

Loudoun County

VIRGINIA

FY 2024

ADOPTED BUDGET / Vol. 2

LOUDOUN COUNTY, VIRGINIA



Loudoun County Board of Supervisors

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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, 2022. 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, 2022

Christopher P. Morill

Executive Director

Loudoun County Board of Supervisors' Vision

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



History of Loudoun County

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

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

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

During the War of 1812, Loudoun County served briefly as a temporary refuge for the President and important state papers. The Constitution and other state papers were brought to Rokeby, near Leesburg, for safe keeping 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 stable 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.

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



County Profile

Loudoun County is 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 by 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 telecommunications, information, and airline companies are located in the County. Known for its outstanding public school system, the County provides its residents with suburban and rural living.

County Facts

County Population ¹	448,961	Land Area (square miles)	520
Per Capita Personal Income ²	\$90,254	Unemployment Rate ³	2.4%
Median Household Income ²	\$153,506	Total Employment ³	180,152
Public School Enrollment ¹	83,061	New Commercial Permits ³	7,877,745 sf.
Cost Per Pupil ⁴	\$19,903	New Residential Use Permits ³	2,305 unit
County & School FTE ⁴	18,216.03	Office/Industrial Vacancy Rate ³	3.2%

Top 10 Real Property Owners (2023 value)	Percent of Tax Base*	Top 10 Employers (2022)
Digital Loudoun 3 LLC	1.0%	Loudoun County Public Schools
C1 Northern Virginia – Sterling V LLC	0.7%	Loudoun County Government
Digital Loudoun Pkwy Ctr North LLC	0.6%	U.S. Department of Homeland Security
Equinix R P II LLC	0.5%	INOVA Health System
Aligned Energy Data Centers IAD Propco LLC	0.5%	Verizon
Kaveh Ventures LLC	0.5%	United Airlines, Inc.
QTS Shellhorn, LLC	0.5%	Northrop Grumman
NTT Global Data Centers VA LLC	0.4%	Amazon
C1 Northern Virginia – Sterling IX LLC	0.4%	Raytheon Technologies
Fox Properties	0.4%	Walmart

*Excludes public service company properties.

¹ Forecast Calendar Year 2024.

² Calendar Year 2021.

³ Calendar Year 2022.

⁴ Preliminary as of February 2023 (FY 2024 LCPS Adopted Budget Executive Summary, available: <https://www.lcps.org/Page/248507>). At the time of printing LCPS budget reconciliation for FY 2024 was not complete.



Projected FY 2024 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

Public Safety and Judicial Administration

Number of emergency incidents 36,600

Number of Emergency Medical Service hospital transports 17,200

Number of non-emergency calls 173,900

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 Community Center visits 400,000

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 400



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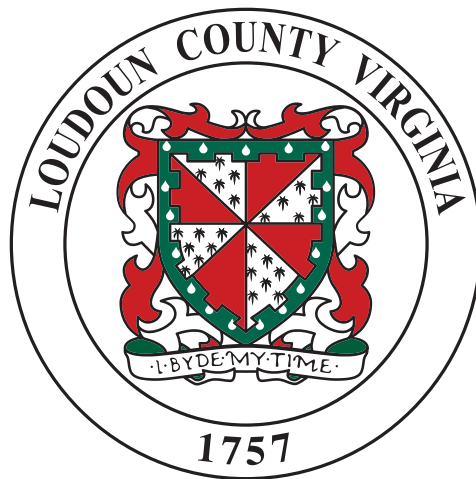
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Capital Improvement Program Executive Summary

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Guide to the FY 2023 – FY 2028 Amended 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 2024 budget process represents the second year of the biennial period, also called an Amendment Year, for the current six-year 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 2024. The FY 2025 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 2024 Adopted CIP abides by all County fiscal policies and debt ratios. Projects approved for FY 2024 will receive funding appropriations as part of the FY 2024 Adopted Budget; projects proposed for the FY 2025 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 pertinent information in an easy-to-read format.

Capital Budget Development Calendar

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

Summary of CIP

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

Structure of this Document

Previously Authorized and Future Projects



Guide to the FY 2023 – FY 2028 Amended CIP

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

Projects

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

County Projects

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

Transportation Projects

These projects include preliminary engineering, right-of-way acquisition, utility relocation, and construction of roads, interchanges, roundabouts, 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.



Guide to the FY 2023 – FY 2028 Amended CIP

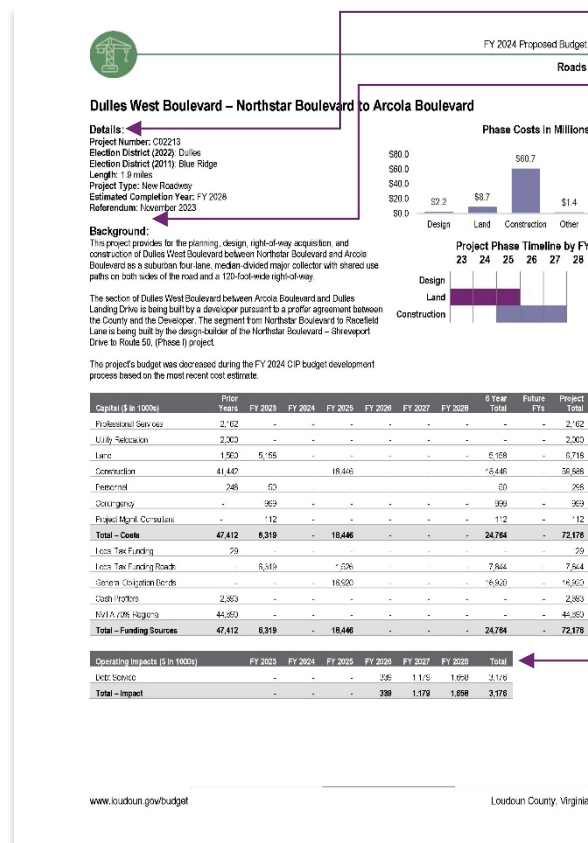
School Projects

These projects include design and construction funding for Loudoun County Public Schools (LCPS). The LCPS CIP is adopted by the School Board and recommended for approval by the Board of Supervisors. The School 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 2011 and 2022 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

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 Amended CIP

Definitions

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

- **Planning:** Includes activities, such as initial scoping, high-level cost, and schedule estimation, that occurs prior to a project beginning design
- **Design:** Preliminary and final design of the facility or improvements are programmed in the financial table in the professional services budget line
- **Land:** Acquisition of land and right-of-way and utility relocations
- **Construction:** Site preparation and construction of the improvement
- **Furniture, Fixtures, and Equipment (FF&E):** Purchase of furniture, equipment, and fire apparatus (for fire stations) related to the opening and initial operation of the facility
- **Other:** Transfer of payments to other entities, 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 2024 Adopted CIP. During the FY 2024 budget development process, staff considered the factors within project estimates, and reviewed economic data, including regional construction indices, to determine if the inflation factors being used when developing capital project estimates were sound. Projects that were re-estimated during the FY 2024 budget development process include planning contingencies ranging from 5 to 40 percent to account for uncertainty in the market, rather than inflation escalators. These planning contingency percentages are based on knowledge of the market, experience with similar projects, and understanding of the parameters of that specific project. Staff will continue to monitor the project costs and will adjust the escalation and contingency amounts for the production phases in future budget development processes.

