,360,830,582	122,786,100,413



¹ Values shown for 2020 and earlier reflect final Land Book values; values for 2021 and 2022 reflect the 2022 Assessment Summary from the Commissioner of the Revenue as well as the 2022 DFB estimates for public service corporations; values for 2023 reflect DFB estimates used to develop the FY 2023 budget.

² Agricultural values are fair market values, not the land use valuations upon which the tax levy is based.

³ The State Corporation Commission provides valuations as of January 1st for public utility property in September of each year, which is after publication of the budget.

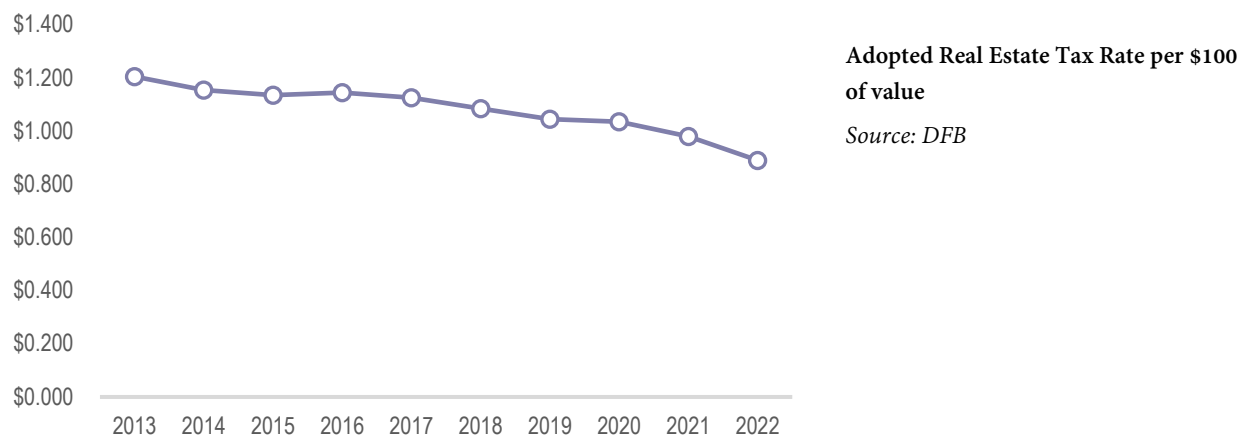


Assessed Value and Tax Rates

Real Estate, Personal Property, Machinery and Tools, and Heavy Construction Machinery Tax Rates

Tax rates for personal property, machinery and tools, and heavy construction machinery have remained stable for several years. The real estate tax rate has changed more frequently. The tax rates below are per \$100 of assessed value and are set on a calendar year basis. The real estate tax rate is the general, countywide tax rate and does not include any special district real property levies such as that for the Metrorail Services District which are assessed on top of the countywide rate. While the FY 2023 budget is predicated on a TY 2022 rate of \$4.20 for personal property, the budget also anticipates a 5-cent reduction to \$4.15 for TY 2023. A full list of FY 2022 tax rates can be found in the Revenue Chapter of Volume 1.

Calendar Year	Real Estate Tax Rate	Personal Property Tax Rate ¹	Machinery & Tools Tax Rate	Heavy Equipment Tax Rate
2013	1.205	4.20	2.75	4.00
2014	1.155	4.20	2.75	4.00
2015	1.135	4.20	2.75	4.00
2016	1.145	4.20	2.75	4.00
2017	1.125	4.20	2.75	4.00
2018	1.085	4.20	2.75	4.00
2019	1.045	4.20	2.75	4.00
2020	1.035	4.20	2.75	4.00
2021	0.980	4.20	2.75	4.00
2022	0.890	4.20	2.75	4.00



¹ The tax rate on real estate and non-motor vehicle personal property of public utilities is the same as the real estate tax rate. Public utility vehicles are taxed at the personal property tax rate.



Revenues and Expenditures

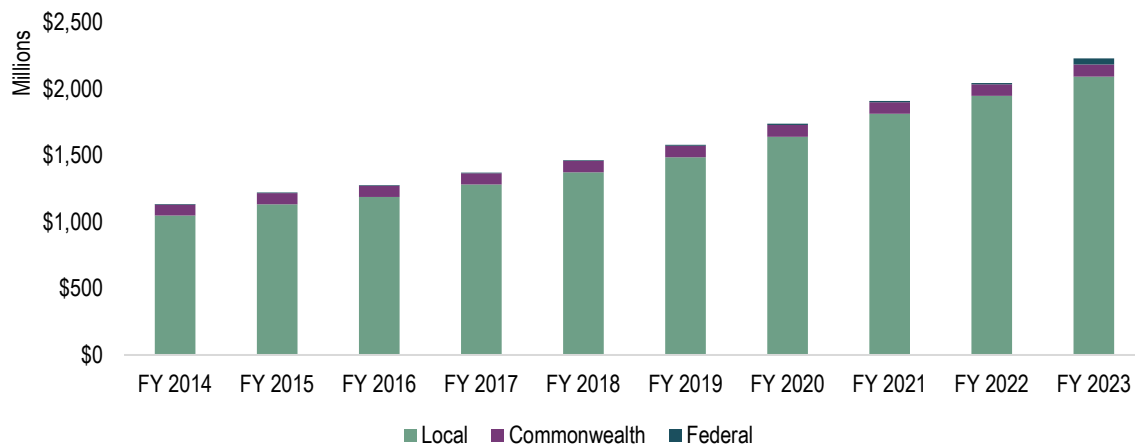
General Fund Revenue Budget by Source

The table below shows the General Fund adopted budget for revenues by source for fiscal years (FY) 2014 through 2023, excluding transfers to the General Fund from other funds and the use of prior-year fund balance. As shown in the table, local revenues continue to account for a large share of the General Fund budget – 93.8 percent in FY 2023. State revenue accounts for 4.1 percent of the FY 2023 budget and federal revenue accounts for 2.1 percent.

Local revenues are forecasted to increase 7.4 percent in FY 2023, largely capturing a combination of the recovery from the COVID-19 pandemic and better than anticipated performance of revenues such as sales and use tax and vehicle taxes. Likewise, revenue from the Commonwealth is anticipated to recover in FY 2023 as passenger traffic at Dulles Airport continues to recover and lead to increased daily vehicle rental tax revenue, a pass-through tax. Commonwealth revenue in the General Fund does not include state funds provided directly to the Loudoun County Public School System. Federal revenue increased significantly for FY 2023, reflecting the programming of one-time funds from the American Rescue Plan Act (ARPA). More information on the programming of ARPA can be found in the Non-Departmental pages in Volume 1.

General Fund Budgeted Revenue Sources

Fiscal Year	Local		Commonwealth		Federal	
FY 2014	1,047,679,643	92.3%	82,793,077	7.3%	4,686,657	0.4%
FY 2015	1,132,579,963	92.8%	83,967,403	6.9%	4,530,629	0.4%
FY 2016	1,187,852,759	93.1%	83,669,453	6.6%	4,646,992	0.4%
FY 2017	1,281,922,204	93.5%	84,555,679	6.2%	4,787,920	0.3%
FY 2018	1,373,934,668	93.8%	86,382,044	5.9%	4,926,815	0.3%
FY 2019	1,487,094,727	94.1%	85,997,323	5.4%	7,477,374	0.5%
FY 2020	1,641,113,602	94.4%	88,033,189	5.1%	9,139,790	0.5%
FY 2021	1,812,548,220	94.9%	88,415,916	4.6%	9,130,259	0.5%
FY 2022	1,948,227,282	95.3%	86,682,375	4.2%	9,442,201	0.5%
FY 2023	2,092,510,744	93.8%	91,279,701	4.1%	46,724,146	2.1%