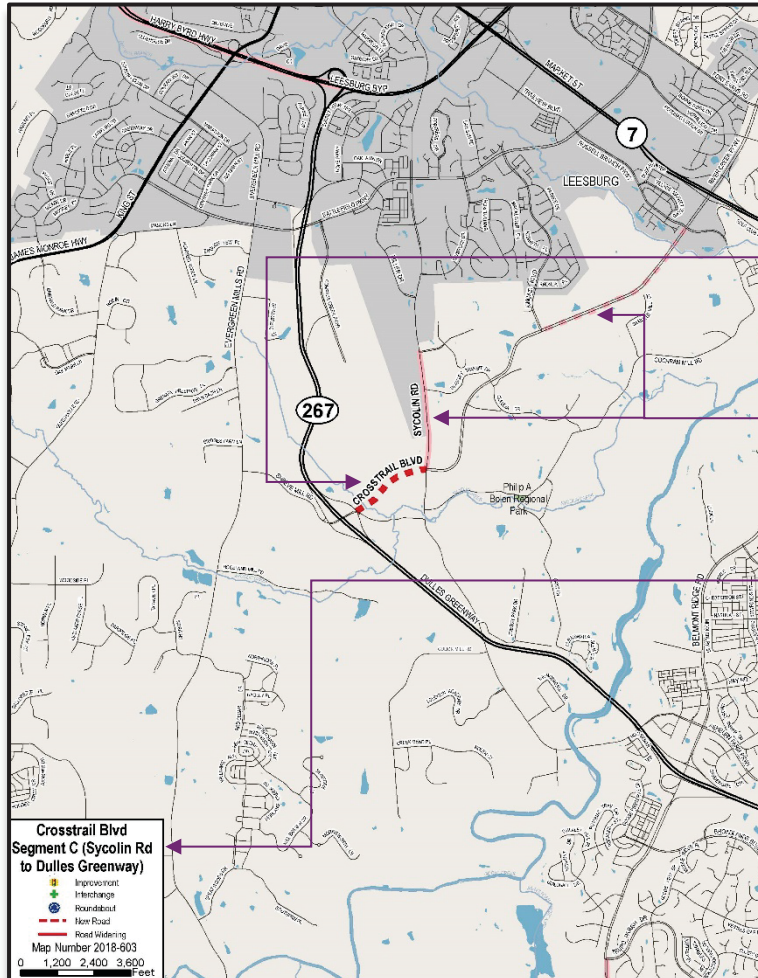
Project Phase	Inflation Factor	Project Phase	Inflation Factor
Planning	Up to 3.5%	Furniture, Fixtures, and Equipment	Up to 5%
Design	Up to 3.5%	Owner Costs	Up to 3.5%
Land Acquisition	Up to 5%	Personnel	3%
Utility Relocation	Up to 5%	Operations and Maintenance	1%
Construction	Up to 5.5%		
Project Contingency	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 Amended CIP

Transportation Maps

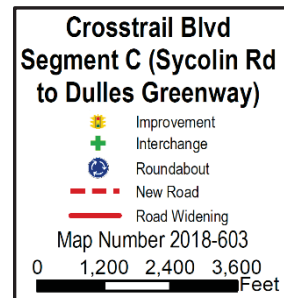
For transportation projects, corresponding maps show the location of planned transportation improvements. The map displays the project's surrounding area and includes other projects and major landmarks and roads.



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

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

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





Guide to the FY 2023 – FY 2028 Amended CIP

Budget Development Calendar

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

	Internal Process		External (Public) Process
2022	DFB ¹ kicks-off the Capital Budget Process. Departments begin evaluating project needs using capital planning tools. Re-estimate process begins.	May – June	
	Departments submit project requests .	July	FGOEDC receives FY 2024 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 .
2023	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 2024 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 2024 Proposed Budget.
	DFB produces adopted budget and budget story documents.	April	Board adopts FY 2024 Budget.

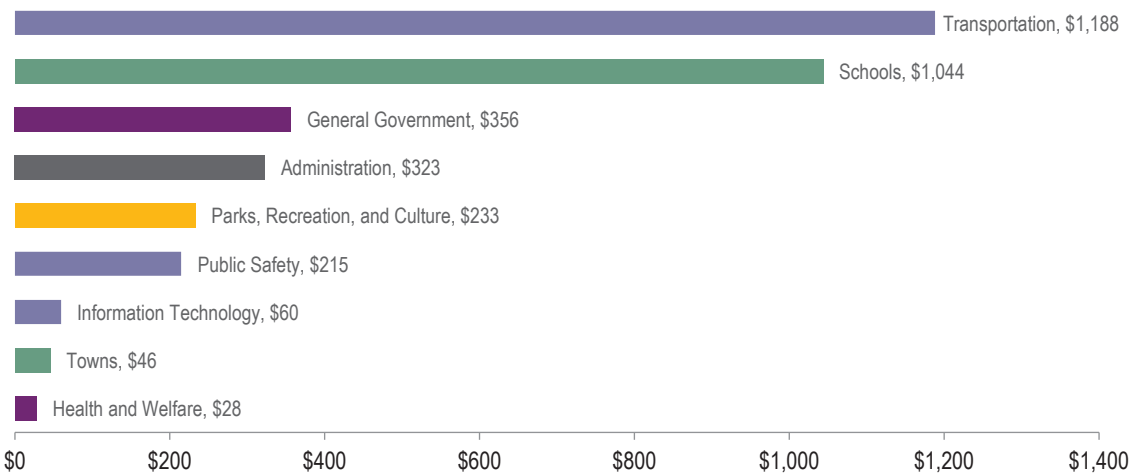
¹ DFB is the Department of Finance and Budget, and DTCI is the Department of Transportation and Capital Infrastructure.



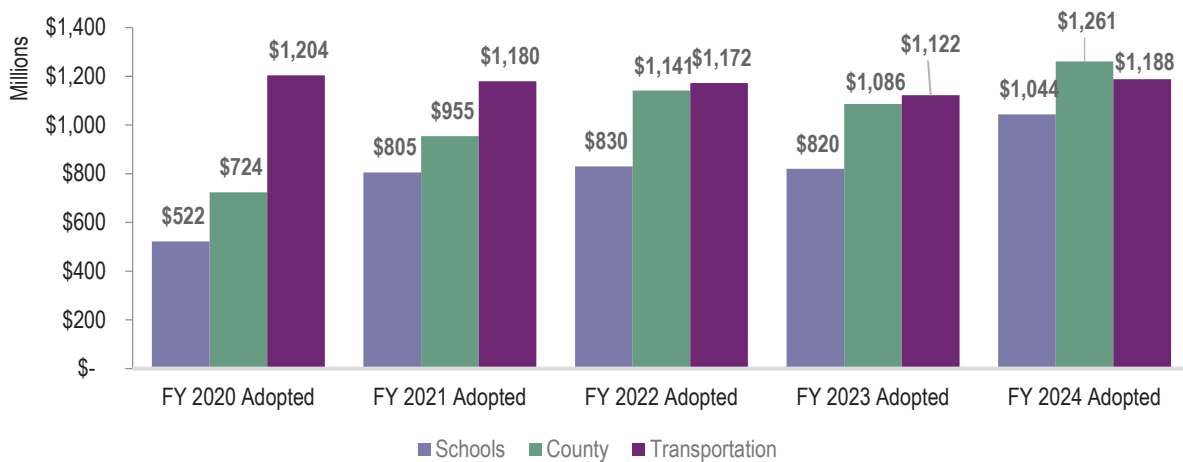
Summary of the Capital Budget

The FY 2023 – FY 2028 Amended CIP includes expenditures totaling approximately \$3.5 billion during the six-year planning period. County projects total \$1.3 billion, transportation projects total \$1.2 billion, and school construction and renovation projects total \$1.0 billion.

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. While transportation projects have historically been the largest portion of the CIP, County projects have been increasing and represent the largest portion of the CIP in the FY 2024 budget. The graph below displays the six-year funding levels for the FY 2024 Adopted Budget with the four previously adopted CIP totals.¹



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

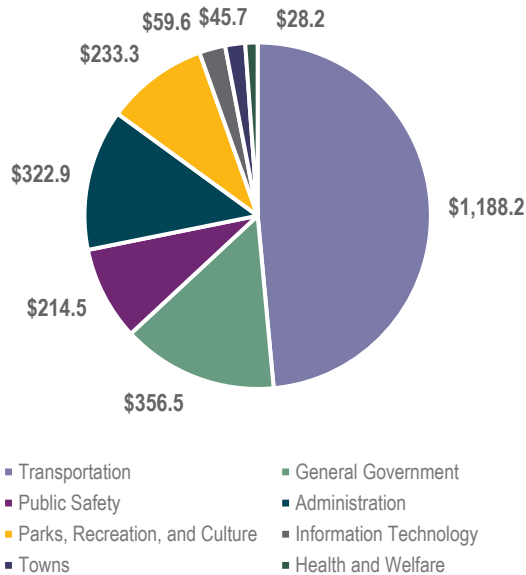


Summary of the Capital Budget

Projects within the Six-Year Program

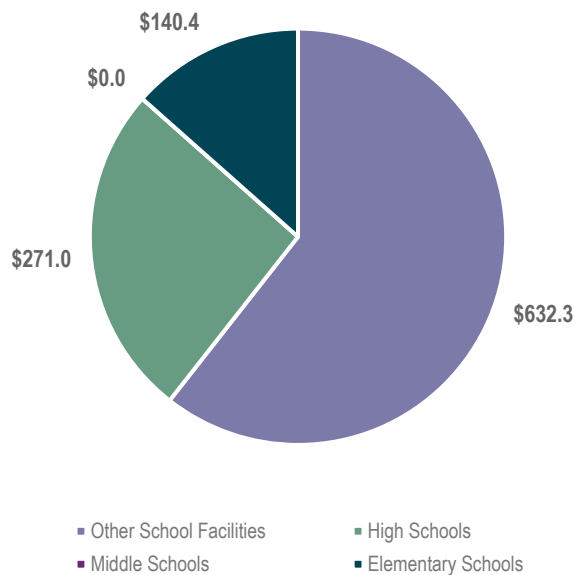
New project requests are eligible to be added to the six-year CIP timeframe if they can be accommodated using available financial resources and represent high priorities that should be addressed in the six-year timeline. Typically, new projects are included in the later years of the CIP unless otherwise prioritized. Projects in FY 2024 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 \$2.4 billion over the six-year planning period. The majority of funding is dedicated to County projects, predominantly within the General Government category.

School Projects (in millions)



School projects total \$1.04 billion over the six-year planning period. Within the *Other School Facilities* category, funding for school renovation and renewal projects is included.



Summary of the Capital Budget

Funding Sources within the Six-Year Program

Local Tax Funding

The Board of Supervisors' fiscal policy establishes a goal of 10 percent "pay-as-you-go" cash funding in the CIP. This 10 percent cash funding can be comprised of local tax funding, which denotes funds transferred from the General Fund or the use of the prior fiscal year's fund balance for one-time expenditures in the Capital Projects Fund. By policy, an equivalent of what the County would have generated by levying a Commercial & Industrial (C&I) real property tax must be transferred through the Transportation District Fund for use in the Capital Projects Fund on transportation projects; prior to FY 2022 this amount had roughly equated to two cents of the real property tax rate but is higher from FY 2023 onward. Two cents of the real property tax rate remains committed to transportation projects in FY 2024. 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 2024	6 Year Total
Local Tax Funding	\$95,469,279	\$621,122,414
Local Tax Funding – Roads	25,900,000	175,419,365
Total	\$121,369,279	\$796,541,779

Debt Financing

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

	FY 2024	6 Year Total
General Obligation Bonds	\$246,216,689	\$1,771,952,096
Appropriation-Backed Bonds	143,280,619	356,345,368
Total	\$389,497,307	\$2,128,297,464

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 2024	6 Year Total
Revenue Sharing	\$6,008,000	\$27,273,045
NVTA 70%	36,730,000	163,246,457
NVTA 30%	27,015,099	135,618,105
Smart Scale	994,000	54,774,275
Other State Grants	3,128,281	12,628,281



Summary of the Capital Budget

	FY 2024	6 Year Total
Federal Grants	0	65,388,425
CMAQ	0	4,759,575
Total	\$73,875,380	\$463,688,163