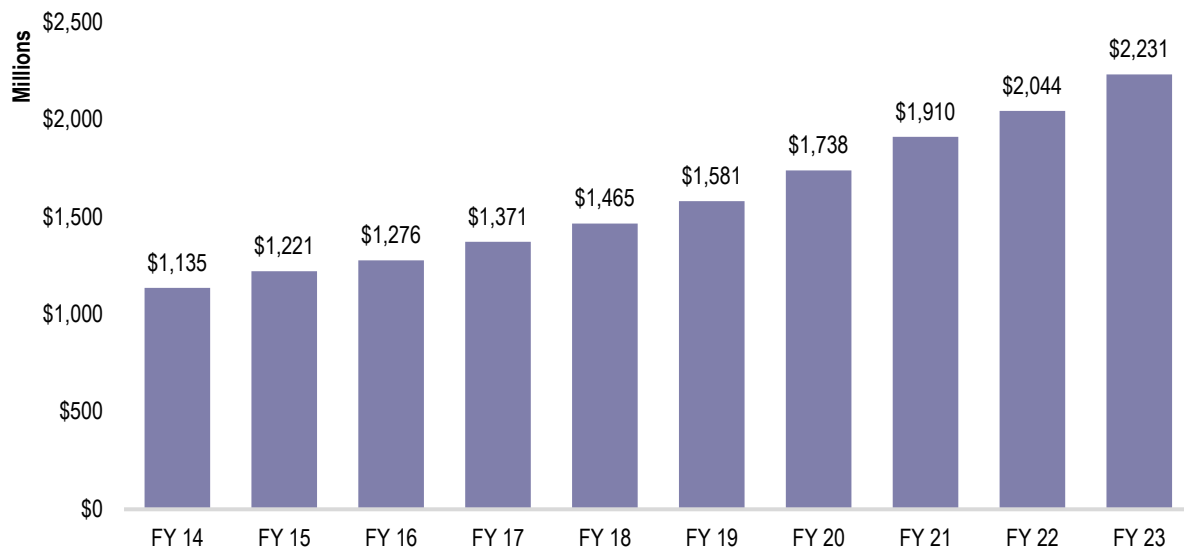


Revenues and Expenditures

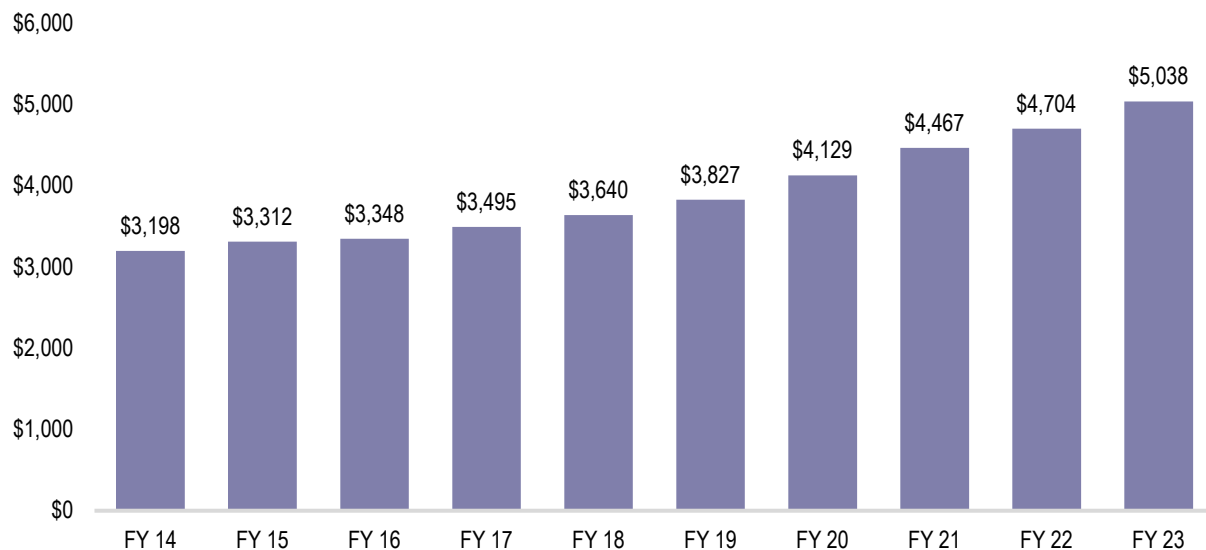
Total General Fund Revenue Budget

General Fund revenue in the FY 2023 Adopted Budget, excluding transfers from other funds and the use of prior year fund balance, is 9.1 percent higher than that in the FY 2022 Adopted Budget. The FY 2023 General Fund revenue budget per capita increased 7.1 percent, or \$335 to \$5,038.

Total General Fund Revenue Budget



Total General Fund Revenue Budget Per Capita¹



¹ Prior-year values of budgeted revenue per capita for years not coinciding with the decennial census are subject to change as estimates of the County's population in those years are updated.

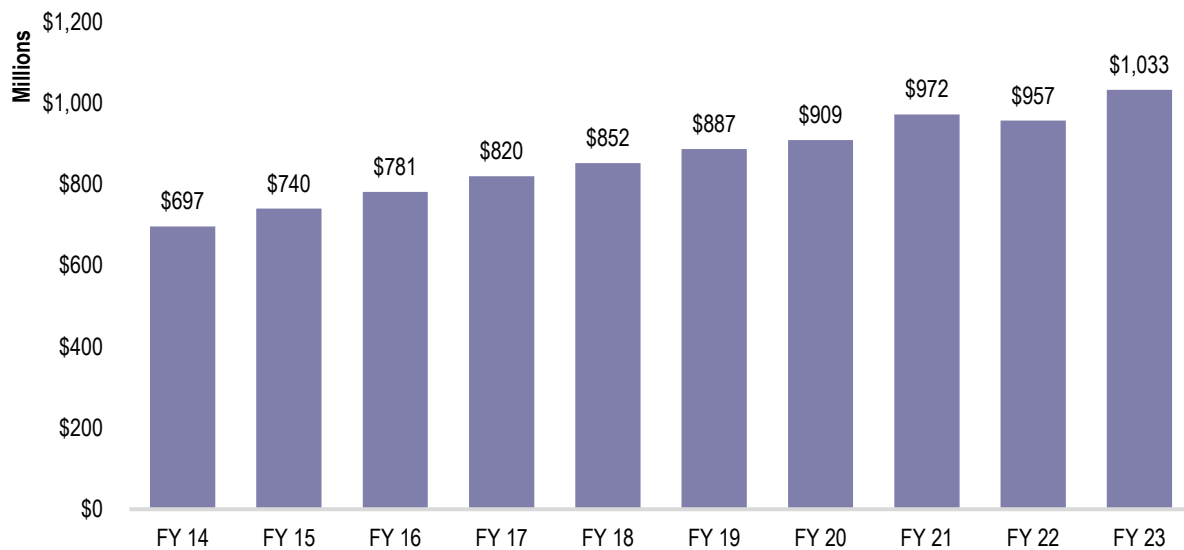


Revenues and Expenditures

Real Property Taxes

The FY 2023 budget for general real property taxes is 7.9 percent higher than the amount budgeted in FY 2022. This is attributable to new construction, strong revaluation, and a Tax Year (TY) 2022 real property tax rate 4.5 cents above the overall equalized rate.¹ The tax on real property is the County's largest revenue source. For FY 2023, budgeted real property tax revenue comprises 46.3 percent of General Fund revenue net of Other Financing Sources (e.g., transfers from other funds and use of prior-year fund balance). For TY 2022, the general real property tax rate is \$0.890 per \$100 of assessed value.

Real Property Tax Budget



¹ The equalized rate is the rate that would generate the same amount of revenue in the subsequent year, excluding any gains from new construction.



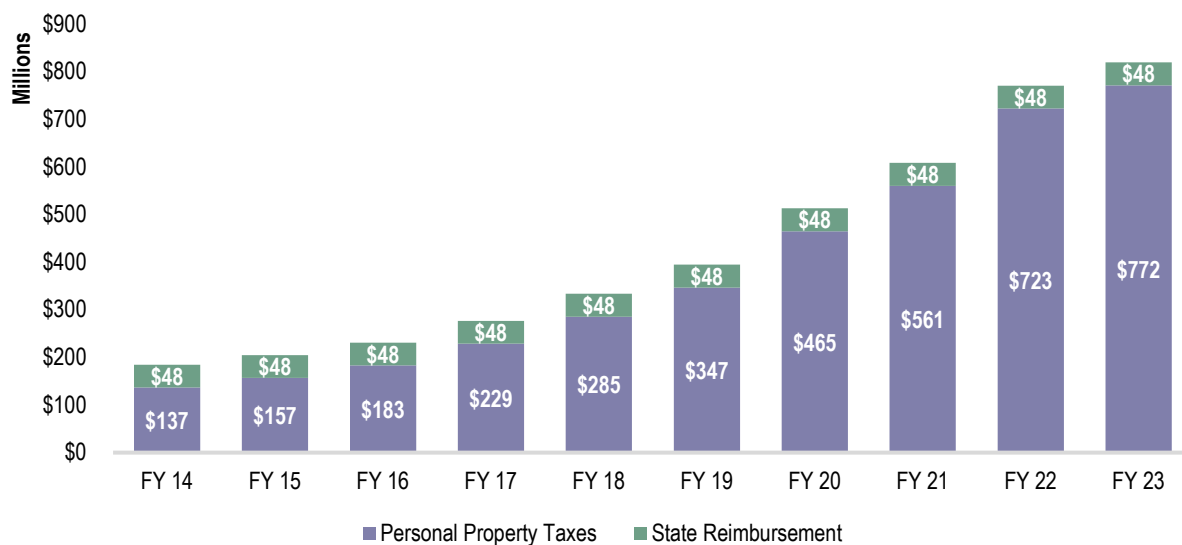
Revenues and Expenditures

Personal Property Taxes

The FY 2023 budget for personal property tax revenue is 6.3 percent higher than the amount budgeted for FY 2022. The chart below includes the State's annual reimbursement to Loudoun for personal property tax relief on personal-use motor vehicles. This reimbursement began in the FY 2001 budget as part of the planned phase out of the personal property tax on personal-use motor vehicles. Beginning in 2006, the State imposed a limit on the phase out of the vehicle personal property tax, capping the annual reimbursement to Loudoun at \$48,070,701. The State's fixed-dollar reimbursement for the vehicle personal property tax has caused Loudoun vehicle owners to realize a smaller percentage discount on their vehicle tax bill (35 percent in calendar year 2020) than is realized by residents in other jurisdictions with slower rates of growth.

The major contributor to the revenue increase shown below is data center development, with the attendant increase in taxable computer equipment. For FY 2023, the budget for computer equipment taxes specifically located in data centers accounts for 70 percent of personal property tax revenue, or \$576 million. The general personal property tax rate has remained at \$4.20 per \$100 of assessed value since 1988; however, the FY 2023 budget anticipates a 5-cent reduction for TY 2023 to \$4.15 per \$100 of assessed value. A full list of personal property tax rates, adopted and historical, can be found in the Revenue Chapter of Volume 1.

Personal Property Taxes¹



¹ The State began providing a partial reimbursement for the personal property tax on personal-use vehicles in 1999. The Personal Property Tax Reduction Act reduced the bill on the first \$20,000 of assessed value per residential vehicle by an increasing amount through 2001, when the reimbursement rate was capped at 70 percent. The County continues to collect 100 percent of the personal property tax on the assessed value of a vehicle that is above \$20,000. Through calendar year 2005, the State reimbursed the County for the revenue lost by the 70 percent personal property tax reduction. The 2004 State General Assembly set a fixed dollar limit on the total reimbursement provided to localities beginning in 2006.