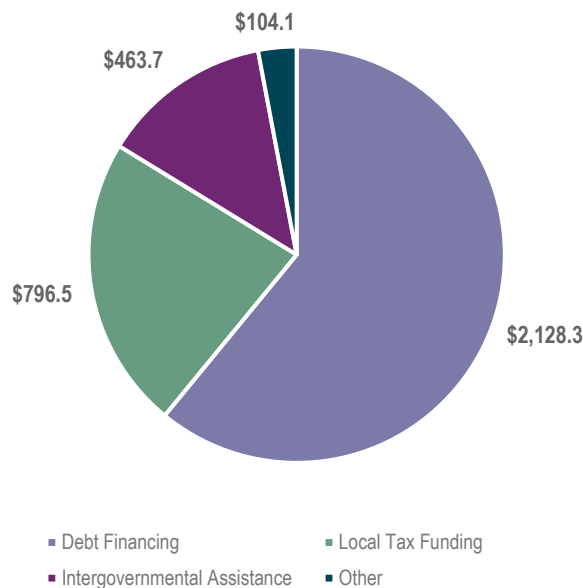
Other

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

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

	FY 2024	6 Year Total
Proffers (Cash)	\$28,770,783	\$58,695,572
Landfill Fees	9,577,805	45,417,305
Total	\$38,348,588	\$104,112,877

Six-Year Total Funding Sources (in millions)



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



Factors Affecting the FY 2023 – FY 2028 Amended CIP

CIP Development Criteria

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

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

Strategic Leveraging of Local Revenue and Debt

Like all budgets, the County's capital budget is constrained by the availability of revenues. Though staff maximize the use of non-County revenues (e.g., cash proffers, federal and state aid), the availability of local funds is still the greatest driver in determining what projects can and cannot be funded in the six-year period. On October 18, 2022, the Board adopted revisions to the Fiscal Policy that increased the County's Annual Debt Issuance Guidance (ADIG) to \$325 million for FY 2024, to \$350 million for FY 2025, and to \$400 million for FY 2026 and beyond. Increasing the ADIG to this level allows for all currently planned County and Transportation projects and the addition of the Park View High School replacement to be accommodated. Debt financing makes up 61 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 traditionally assumed conservative growth in LTF in the development of the CIP; with the increase of the ADIG, planned appropriations of local tax funding throughout the six-year CIP have been reduced significantly to bring the balance of LTF compared to other revenue sources closer to the Fiscal Policy floor of 10 percent pay-go funding. It is also important to note the dynamics of the use of LTF in the capital budget and the impact that has on available revenue for the operating budget. Local tax funding increases of the CIP, CAPP, and debt service are prioritized first with available revenue each year, with the remaining going to fund priorities of the operating budget. Large year-over-year increases in the LTF needs of the capital budget reduce the revenue available to the operating budget for both the County Government and School Division.

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



Factors Affecting the Amended CIP

Finally, the future fiscal years of the CIP are over-programmed, meaning that the project expenditures planned in future fiscal years likely exceed the available revenue. While over-programming is a reasonable strategy to utilize in building a long-term capital program – as projects advance into the six-year period based on a variety of factors – not all priority projects can enter the six-year period at the same time. The Board has identified many projects for future development that would move into the six-year period as funding capacity exists, and staff utilizes the Board’s CIP development criteria to develop the most responsive capital budget proposal within a constrained revenue environment. Projects on the horizon are contained in the *Projects Identified for Future Development* section. As stated, the available revenue limits the ability to advance all of 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. Typically, projects identified for future development are not advanced into the six-year period during an amendment year of the CIP.

Evolving Board Priorities

Over the past decade, the CIP has grown substantially. Transportation projects have been the largest expenditure category in recent years. The FY 2023 – FY 2028 Amended CIP continues the priorities identified by the Board of Supervisors during the FY 2023 process, with areas of focus besides roads projects. Generally, staff received feedback about CIP priorities that included maintaining the adopted funding plan. Additionally, on October 11, 2022, staff presented the towns capital project requests to the Finance/Government Operations and Economic Development Committee (FGOEDC). The FGOEDC did not provide guidance to include specific town projects in the CIP.

School Board’s Adopted CIP

The School Board’s adopted FY 2024 – FY 2029 CIP is fully accommodated in the County’s Adopted CIP through FY 2028.

The School Board’s capital priorities remain around capital facility renewals and alterations and enrollment-driven needs. Changes from the Adopted FY 2023 – FY 2028 CIP include: a full replacement of the Park View High School, rather than the renovation included in the FY 2023 -2028 Adopted CIP; renovation projects for both Banneker and Waterford Elementary Schools; and the acceleration of ES-32 into FY 2023 was accommodated.

Project Cost Changes and Cost Estimation Methodology

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

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

1. Projects were re-estimated if the existing estimate for the project was two or more years old or if the project had reached a significant milestone by the fall of 2022, such as:
 - a. Reaching the 30% milestone (roads) or 35% milestone (facilities).



Factors Affecting the Amended CIP

- b. When a design consultant provides an estimate at 30%/60%/90% design milestones (roads) or 35%/65%/95% design milestone (facilities), necessitating a second look at the initial estimate.
2. Enhancing year-over-year inflation estimation assumptions. During the FY 2024 budget development process, staff reviewed regional construction indices and determined that the escalators applied to previously estimated projects remained sufficient for those projects. For projects that received a new estimate this year, additional planning contingency was included to account for price fluctuations. These will continue to be monitored in future budget development cycles.
3. Review of planning contingency budgets. Planning contingency, or the amount factored into each phase of production to account for general uncertainty within each phase, was carefully evaluated. Generally, planning contingency estimates begin high and gradually decrease as a project moves further along the production process. In some cases, project budgets were adjusted up or down to reflect more, or less uncertainty, in addition to being re-estimated for scope or related schedule changes.

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

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 fund this program.

Staff and Contractual Support to County Projects

The FY 2023 – FY 2028 Amended 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 2024 total \$11.9 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



Factors Affecting the Amended CIP

such as budgeting or procurement, are budgeted through a central project, Capital Support Positions, and funded with local tax funding in the amount of \$3.7 million for FY 2024.

The FY 2024 Adopted Budget includes 7.00 FTE that are considered Direct positions: 4.00 FTE are funded as Direct positions within the Renovation Program and 3.00 FTE will provide Asset Management Support and are funded with the rest of the Direct positions in the Capital Projects Fund.

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 2024	FTE
Direct Positions	\$8,244,000	54.00
Support Positions	\$3,714,000	24.00
Program Management	\$5,112,000	0.00
Total	\$17,070,000	78.00

The table below shows capital staffing by department.

Department	FY 2024 Support Positions	FY 2024 Direct Positions	Total Capital Staffing in FY 2024
Department of Transportation and Capital Infrastructure	6.00	53.00	59.00
Department of Finance and Budget	17.00	0.00	17.00
Department of Information Technology	0.00	1.00	1.00
Office of the County Attorney	1.00	0.00	1.00
Total – All Departments	24.00	54.00	78.00



Summary of New County Projects and Other Changes

The FY 2024 Adopted CIP is the second year of the six-year period, FY 2023 through FY 2028. There are changes to existing projects and limited new projects have been added. Changes to the CIP reflect rephasing 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
Public Safety – School Radio Coverage Program	Information Technology	Acceleration	Department Priority
Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard	Roads	Acceleration	Department Priority (Smart Scale funding was accelerated by VDOT)
Landfill - Cell Liner	General Government	New	Department Priority
Conference Room Updates	Information Technology	New	Department Priority
Public Safety - Radio System Console Replacements	Information Technology	New	Department Priority
MHSADS Crisis Receiving and Stabilization Center	Health and Welfare	New	Department Priority
Route 15 – Lucketts Bypass	Roads	New	Board Priority
Bus Shelter Additions	Transit	New	Board Priority
Electronic Farebox Replacement	Transit	New	Department Priority
Bus Stop Installation for New Routes	Transit	New	Board Priority
Banneker Elementary Renovation/Addition	Schools	New	LCPS Priority
Waterford Elementary Renovation/Addition	Schools	New	LCPS Priority
Parkview High School Replacement	Schools	New	LCPS Priority

Changes to Phasing, Purposeful Delay, or Project Deferral

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

Project	Functional Area	Change
County Renovations Program and	General Government	Beginning in FY 2024, these projects will be combined, better reflecting the management of this program.



Summary of New County Projects and Other Changes

Project	Functional Area	Change
Government Center Renovations		
Consolidated Shops and Warehouses	General Government	This project has re-entered the CIP. Due to a change in the Space Plan for this facility, additional appropriations are needed to complete the project.
Prentice Drive – Loudoun County Parkway to Lockridge Road	Roads	The construction phase was delayed until FY 2029.
Route 7 Eastbound Widening – Loudoun County Parkway to Route 28	Roads	Project was accelerated by one year due to the delay of Prentice Drive – Loudoun County Parkway to Lockridge Road.
Route 15 Widening (Battlefield Parkway to Montresor Road)	Roads	Project was phased into two segments to administer the project more effectively.
Route 50/Loudoun County Parkway Interchange	Roads	Prior year NVT A 70% funding was removed and new NVT A 70% funding totaling \$35,250,000 was awarded for this project and is programmed in FY 2025 and FY 2026, and \$25.8M of programmed funding for land acquisition was moved from Future Fiscal Years to FY 2028 due to the delay of Prentice Drive – Loudoun County Parkway to Lockridge Road.
Shellhorn Road – MWAA Property Boundary to Moran Road	Roads	Project was accelerated by one year due to the delay of Prentice Drive – Loudoun County Parkway to Lockridge Road.
Park View/Robey HS Renovation	Schools	The LCPS School Board removed this project in favor of a full replacement of the school, rather than a renovation.

Project Name Changes

The projects in this category were renamed during the FY 2024 CIP budget development process for easier identification.

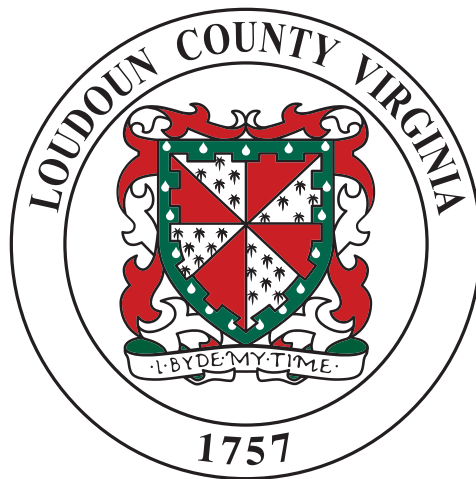
These projects do not have a change in scope, production, or phasing.

Original Project Name	Revised Project Name	Functional Area
General Government Office Space – Sycolin Road Phase 1	General Government Office Building – Phase 1	General Government
Mental Health Group Home Replacements	MHSADS Group Home Replacements	Health and Welfare
Mental Health Group Residence – Eastern Loudoun	Eastern Loudoun Group Home	Health and Welfare
PCI Replacement System	Integrated Tax Revenue and Assessment System Replacement	Information Technology



Summary of New County Projects and Other Changes

Original Project Name	Revised Project Name	Functional Area
Fire and Rescue Station – Station #29	Fire and Rescue – Station #29 Loudoun Gateway Station	Public Safety
Braddock Road, Segment 2 (Paul VI Eastern Entrance to Loudoun County Parkway)	Braddock Road Widening – Paul VI Eastern Entrance to Loudoun County Parkway	Roads
Evergreen Mills Road (Reservoir Road and Watson Road)	Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	Roads
Route 7 Improvements, Phase 1: Route 7 & Route 287 Interchange	Route 7 / Route 287 Interchange	Roads
Route 7 Improvements, Phase 2: Route 7 & Route 690 (Hillsboro Rd) Interchange	Route 7 / Route 690 (Hillsboro Rd) Interchange	Roads
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 1	Route 7 Improvements – Route 9 to Dulles Greenway – Short Term Improvements	Roads
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2	Route 7 Improvements – Route 9 to Dulles Greenway – Long Term Improvements	Roads
Route 15 Improvements: Montresor to Point of Rocks, Phase 1	Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout	Roads
Route 15 Improvements: Montresor to Point of Rocks, Phase 2	Route 15 / Lovettsville Road Intersection Improvement	Roads
Safety Improvements – Evergreen Mills Road: Bridge & Pavement Modifications Near Hogeland Mill Road	Evergreen Mills Road / Hogeland Mill Road – Bridge and Safety Improvements	Roads
Safety Improvements – Evergreen Mills Road: Westbound Left-Turn Lane at the Sportsplex	Evergreen Mills Road / Revolution Sportsplex – Westbound Left-Turn Lane	Roads
Shellhorn Road (Loudoun County Parkway to MWAA Property – SDC Property to Silver District West)	Shellhorn Road – East of Loudoun County Parkway to Bullpen Drive / Thumb Drive	Roads
Shellhorn Road (MWAA Property to Moran – County Project)	Shellhorn Road – MWAA Property Boundary to Moran Road	Roads
Trailhead Drive / Braddock Road Roundabout	Braddock Road / Trailhead Drive Roundabout	Roads
Harmony Middle School Sidewalk	Harmony Middle School Shared Use Path	Sidewalks, Signals and Traffic Calming





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 2024 budget year will be the only appropriated year of funding for the six-year period. The years beyond FY 2024 are planned appropriations and are shown for illustrative purposes only; the Board appropriates one fiscal year at a time. The data included in FY 2023 reflects the Revised Appropriation, meaning mid-year budget adjustments through early January 2023 are captured.