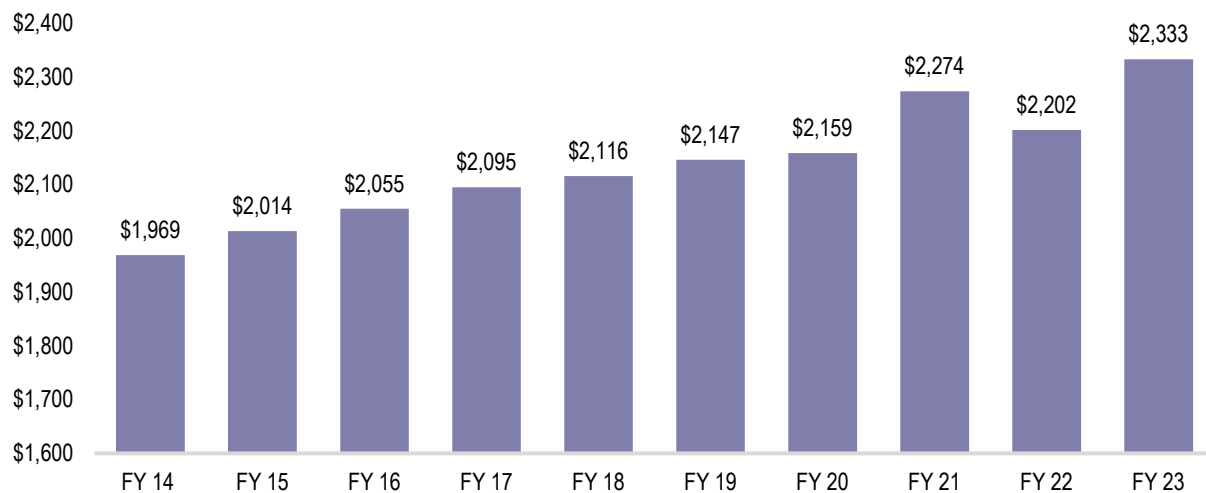


Revenues and Expenditures

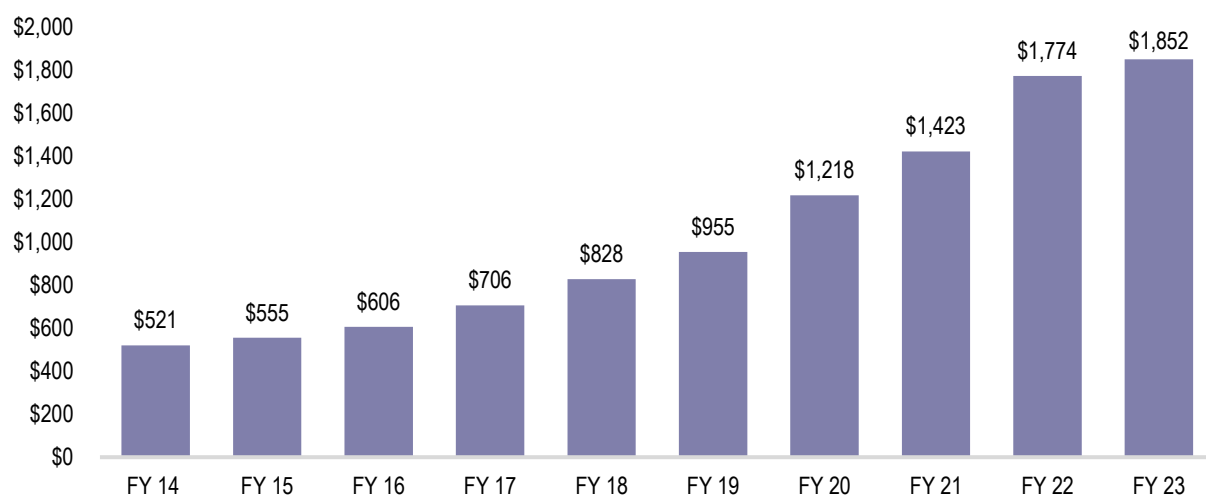
Real and Personal Property Taxes Per Capita¹

The FY 2023 budgeted real property tax revenue per capita increase by \$131 or 6.0 percent to \$2,333. While the FY 2023 budget reflects a reduction in the real property tax rate of nine cents to \$0.89, this rate is 4.5 cents above the overall equalized rate (the rate that would generate the same revenue year-over-year). The FY 2023 budgeted personal property tax revenue per capita, including the State's annual reimbursement for property tax relief, increased by \$78, or 4.4 percent, from FY 2022. As shown in the chart below, personal property tax revenue per capita has steadily grown over the years as Loudoun has become home to more data centers. Computer equipment taxes from data centers are the single largest source of personal property tax revenue at approximately \$590 million in FY 2023.

Real Property Tax Revenue Budget Per Capita



Personal Property Tax Revenue Budget Per Capita



¹ Prior-year values of budgeted revenue per capita for years not coinciding with the decennial census are subject to change as estimates of the County's population in those years are updated.

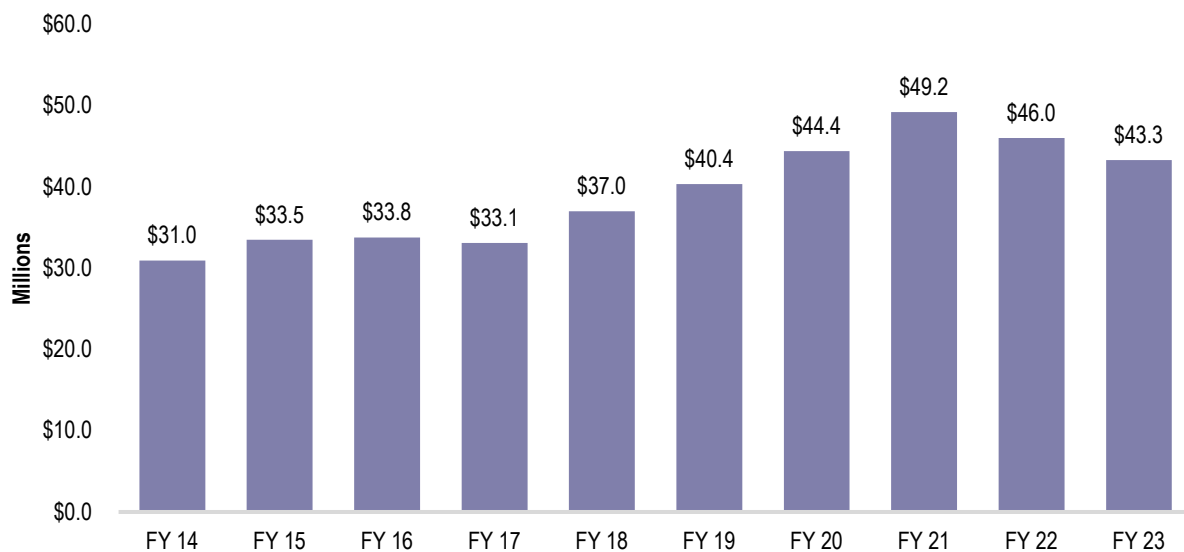


Revenues and Expenditures

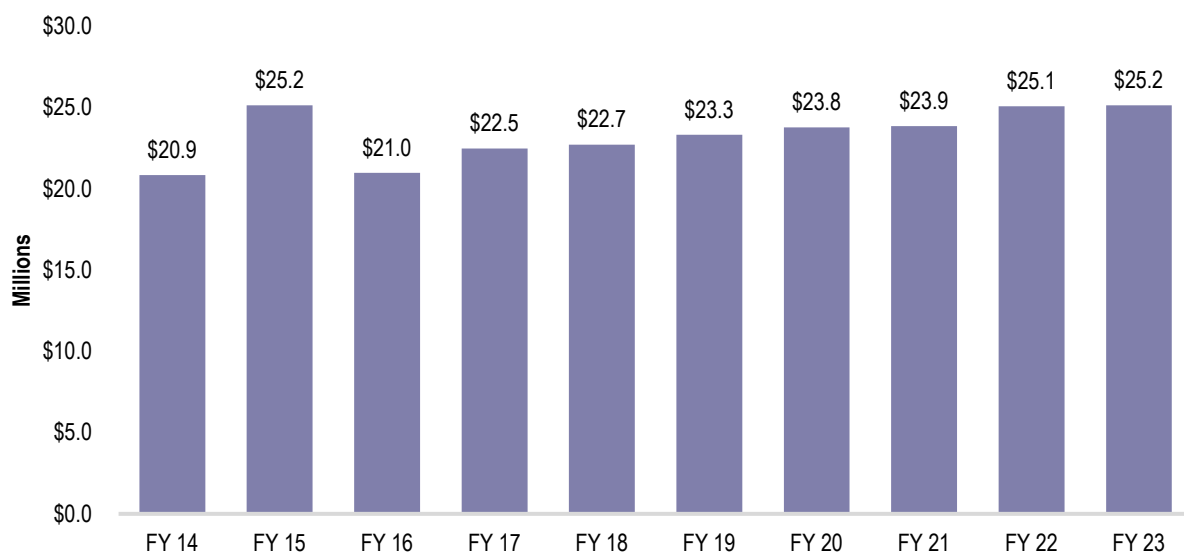
Charges for Services Budget and Permits, Fees, & Licenses Budget

Budgeted revenues shown on this page result from fees charged for services provided (e.g., after school activities, commuter bus service, solid waste disposal, etc.) and from licenses and permits required for certain activities (e.g., land development, dog licenses, building permits, etc.). FY 2023 revenue from charges for services is \$2.7 million lower than budgeted in FY 2022, principally due to anticipated declines in commuter bus fare revenue. To supplement this loss, a transfer of \$4.2 million from the Transportation District Fund is included in the FY 2023 budget. Budgeted revenue from permits, fees, and licenses is fairly consistent with the FY 2022 budget; despite increased fees resulting from the land development fee study, development activity has begun to slow.

Charges for Services Budget



Permits, Fees, & Licenses Budget





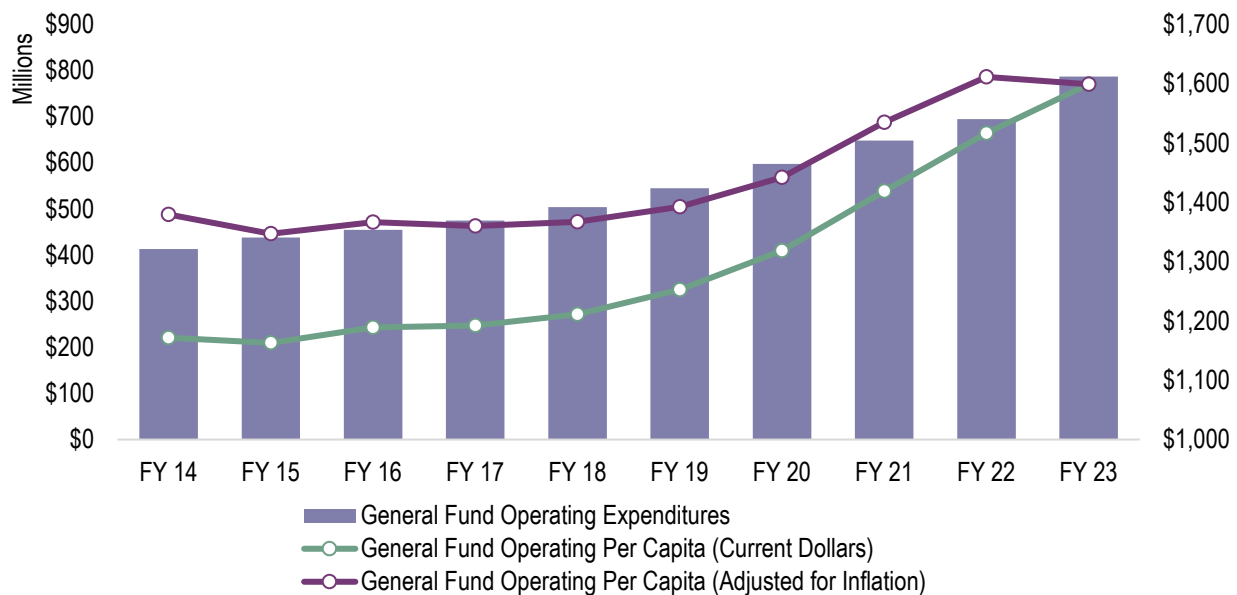
Revenues and Expenditures

General Fund Operating Expenditures Per Capita^{1,2}

Budgeted per capita spending for county government operations (which excludes school spending and transfers to other funds) in constant dollars³ for FY 2023 is estimated to be 6.1 percent higher than its level in FY 2022.

General Government Budgeted Expenditures per Capita

Fiscal Year	General Fund Operating Expenditures ⁴	Current Dollars	2023 Constant Dollars	Percent Change
2014	\$412,823,405	\$1,163	\$1,411	-2.3%
2015	\$438,354,522	\$1,189	\$1,432	1.5%
2016	\$454,436,027	\$1,192	\$1,425	-0.5%
2017	\$475,141,195	\$1,211	\$1,433	0.5%
2018	\$504,249,150	\$1,253	\$1,459	1.8%
2019	\$544,620,325	\$1,319	\$1,511	3.6%
2020	\$597,349,201	\$1,419	\$1,609	6.5%
2021	\$648,623,966	\$1,517	\$1,689	5.0%
2022	\$694,948,678	\$1,599	\$1,676	-0.8%
2023	\$787,099,661	\$1,778	\$1,778	6.1%



¹ Per capita amounts displayed herein may differ from previous budget documents as consumer price indices (CPI) are revised by the Bureau of Labor and Statistics. The amounts presented herein are based on the CPI for all urban consumers for the Washington, D.C. Metropolitan Area with a base period of 1982-84.

² Prior-year values of budgeted expenditures per capita for years not coinciding with the decennial census are subject to change as estimates of the County's population in those years are updated.

³ The term "constant dollars" is an adjusted value of currency to compare values from one period to another.

⁴ As identified in the Appropriations Resolution (Volume 1) for the respective fiscal year as "Initial Appropriations."

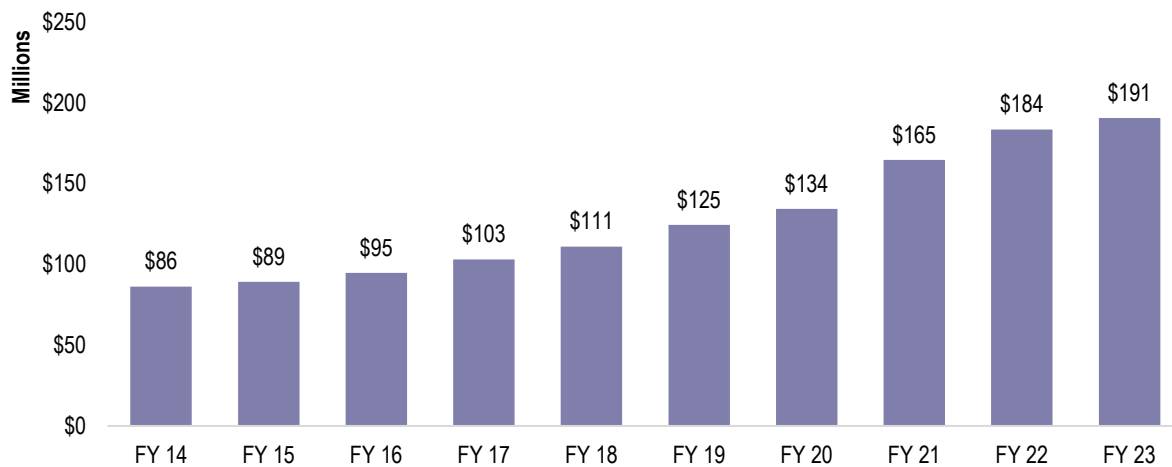


Revenues and Expenditures

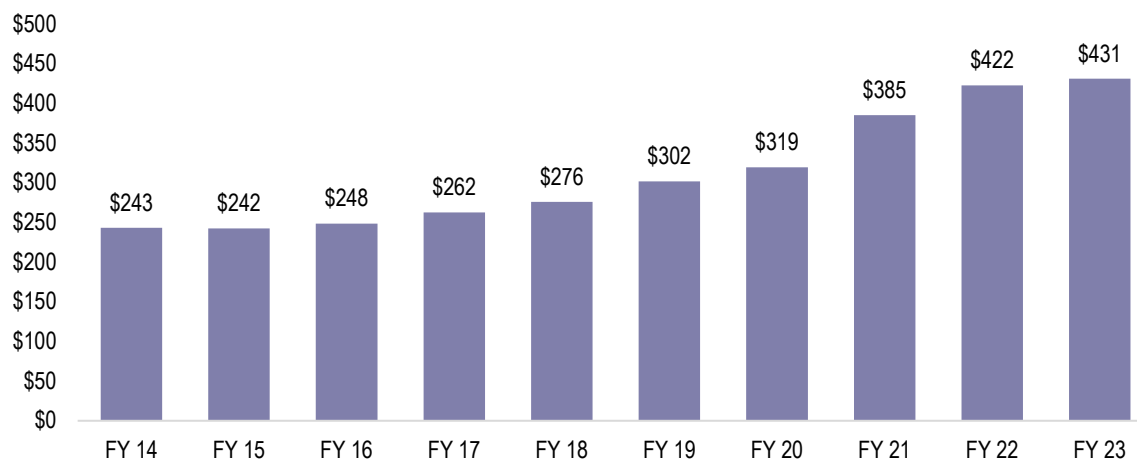
General Government Expenditures¹

General Government includes funding for the offices of the Board of Supervisors, the Commissioner of the Revenue, the County Administrator², the County Attorney, and the Treasurer as well as the departments of Elections and Voter Registration, Finance and Budget, General Services, Human Resources, and Information Technology. Detailed information about the changes for each of these departments can be found in Volume 1 of this document. Budgeted expenditures for these departments are 3.9 percent higher in FY 2023 compared to the amount budgeted in FY 2022. Per capita spending increased 2.0 percent.

General Government Expenditure Budget



General Government Budgeted Expenditures Per Capita³



¹ Reflects the General Fund, State and Federal Grants Fund, Rental Assistance Program Fund, and the EMS Transport Fund.

² Beginning in FY 2021, the Office of Housing moved from the Department of Family Services (Health and Welfare) to the Office of the County Administrator (General Government). Effective March 31, 2022, the Office of Housing was reorganized to the independent Department of Housing and Community Development (Community Development), reducing General Government expenditures by \$14.4 million for FY 2023.

³ Prior-year values of budgeted expenditures per capita for years not coinciding with the decennial census are subject to change as estimates of the County's population in those years are updated.

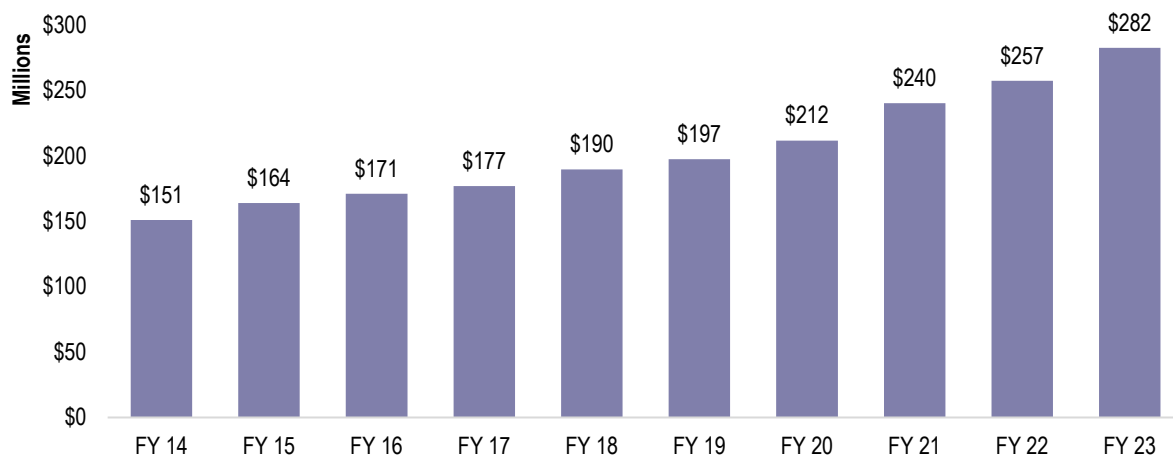


Revenues and Expenditures

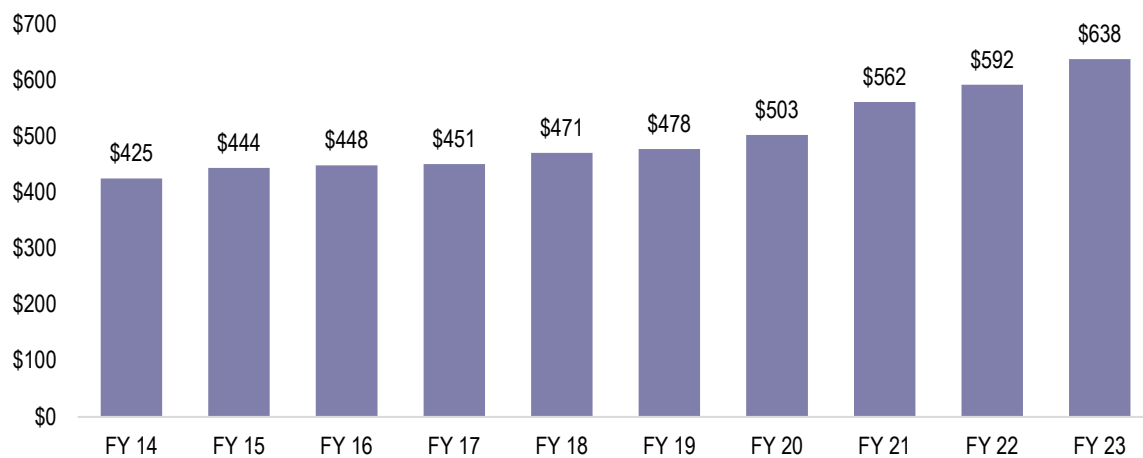
Public Safety and Judicial Administration Expenditures^{1,2}

Public Safety and Judicial Administration includes funding for the offices of the Sheriff and Commonwealth's Attorney and the departments of Juvenile Court Services Unit, Community Corrections, Animal Services, and Fire and Rescue. Detailed information about the changes for each of these departments can be found in Volume 1 of this document. Budgeted expenditures for these departments are 9.7 percent higher in FY 2023 compared to the amount budgeted in FY 2022. Per capita spending increased 7.7 percent.

Public Safety and Judicial Administration Expenditure Budget



Public Safety and Judicial Administration Budgeted Expenditures Per Capita³



¹ Reflects the General Fund, State and Federal Grants Fund, Rental Assistance Program Fund, and the EMS Transport Fund.