Future Fiscal Years

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

Prior Years

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



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	Future FYs	Project Total
General Capital Projects	740,148	241,001	290,677	196,486	171,425	190,252	170,885	1,260,725	510,474	2,511,348
Transportation Capital Projects	335,839	188,681	210,234	190,323	210,367	186,548	202,070	1,188,223	762,369	2,286,432
School Capital Projects	184,169	141,780	122,179	512,786	54,134	135,340	77,473	1,043,691	367,265	1,595,125
Total – Costs	1,260,156	571,462	623,091	899,594	435,926	512,140	450,428	3,492,640	1,640,109	6,392,905

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	636,795	178,907	95,469	81,099	77,362	101,713	86,571	621,122	533,625	1,791,543
Local Tax Funding Roads	69,269	34,470	25,900	26,630	27,960	29,120	31,339	175,419	28,770	273,458
General Obligation Bonds	209,505	214,797	246,217	668,639	205,807	244,400	192,093	1,771,952	875,461	2,856,918
Appropriation-Backed Bonds	85,651	40,598	143,281	34,134	24,208	59,395	54,729	356,345	91,318	533,314
Cash Proffers	24,855	16,368	28,771	3,562	5,382	1,812	2,800	58,696	-	83,551
Revenue Sharing	3,500	3,145	6,008	3,948	4,172	5,000	5,000	27,273	-	30,773
RSTP	-	-	-	-	6,802	11,641	11,445	29,888	6,000	35,888
Smart Scale	14,989	35,392	994	8,369	-	-	10,019	54,774	6,015	75,778
Other State Grants	-	-	3,128	1,000	-	8,500	-	12,628	-	12,628
CMAQ	7,262	-	-	-	4,124	81	555	4,760	6,000	18,021
Other Federal Grants	8,093	8,500	-	2,000	2,000	13,000	10,000	35,500	15,000	58,593
NVTA 70% Regional	106,321	9,766	36,730	36,750	39,000	16,000	25,000	163,246	-	269,568
NVTA 30% Local	63,871	18,738	27,015	27,918	28,404	16,833	16,709	135,618	54,720	254,209
Local Gas Tax	257	-	-	-	-	-	-	-	-	257
Fees (Landfill and Transit)	29,738	10,780	9,578	5,544	10,704	4,645	4,167	45,417	23,200	98,354
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	1,260,156	571,462	623,091	899,594	435,926	512,140	450,428	3,492,640	1,640,109	6,392,905



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	461,837	90,018	39,505	38,914	37,402	46,951	70,123	322,915	230,318	1,015,069
General Government	148,234	50,684	144,491	41,802	39,474	43,591	36,446	356,488	123,949	628,671
Health and Welfare	2,914	462	16,616	3,122	-	8,012	-	28,212	-	31,126
Information Technology	22,419	14,829	18,896	13,640	5,136	1,845	5,279	59,625	11,773	93,817
Parks, Recreation, and Culture	17,891	9,985	34,128	59,093	73,194	43,053	13,800	233,253	67,185	318,330
Public Safety	53,140	65,456	28,683	28,395	9,212	42,043	40,712	214,501	55,414	323,055
Towns	33,713	9,566	8,357	11,520	7,007	4,757	4,525	45,732	21,835	101,280
Transportation	335,839	188,681	210,234	190,323	210,367	186,548	202,070	1,188,223	762,369	2,286,432
Total – Costs	1,075,987	429,682	500,911	386,808	381,792	376,800	372,955	2,448,949	1,272,844	4,797,780
Funding Sources (\$ in 1000s)										
Local Tax Funding	599,301	162,057	92,604	77,099	64,843	81,713	79,571	557,888	453,625	1,610,815
Local Tax Funding Roads	69,269	34,470	25,900	26,630	27,960	29,120	31,339	175,419	28,770	273,458
General Obligation Bonds	89,440	98,622	132,268	169,598	174,472	139,905	133,060	847,926	650,851	1,588,217
Appropriation-Backed Bonds	59,041	31,843	137,915	24,389	13,928	48,550	43,289	299,914	28,663	387,618
Cash Proffers	24,855	16,368	28,771	3,562	5,382	1,812	2,800	58,696	-	83,551
Revenue Sharing	3,500	3,145	6,008	3,948	4,172	5,000	5,000	27,273	-	30,773
RSTP	-	-	-	-	6,802	11,641	11,445	29,888	6,000	35,888
Smart Scale	14,989	35,392	994	8,369	-	-	10,019	54,774	6,015	75,778
CMAQ	7,262	-	-	-	4,124	81	555	4,760	6,000	18,021
Other Federal Grants	8,093	8,500	-	2,000	2,000	13,000	10,000	35,500	15,000	58,593
NVTA 70% Regional	106,321	9,766	36,730	36,750	39,000	16,000	25,000	163,246	-	269,568
NVTA 30% Local	63,871	18,738	27,015	27,918	28,404	16,833	16,709	135,618	54,720	254,209
Local Gas Tax	257	-	-	-	-	-	-	-	-	257
Fees (Landfill and Transit)	29,738	10,780	9,578	5,544	10,704	4,645	4,167	45,417	23,200	98,354
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	1,075,987	429,682	500,911	386,808	381,792	376,800	372,955	2,448,949	1,272,844	4,797,780



Schedule of Appropriations

Capital Improvement Program Summary										
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	461,837	90,018	39,505	38,914	37,402	46,951	70,123	322,915	230,318	1,015,069
General Government	148,234	50,684	144,491	41,802	39,474	43,591	36,446	356,488	123,949	628,671
Health and Welfare	2,914	462	16,616	3,122	-	8,012	-	28,212	-	31,126
Information Technology	22,419	14,829	18,896	13,640	5,136	1,845	5,279	59,625	11,773	93,817
Parks, Recreation, and Culture	17,891	9,985	34,128	59,093	73,194	43,053	13,800	233,253	67,185	318,330
Public Safety	53,140	65,456	28,683	28,395	9,212	42,043	40,712	214,501	55,414	323,055
Towns	33,713	9,566	8,357	11,520	7,007	4,757	4,525	45,732	21,835	101,280
Total – Costs	740,148	241,001	290,677	196,486	171,425	190,252	170,885	1,260,725	510,474	2,511,348
Funding Sources (\$ in 1000s)										
Local Tax Funding	586,404	158,020	90,364	77,099	63,568	81,713	79,571	550,337	438,429	1,575,170
Local Tax Funding Roads	2,247	-	-	-	-	-	-	-	-	2,247
General Obligation Bonds	31,457	18,215	38,654	75,256	76,218	38,087	38,333	284,763	348	316,567
Appropriation-Backed Bonds	57,784	31,843	137,915	24,389	13,928	48,550	43,289	299,914	28,663	386,361
Cash Proffers	2,300	9,801	5,895	677	-	1,000	1,000	18,374	-	20,674
Other State Grants	-	-	-	-	-	8,500	-	8,500	-	8,500
Other Federal Grants	-	3,500	-	2,000	-	3,000	-	8,500	-	8,500
NVTA 30% Local	29,951	8,841	8,270	11,520	7,007	4,757	4,525	44,920	19,835	94,707
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Fees (Landfill and Transit)	29,738	10,780	9,578	5,544	10,704	4,645	4,167	45,417	23,200	98,354
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	740,148	241,001	290,677	196,486	171,425	190,252	170,885	1,260,725	510,474	2,511,348



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Administration										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Capital Project Management	35,630	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	92,030
Capital Support Positions	7,329	3,339	3,714	3,825	3,940	4,058	4,180	23,057	18,013	48,399
CIP Contingency	150,159	25,711	24,266	21,500	18,100	19,000	21,000	129,577	90,492	370,228
CIP Contingency - Schools	-	25,000	-	-	-	-	-	25,000	-	25,000
Land Acquisition - County Projects	122,927	30,516	4,700	4,500	3,000	5,500	5,500	53,716	22,000	198,643
Land Acquisition - School Projects	141,792	-	-	-	3,000	8,750	29,510	41,260	57,010	240,062
Scoping and Preliminary Engineering	4,000	989	1,713	3,824	3,939	4,057	4,179	18,701	18,006	40,707
Total – Costs	461,837	90,018	39,505	38,914	37,402	46,951	70,123	322,915	230,318	1,015,069
Funding Sources (\$ in 1000s)										
Local Tax Funding	449,903	90,018	39,505	38,914	34,402	46,951	40,613	290,405	216,568	956,876
Local Tax Funding Roads	2,247	-	-	-	-	-	-	-	-	2,247
Appropriation-Backed Bonds	9,180	-	-	-	3,000	-	29,510	32,510	13,750	55,440
NVTA 30% Local	239	-	-	-	-	-	-	-	-	239
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	461,837	90,018	39,505	38,914	37,402	46,951	70,123	322,915	230,318	1,015,069



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: 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
Consolidated Shops and Warehouse Facility	38,700	-	2,461	-	-	-	-	2,461	-	41,161
County Renovation Program	8,745	6,725	13,802	13,588	17,929	18,883	20,493	91,420	33,231	133,397
County Renovation Program - DGS Operations and Maintenance Facility	-	4,000	-	-	-	-	-	4,000	-	4,000
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 - Government Center	1,035	572	-	-	-	-	-	572	-	1,607
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
EV Charging Stations for County Facilities	-	1,000	-	2,000	-	3,000	-	6,000	3,000	9,000
General Government Office Building - Phase I	-	9,038	73,440	7,113	-	-	-	89,591	-	89,591
Landfill - CDD Cell A2 Liner	8,352	5,190	-	-	-	-	-	5,190	-	13,542
Landfill - Cell Capping	-	-	-	-	-	5,760	-	5,760	4,810	10,570
Landfill - Cell Liner	-	-	-	-	6,670	-	-	6,670	14,470	21,140
Landfill - Debt Service	16,183	4,320	4,478	4,374	4,034	3,945	4,167	25,317	14,010	55,510
Landfill - Infrastructure Improvements	5,203	1,270	5,100	1,170	-	700	-	8,240	2,010	15,453
Storm Water Management	53,079	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	143,621
Union Street School	1,585	-	5,485	158	-	-	-	5,643	-	7,228
Village of Paeonian Springs Wastewater Modernization	-	3,500	-	-	-	-	-	3,500	-	3,500
Water/Wastewater Program	11,352	2,450	2,500	2,550	2,600	2,650	2,700	15,450	11,300	38,102
Total – Costs	148,234	50,684	144,491	41,802	39,474	43,591	36,446	356,488	123,949	628,671
Funding Sources (\$ in 1000s)										
Local Tax Funding	84,787	27,991	25,343	18,402	17,842	18,409	19,004	126,992	85,837	297,615
Appropriation-Backed Bonds	33,680	8,413	109,570	15,856	10,928	17,537	13,275	175,579	14,913	224,172
Cash Proffers	29	-	-	-	-	-	-	-	-	29
Other Federal Grants	-	3,500	-	2,000	-	3,000	-	8,500	-	8,500
Fees	29,738	10,780	9,578	5,544	10,704	4,645	4,167	45,417	23,200	98,354
Total – Funding Sources	148,234	50,684	144,491	41,802	39,474	43,591	36,446	356,488	123,949	628,671



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Health and Welfare										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Eastern Loudoun Group Home	2,914	462	-	-	-	-	-	462	-	3,376
MHSADS Crisis Receiving and Stabilization Center	-	-	16,616	-	-	-	-	16,616	-	16,616
MHSADS Group Home Replacements	-	-	-	3,122	-	8,012	-	11,134	-	11,134
Total – Costs	2,914	462	16,616	3,122	-	8,012	-	28,212	-	31,126
Funding Sources (\$ in 1000s)										
Local Tax Funding	422	12	285	312	-	802	-	1,411	-	1,832
Appropriation-Backed Bonds	2,225	-	16,332	2,810	-	7,210	-	26,351	-	28,576
Cash Proffers	268	450	-	-	-	-	-	450	-	718
Total – Funding Sources	2,914	462	16,616	3,122	-	8,012	-	28,212	-	31,126



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County Capital Improvement Program by Functional Area										
County Projects: Information Technology										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Backup Emergency Communications Center	-	1,348	3,092	3,395	-	-	-	7,835	-	7,835
Conference Rooms Update	-	-	1,702	1,376	-	-	-	3,078	-	3,078
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	5,036	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	23,826
Integrated Tax Revenue and Assessment System Replacement	375	5,710	775	-	-	-	-	6,485	-	6,860
Oracle Upgrades - Hosting Solution	5,738	138	-	-	-	-	-	138	-	5,876
Oracle Upgrades - Hyperion	-	660	-	-	-	-	-	660	-	660
Public Safety - 911 Phone Switch Replacement	-	350	3,044	-	-	-	-	3,394	-	3,394
Public Safety - Radio System Console Replacement	-	-	-	4,000	-	-	-	4,000	-	4,000
Public Safety - Radio Tower Expansion Program	4,635	582	3,502	-	3,185	-	3,379	10,648	3,585	18,868
Public Safety - School Radio Coverage Program	2,860	1,615	2,970	2,970	-	-	-	7,555	-	10,415
Total – Costs	22,419	14,829	18,896	13,640	5,136	1,845	5,279	59,625	11,773	93,817
Funding Sources (\$ in 1000s)										
Local Tax Funding	13,287	14,829	18,896	13,640	5,136	1,845	5,279	59,625	11,773	84,685
Appropriation-Backed Bonds	9,132	-	-	-	-	-	-	-	-	9,132
Total – Funding Sources	22,419	14,829	18,896	13,640	5,136	1,845	5,279	59,625	11,773	93,817