² Beginning in FY 2021, the Juvenile Detention Center moved from the Department of Family Services (Health and Welfare) to the Juvenile Court Services Unit (Public Safety), increasing Public Safety expenditures by \$3.4 million.

³ Prior-year values of budgeted expenditures per capita for years not coinciding with the decennial census are subject to change as estimates of the County's population in those years are updated.

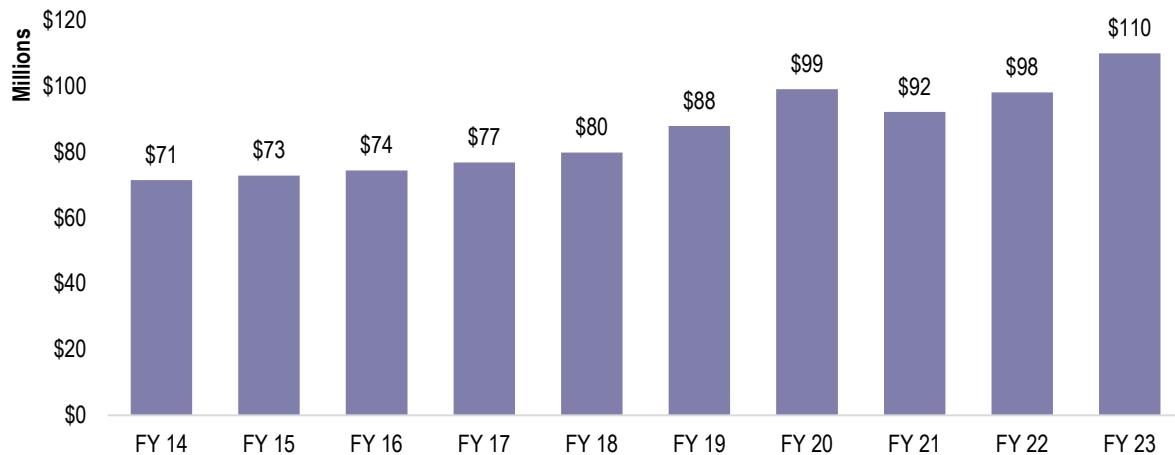


Revenues and Expenditures

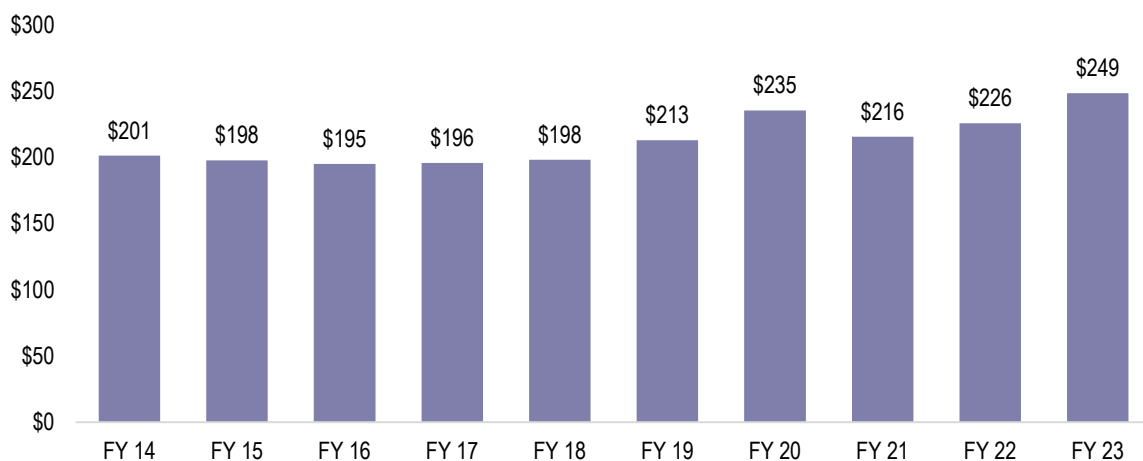
Health and Welfare Expenditures^{1,2}

Health and Welfare includes funding for the departments of Extension Services; Health; Family Services; and Mental Health, Substance Abuse, and Developmental Services. Detailed information about the changes for each of these departments can be found in Volume 1 of this document. Budgeted expenditures for these departments are 12.0 percent higher in FY 2023 compared to the amount budgeted in FY 2022. Per capita spending increased 10.0 percent.

Health and Welfare Expenditure Budget



Health and Welfare Budgeted Expenditures Per Capita³



¹ Reflects the General Fund, State and Federal Grants Fund, Rental Assistance Program Fund, and the EMS Transport Fund.

² Beginning in FY 2021, the Juvenile Detention Center and the Office of Housing moved from the Department of Family Services (Health and Welfare) to the Juvenile Court Services Unit (Public Safety) and the Office of the County Administrator (General Government), respectively. This change decreased Health and Welfare expenditures by \$16.5 million.

³ Prior-year values of budgeted expenditures per capita for years not coinciding with the decennial census are subject to change as estimates of the County's population in those years are updated.

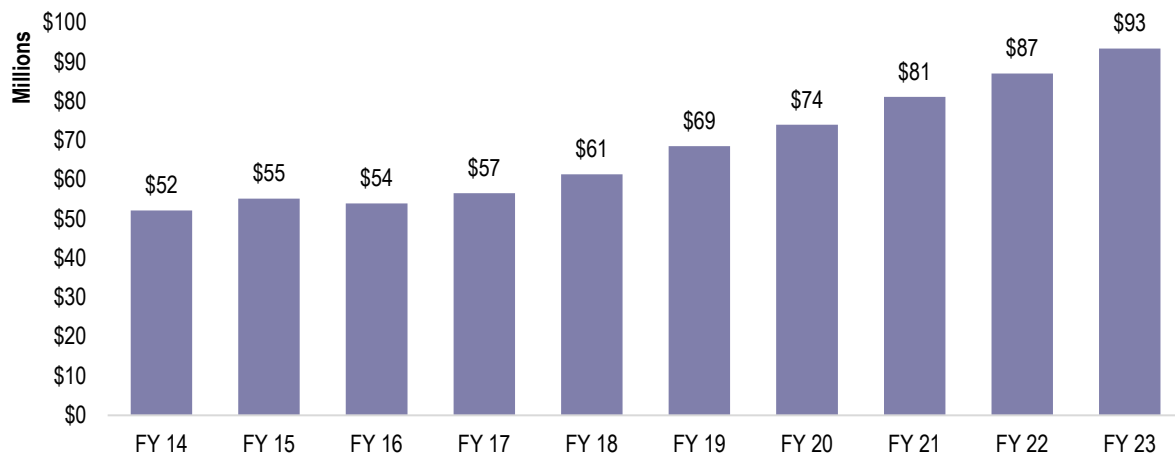


Revenues and Expenditures

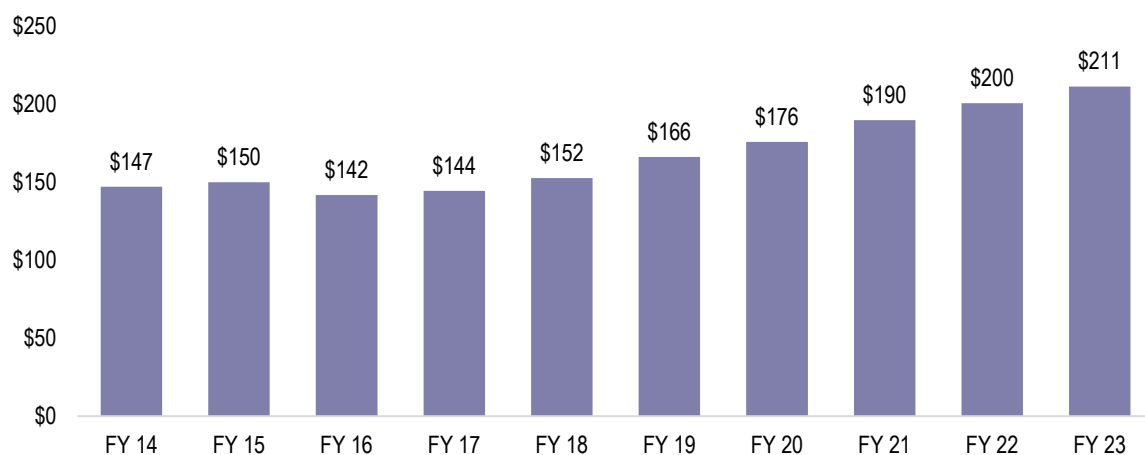
Parks, Recreation, and Culture Expenditures¹

Parks, Recreation, and Culture funding includes funding for the departments of Library Services and Parks, Recreation, and Community Services. Detailed information about the changes for each of these departments can be found in Volume 1 of this document. Budgeted expenditures for these departments are 7.3 percent higher in FY 2023 compared to the amount budgeted in FY 2022. Per capita spending increased 5.3 percent.

Parks, Recreation, and Culture Expenditure Budget



Parks, Recreation, and Community Services Budgeted Expenditures Per Capita²



¹ Reflects the General Fund, State and Federal Grants Fund, Rental Assistance Program Fund, and the EMS Transport Fund.

² Prior-year values of budgeted expenditures per capita for years not coinciding with the decennial census are subject to change as estimates of the County's population in those years are updated.

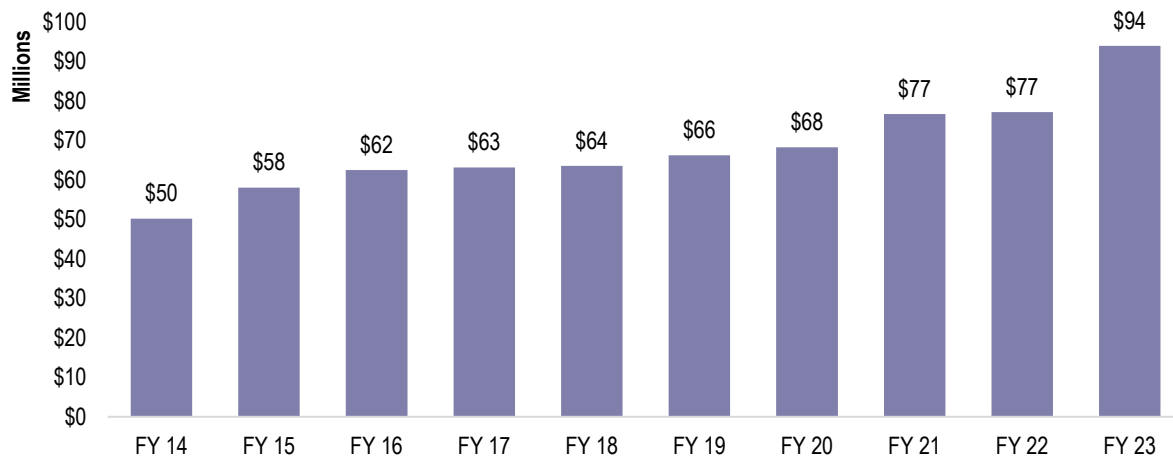


Revenues and Expenditures

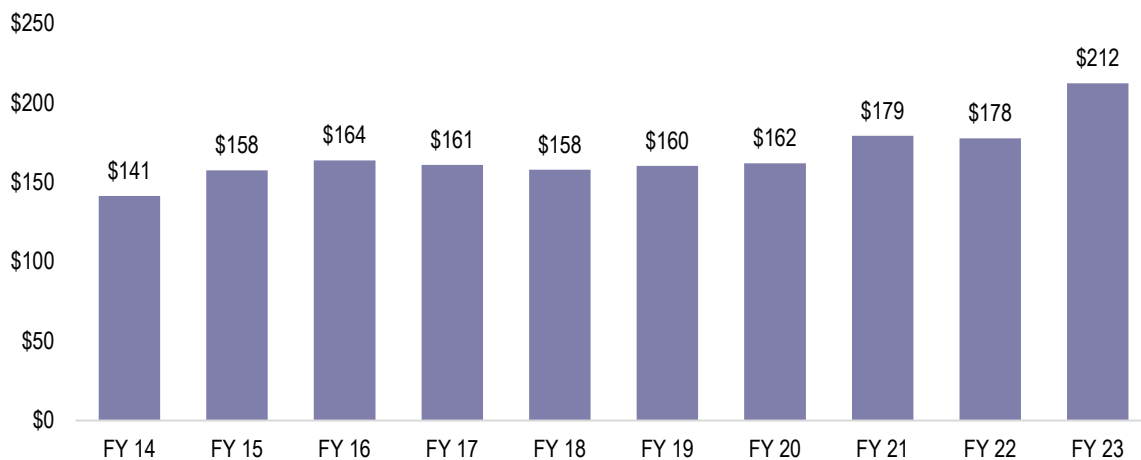
Community Development Expenditures^{1,2}

Community Development funding includes funding for the departments of Building and Development, Economic Development, Mapping and Geographic Information, Planning and Zoning, Transportation and Capital Infrastructure, and Housing and Community Development. Detailed information about the changes for each of these departments can be found in Volume 1 of this document. Budgeted expenditures for these departments are 21.8 percent higher in FY 2023 compared to the amount budgeted in FY 2022. Per capita spending decreased 19.5 percent. These gains are primarily the reflection of the establishment of the Department of Housing and Community Development, which reclassified \$14.4 million of General Government expenditures as Community Development expenditures.

Community Development Expenditure Budget



Community Development Budgeted Expenditures Per Capita³



¹ Reflects the General Fund, State and Federal Grants Fund, Rental Assistance Program Fund, and the EMS Transport Fund.

² Effective March 31, 2022, the Office of Housing was reorganized from the Office of the County Administrator (General Government) to the independent Department of Housing and Community Development, increasing Community Development expenditures by \$14.4 million in FY 2023.

³ Prior-year values of budgeted expenditures per capita for years not coinciding with the decennial census are subject to change as estimates of the County's population in those years are updated.

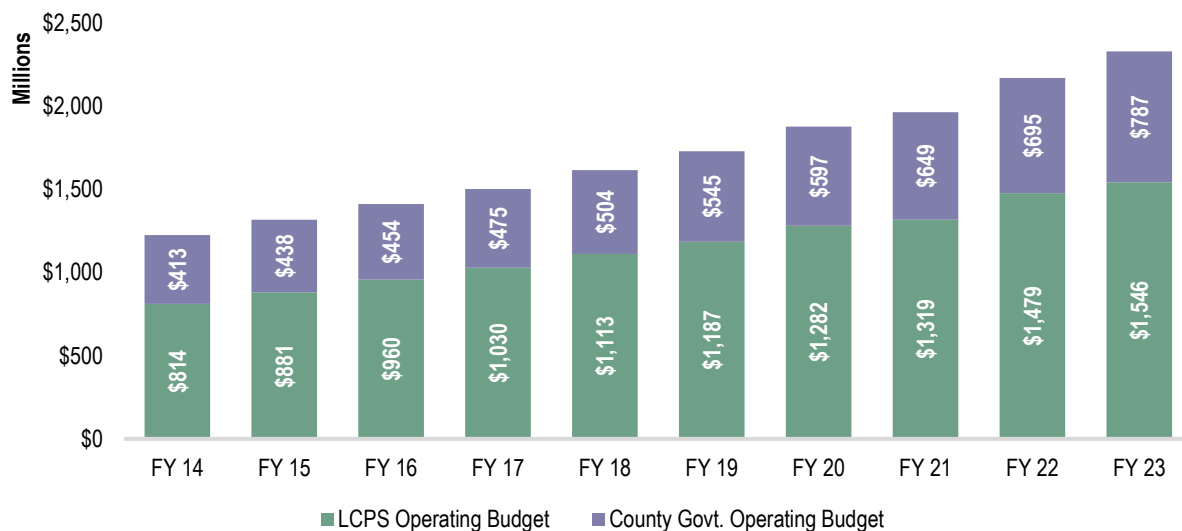


Revenues and Expenditures

County Government and Schools Operating Budget

The County Government's General Fund operating budget for FY 2023 is 13.3 percent higher than FY 2022, while the operating budget for Loudoun County Public Schools (LCPS) increased by 4.6 percent. For the period from FY 2014 through FY 2023 (a ten-year period), the County Government's General Fund operating budget increased at an average annual rate of 7.1 percent while the operating budget for LCPS increased at an average annual rate of 6.9 percent. Over the 10-year period, both budgets have grown by approximately 47 percent.

Fiscal Year	County Government General Fund Budget	LCPS Operating Budget	Total
2014	\$412,823,405	\$813,746,163	\$1,226,569,568
2015	\$438,354,522	\$881,384,233	\$1,319,738,755
2016	\$454,436,027	\$960,191,449	\$1,414,627,476
2017	\$475,141,195	\$1,029,895,621	\$1,505,036,816
2018	\$504,249,150	\$1,113,478,387	\$1,617,727,537
2019	\$544,620,325	\$1,187,317,681	\$1,731,938,006
2020	\$597,349,201	\$1,282,162,892	\$1,879,512,093
2021 ¹	\$648,623,966	\$1,319,089,606	\$1,967,713,572
2022	\$694,948,678	\$1,478,555,712	\$2,173,504,390
2023	\$787,099,661	\$1,545,949,152	\$2,333,048,813



¹ Not shown in the table is the \$60 million reserved as part of the adoption of the FY 2021 budget. This \$60 million was withheld from the transfer to LCPS in anticipation of potential revenue shortfalls that would result from the pandemic.



Revenues and Expenditures

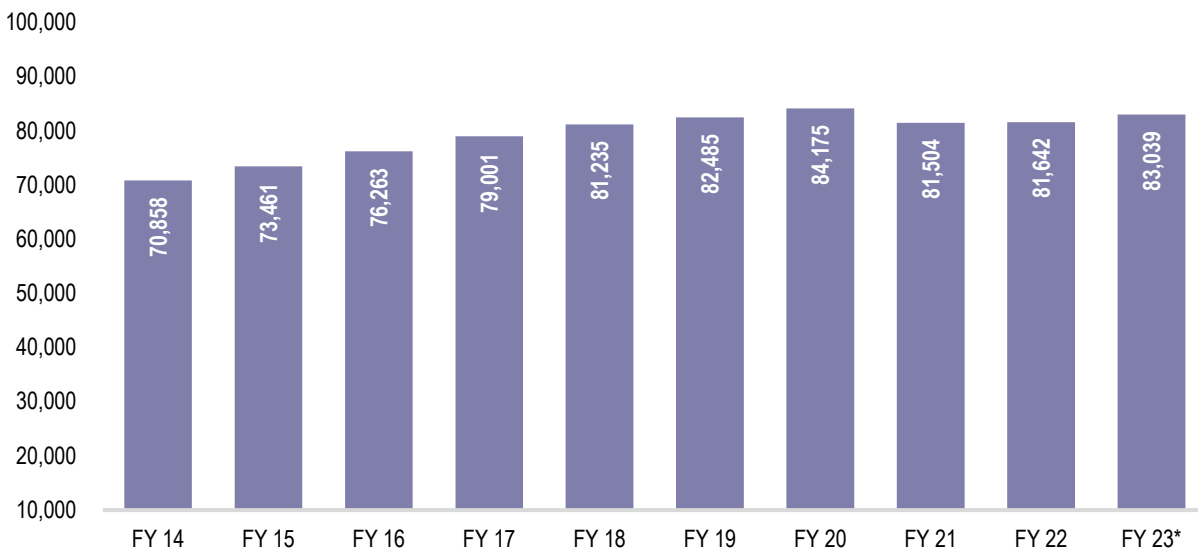
Loudoun County Public School Student Enrollment

Public school enrollment has increased steadily, but the rate of growth is moderating from the rapid rates of the past decade. In FY 2022, actual enrollment was approximately 2,500 fewer students than in FY 2020 (pre-pandemic). Student enrollment is projected to increase 3.5 percent in FY 2023, accounting for typical growth patterns and students returning to the public school system. Student enrollment figures are reported as of September 30th of the fiscal year (e.g., September 30, 2020 for FY 2021).

Fiscal Year	Enrollment	% Change
FY 2014	70,858	3.8%
FY 2015	73,461	3.7%
FY 2016	76,263	3.8%
FY 2017	79,001	3.6%
FY 2018	81,235	2.8%
FY 2019	82,485	1.5%
FY 2020	84,175	2.1%
FY 2021	81,504	(3.2%)
FY 2022	81,642	0.2%
FY 2023 ¹	83,039	3.5%

School System Student Enrollment¹

Source: Loudoun County Superintendent's Estimated Needs FY 2023.



¹ Amounts for FY 2023 reflect forecasted school system enrollment.

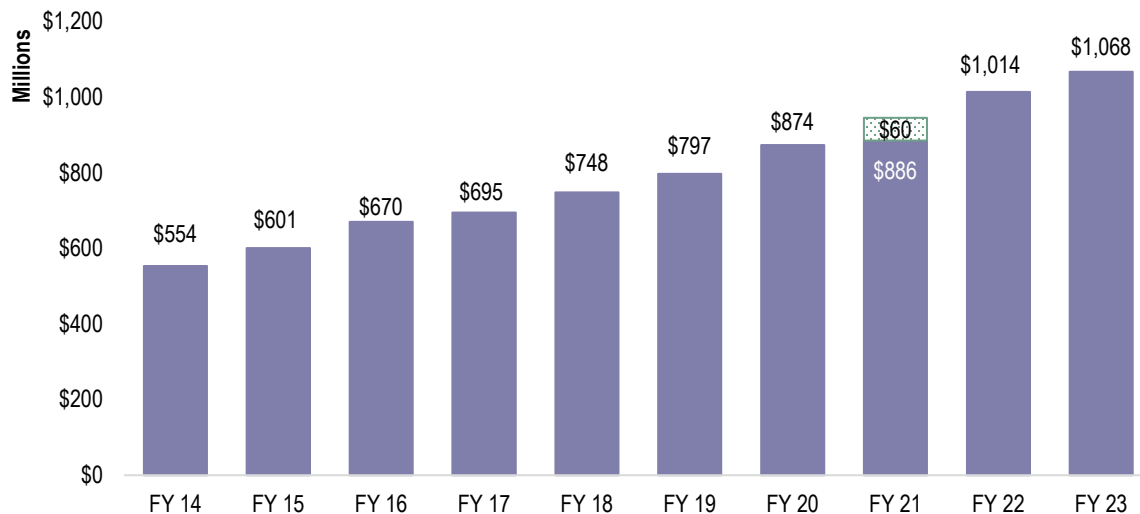


Revenues and Expenditures

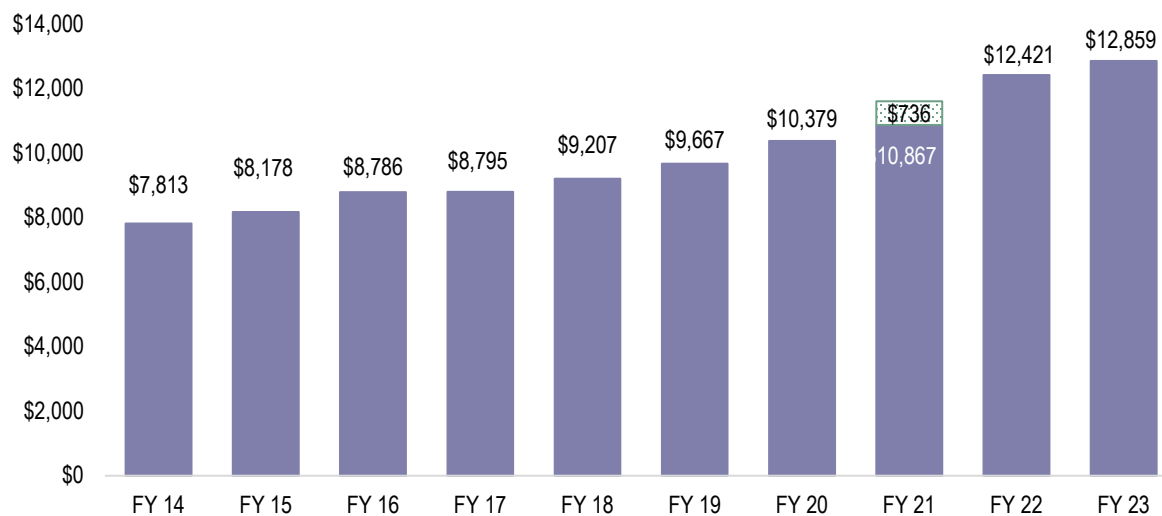
General Fund Transfer to Schools^{1,2}

For FY 2023, the General Fund transfer to the schools will increase 5.3 percent compared to the FY 2022 Adopted Budget. The FY 2023 budgeted transfer per pupil represents a 3.5 percent increase from \$12,421 to \$12,859. The per pupil estimates presented below are skewed by the negative impacts of the COVID-19 pandemic on student enrollment in FY 2021 and FY 2022, such that the growth in the transfer is greater than the growth in student enrollment.

General Fund Budgeted Transfer to Schools



General Fund Budgeted Transfer to Schools Per Pupil



¹ The annual transfer amounts include funds for Other Post-Retirement Employee Benefits (OPEB).

² The FY 2021 Adopted Budget included a \$60 million reserve for LCPS in anticipation of revenue shortfalls arising from the COVID-19 pandemic. This is shown in the charts as a shaded bar to indicate what the values would have been absent the reserve.



Revenues and Expenditures

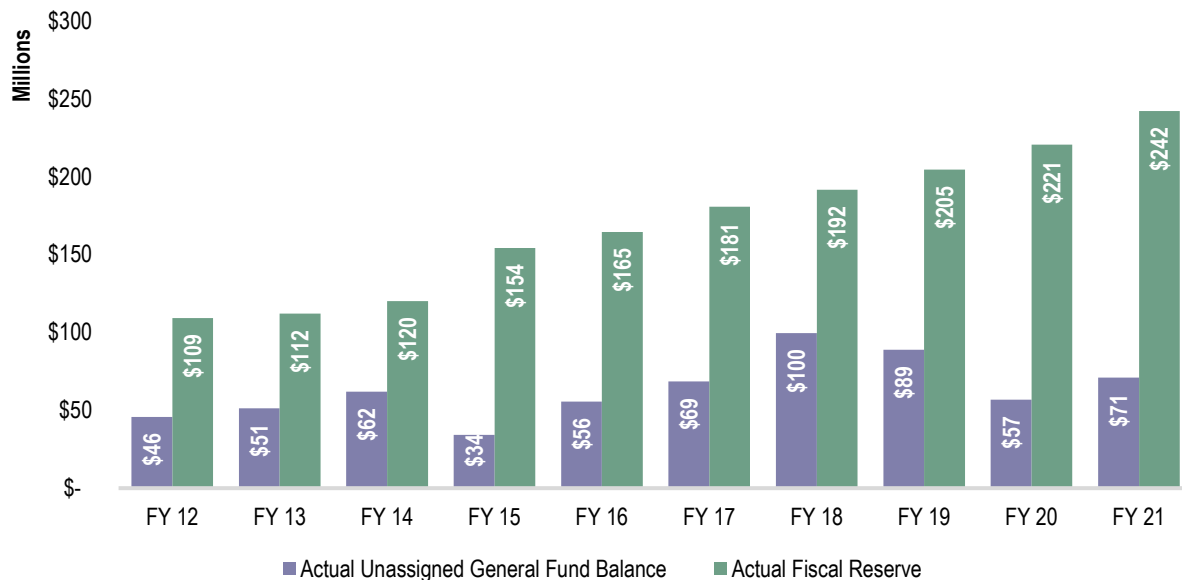
Fiscal Reserve and Unassigned General Fund Balance

In FY 1994, the Board established the County's fiscal reserve and adopted a policy that the General Fund Balance designed as "committed" will always be maintained at a minimum of 10 percent of operating revenues in the General Fund¹ and School Funds. The fiscal reserve is the largest component of Committed General Fund Balance. The value of the fiscal reserve continues to increase as County and School revenues increase.

Unrestricted/unassigned General Fund balance represents unspent funds in the General Fund at the end of the fiscal year that are not reserved or designated for a specific purpose by the Board of Supervisors. A positive fund balance occurs when actual revenue for a fiscal year exceeds budgeted revenue or actual expenditures are less than the budgeted expenditures (or both). Unassigned General Fund Balance for years FY 2016 through FY 2019 were in part the result of \$30-45 million in positive revenue variances in business personal property taxes (BPPT) on computer equipment. The lower value of unassigned General Fund Balance for FY 2020 reflects the early impacts of the COVID-19 pandemic on revenues such as recreation charges and development permits as well as a deliberate attempt to better capture BPPT revenue from computer equipment during the budget process. The FY 2020 budget variance for BPPT revenue from computer equipment was just \$7 million.

Fiscal Reserve and Unassigned General Fund Balance

Source: Comprehensive Annual Financial Reports. See "Notes to Financial Statements."



¹ Operating revenue for the General Fund excludes one-time revenue from the sale of County assets, if any, during a fiscal year. Operating revenue for a fiscal year appears as Total Revenue in the General category in Exhibit V of the Comprehensive Annual Financial Report for that year. The Comprehensive Annual Financial Report may be accessed at <http://www.loudoun.gov/CAFR>.

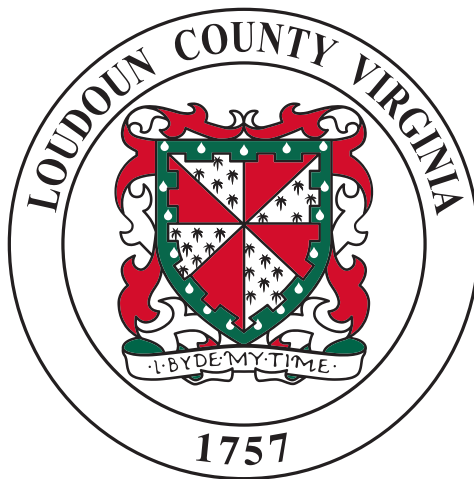


Glossary and Index

FY 2023 Adopted Budget

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Glossary of Terms

501(c)3	Exempt tax status afforded to nonprofit organizations meeting certain criteria.
Accrual Basis of Accounting	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.
Actual(s)	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.
Adjusted Gross Income	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."
Adopted Budget	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.
Annual Budget	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.
Annual Comprehensive Financial Report (ACFR)	This official annual report, prepared by the Department of Finance and Budget, presents the status of the County's finances in a standardized format. The ACFR 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.
Appropriation	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.
Appropriation Resolution	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.
Assess	To place a value on property for tax purposes.
Assessed Valuation	The appraised value of property for purposes of property taxation. The assigned valuation covers real and personal property at 100 percent valuation.
Assessment	A charge of money collected by the government from people or businesses for public use.
Asset	Owned resources, possibly held by Loudoun County, which have a monetary value.
Audit	A formal examination of an organization's or individual's accounts or financial situation.



Glossary

Basis Point	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.
Balanced Budget	A financial plan in which total expenditures equal total revenue and/or fund balance.
Base Budget	The cost of continuing existing levels of service in the upcoming budget year.
Benchmark	A factor or standard used to assess the effectiveness of a service or program in comparison with other organizations or jurisdictions.
Bond	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.
Bond Rating	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.
Budget	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.
Budget Calendar	Schedule of key dates which a government follows in the preparation and adoption of the budget.
Business, Professional, and Occupational License (BPOL)	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.
Capital Asset Replacement Fund	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.
Capital Expenditures	Expenditures on all fixed assets with a value greater than \$10,000 and an expected life of 5 years or more.
Capital Facilities	Fixed assets, primarily buildings, acquired or constructed by the County.
Capital Improvement Program	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.
Capital Outlay	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.



Glossary

Carryover Funds	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.
Children's Services Act for At-Risk Youth (CSA)	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.
Code of Virginia	The titles, chapters, articles, and sections of this Code contain the laws of the State.
Codified Ordinance	Regulation related to a specific code, such as the Code of the Commonwealth of Virginia.
Comprehensive Annual Financial Report (CAFR)	See Annual Comprehensive Financial Report (ACFR).
Constituent	A resident in an electoral district.
Constitutional Officers	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.
Contractual Services	Services rendered to a government by private firms, individuals, or other governmental agencies.
County Seat	An administrative center of a community. Leesburg is the County Seat of Loudoun County.
County Zoning Map	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.
County Zoning Ordinance	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.
Debt	An obligation resulting from the borrowing of money.
Debt Service	Funding as defined by the State Auditor of Public Accounts that finances and accounts for the payment of principal and interest on bonds.
Department	Basic organizational unit of the County government which is functionally unique in its service delivery responsibilities.
Depreciation	Expiration in the service life of capital assets attributable to wear and tear, deterioration, action of the physical elements, inadequacy, or obsolescence.
Division	Major organizational subunits.



Glossary

Emergency Operations Center (EOC)	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.
Encumbrance	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.
Enhancement	“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.
Enterprise Funds	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.
Equalization	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.
Expenditures	Decreases in net financial resources not properly classified as other financing uses.
Facilities Standards Manual	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.
Fiduciary Fund	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.
Fiscal Impact Model	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.
Fiscal Policy	A statement of the guidelines and goals that will influence and guide financial management practices.
Fiscal Trends	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.
Fiscal Year	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.



Glossary

FTE	Full-Time Equivalent, considering all full-time and part-time staff positions. Each full-time position working at least 1,950 hours per year is counted as one FTE. For part-time positions, one FTE consists of a cumulative 1,950 work hours per year.
Fund	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.
Fund Balance	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.
Fund Type	A group of funds that have similar activities, objectives, or funding sources as defined by the State Auditor of Public Accounts.
GAAP	An acronym for Generally Accepted Accounting Principles, this term refers to uniform minimum standards for financial accounting and recording.
General Fund	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.
General Obligation Bond Financing	General Obligation bonds are approved by voter referendum and carry the full faith and credit of Loudoun County.
General Plan	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.
Geographic Information System (GIS)	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.
Goals	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").
Grant	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.
Intergenerational Equity	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.



Glossary

Intergovernmental Revenue	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.
Landfill Fee Waiver	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.
Lease Purchase	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.
Levy	The imposition of taxes for the support of government activities.
Liabilities	Obligations incurred in past or current transactions requiring present or future settlement.
Liquidity	Funds consisting, or capable, of ready conversion into cash.
Local Gasoline Tax	This is a 7.6 cent per gallon 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).
Local Tax Funding	Represents funds that the Board of Supervisors may allocate from general tax revenues to supplement revenues received by a program.
Long-Term Debt	Debt with a maturity of more than one year after the date of issuance.
Merit Increase	An increase in an employee's base salary granted based on meeting certain performance standards and approval by the Board.
Mission Statement	A written description stating the purpose of an organizational unit (department or agency) and its function.
Modified Accrual Basis of Accounting	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.
Non-Revenue Receipt	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.
Object Classification	A grouping of expenditures on the basis of goods or services purchased, such as personal services, materials, supplies, equipment, etc.
Objective	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%").



Glossary

Obligation	A future expenditure requirement incurred by voluntary agreement or legal action.
Overlapping Debt	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.
Overmatch	The amount of local tax funding over and above the amount required to leverage federal and state grant revenue.
Parcel Mapping	The process of producing maps of land parcels in the County. These parcels serve as units for assessing taxes.
Pay-As-You-Go	A term used to describe the practice of financing certain capital expenditures using current revenue as opposed to borrowing.
Performance Measures	Data collected to assess a program's progress toward achieving established objectives and goals.
Personal Property	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.
Policy	A high-level overall plan embracing the general goals and acceptable procedures of the governing body.
Private Contributions/Donations	These donations are usually from private citizens, typically one-time, non-recurring donations of cash or property.
Proffer	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.
Program	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.
Property Tax Rate	The rate of taxes levied against real or personal property expressed as dollars per \$100 of assessed valuation of the property taxed.
Proposed Budget	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.
Proprietary Fund Types	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.



Glossary

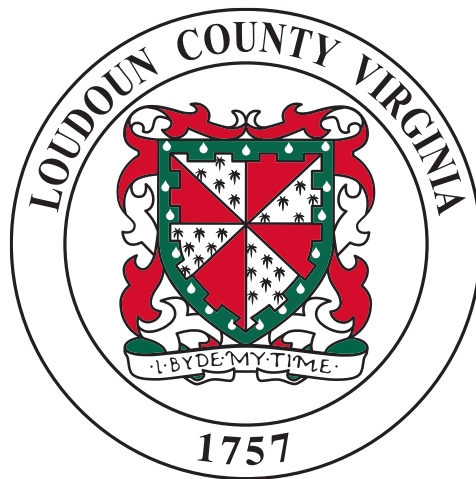
Prorate Tax System	A system in which taxes are assessed proportionally during the year.
Public Service Property	Property specifically designated for public service use, as determined by the State Corporation Commission. This category includes designated real property, such as land and buildings and other property, such as computers, copiers and cash registers.
Rating Agencies	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.
Real Property	Real estate, including land and improvements (building, fencing, paving), classified for purposes of tax assessment.
Referendum	The principle or practice of submitting to popular vote a measure passed on or proposed by a legislative body or by popular initiative.
Regional Organization	Organizations to which the County is either a member or contributes as a funding source.
Resolution	A formal expression of opinion will, or intent voted by an official body or assembled group.
Revenue	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).
Revolving Loan Fund	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.
Rollback taxes	Amount of the difference between the taxes calculated for a property with and without the exemption for the previous five years.
Short-Term Debt	Debt with a maturity of less than one year after the date of issuance.
Special District	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 Route 28 Special Improvement District and the Metrorail Service District.
State/Federal Grant Fund	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.
State Compensation Board	A State Board that determines the rate of State funding toward the total cost of office operations for Constitutional Officers.
Step Increase	An increase in base salary from the dollar amount of one step to the dollar amount of the next higher step on a grade and step pay plan. A step increase typically occurs due to a merit increase, which is approved by the Board.
Task Force	A group of individuals organized to discuss and research a particular topic. Task forces are often used as advisory groups on a given topic.



Glossary

Tax Base

The aggregate value of taxed items. The base of the County's real property tax is the market value of all real estate in the County. The base of the personal property is the market value of all automobiles, trailers, boats, business equipment, etc., which are taxed as personal property by the County. The tax base of a sales tax is the total volume of taxable sales.





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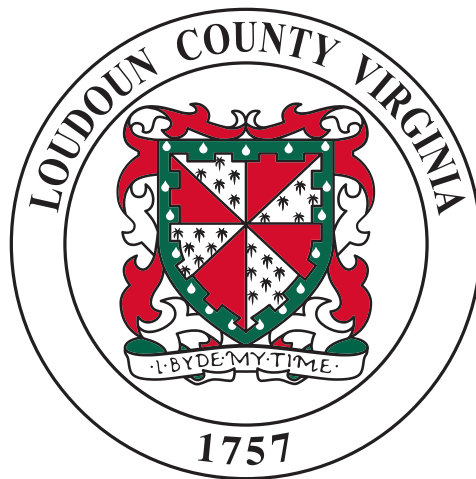


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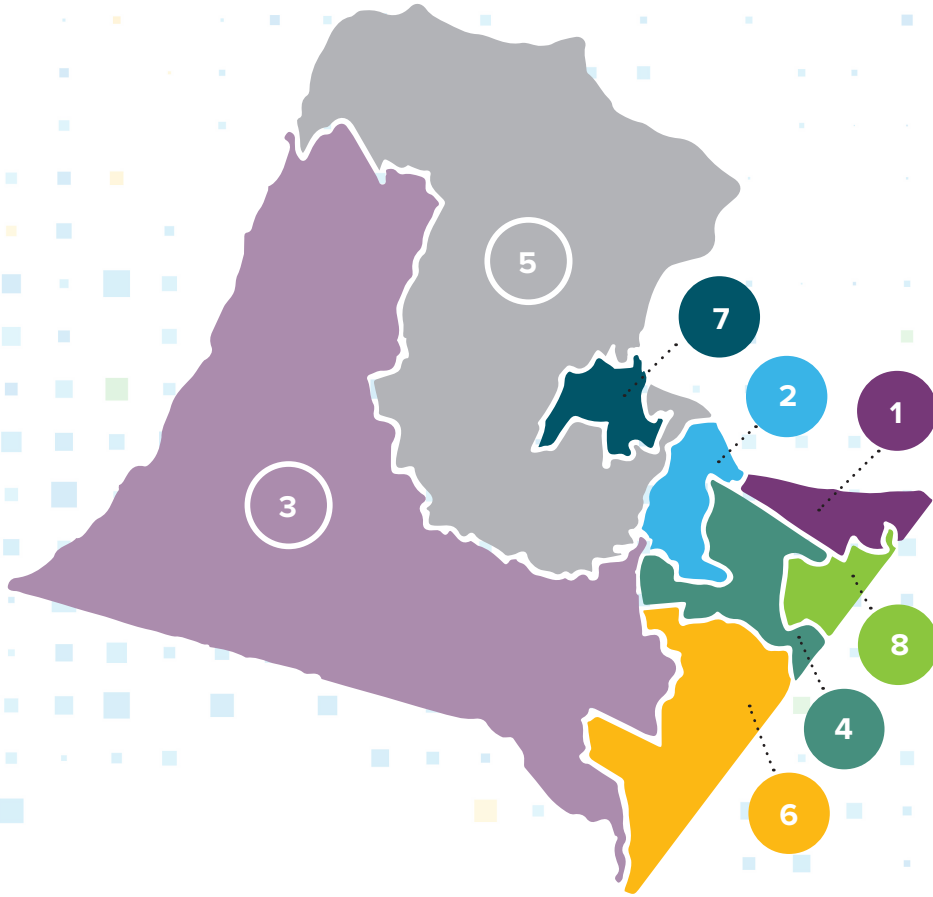
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LOUDOUN COUNTY

CURRENT ELECTION DISTRICTS



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



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. Umstatter, 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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