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
County Projects: Parks, Recreation, and Culture										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Arcola Quarters for the Enslaved	3,503	-	13,980	-	-	-	-	13,980	-	17,483
Brambleton West Park Improvements	125	3,691	64	-	-	-	-	3,755	-	3,880
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 (LPAT)	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	3,820	554	858	-	12,260	-	-	13,672	-	17,492
Total – Costs	17,891	9,985	34,128	59,093	73,194	43,053	13,800	233,253	67,185	318,330
Funding Sources (\$ in 1000s)										
Local Tax Funding	6,968	2,396	2,858	2,250	2,500	3,966	3,800	17,770	67,185	91,924
General Obligation Bonds	6,707	-	14,159	56,166	70,694	38,087	10,000	189,106	-	195,813
Appropriation-Backed Bonds	2,841	-	12,013	-	-	-	-	12,013	-	14,854
Cash Proffers	1,375	7,589	5,098	677	-	1,000	-	14,364	-	15,740
Total – Funding Sources	17,891	9,985	34,128	59,093	73,194	43,053	13,800	233,253	67,185	318,330



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County Capital Improvement Program by Functional Area										
County Projects: 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
Adult Detention Center Expansion - Phase III	260	-	-	5,724	-	38,244	1,129	45,097	-	45,357
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	28,395	9,212	42,043	40,712	214,501	55,414	323,055
Funding Sources (\$ in 1000s)										
Local Tax Funding	27,037	22,049	3,477	3,581	3,688	9,740	10,875	53,410	55,066	135,513
General Obligation Bonds	24,750	18,215	24,495	19,090	5,524	-	28,333	95,657	348	120,755
Appropriation-Backed Bonds	726	23,430	-	5,724	-	23,803	504	53,461	-	54,187
Cash Proffers	627	1,762	711	-	-	-	1,000	3,473	-	4,100
Other State Grants	-	-	-	-	-	8,500	-	8,500	-	8,500
Total – Funding Sources	53,140	65,456	28,683	28,395	9,212	42,043	40,712	214,501	55,414	323,055



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Capital Improvement Program										
Town 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
Town of Hillsboro - Multi-Modal Trail and Pedestrian Bridge	-	250	278	-	-	-	-	528	-	528
Town of Leesburg - Evergreen Mill Rd. Widening	6,000	3,000	1,500	5,000	-	-	-	9,500	-	15,500
Town of Leesburg - NVTa Local Distribution	18,885	2,888	3,024	3,199	3,368	3,552	3,744	19,775	16,408	55,068
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	629	666	702	740	781	4,157	3,427	11,606
Town of Round Hill - Southern Gateway Pedestrian Trail	-	750	750	81	744	-	-	2,325	-	2,325
Town of Round Hill - Stabilization of Stone Farmhouse Ruins at Sleeter Lake Park	-	225	-	-	-	-	-	225	-	225
Total – Costs	33,713	9,566	8,357	11,520	7,007	4,757	4,525	45,732	21,835	101,280
Funding Sources (\$ in 1000s)										
Local Tax Funding	4,000	725	-	-	-	-	-	725	2,000	6,725
Cash Proffers	-	-	87	-	-	-	-	87	-	87
NVTa 30% Local	29,713	8,841	8,270	11,520	7,007	4,757	4,525	44,920	19,835	94,468
Total – Funding Sources	33,713	9,566	8,357	11,520	7,007	4,757	4,525	45,732	21,835	101,280



Schedule of Appropriations

Capital Improvement Program										
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	269,208	156,790	159,400	136,813	159,514	146,153	160,631	919,301	602,792	1,791,300
Sidewalks, Signals, and Traffic Calming	46,292	23,987	39,087	46,428	41,545	31,847	31,755	214,650	124,693	385,634
Transit	20,340	7,904	11,747	7,081	9,308	8,548	9,684	54,273	34,885	109,497
Total – Costs	335,839	188,681	210,234	190,323	210,367	186,548	202,070	1,188,223	762,369	2,286,432
Funding Sources (\$ in 1000s)										
Local Tax Funding	12,897	4,037	2,240	-	1,275	-	-	7,552	15,196	35,645
Local Tax Funding Roads	67,022	34,470	25,900	26,630	27,960	29,120	31,339	175,419	28,770	271,211
General Obligation Bonds	57,983	80,407	93,614	94,343	98,254	101,818	94,727	563,163	650,504	1,271,650
Appropriation-Backed Bonds	1,257	-	-	-	-	-	-	-	-	1,257
Cash Proffers	22,556	6,566	22,876	2,885	5,382	812	1,800	40,322	-	62,877
Revenue Sharing	3,500	3,145	6,008	3,948	4,172	5,000	5,000	27,273	-	30,773
RSTP	-	-	-	-	6,802	11,641	11,445	29,888	6,000	35,888
Smart Scale	14,989	35,392	994	8,369	-	-	10,019	54,774	6,015	75,778
Other State Grants	-	-	3,128	1,000	-	-	-	4,128	-	4,128
CMAQ	7,262	-	-	-	4,124	81	555	4,760	6,000	18,021
Other Federal Grants	8,093	5,000	-	-	2,000	10,000	10,000	27,000	15,000	50,093
NVTA 70% Regional	106,321	9,766	36,730	36,750	39,000	16,000	25,000	163,246	-	269,568
NVTA 30% Local	33,920	9,897	18,745	16,398	21,397	12,076	12,184	90,698	34,885	159,502
Local Gas Tax	40	-	-	-	-	-	-	-	-	40
Total – Funding Sources	335,839	188,681	210,234	190,323	210,367	186,548	202,070	1,188,223	762,369	2,286,432



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Capital Improvement Program										
Transportation Projects: Roads										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Arcola Mills Drive - Belmont Ridge Road to Stone Springs Boulevard	-	4,544	-	20,366	3,276	-	29,454	57,640	-	57,640
Braddock Road / Trailhead Drive Roundabout	-	-	1,215	-	2,200	-	5,185	8,600	-	8,600
Braddock Road Widening - 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	1,500	2,777	700	19,020	-	-	23,997	-	26,576
Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway	6,744	18,757	59,518	25,155	-	-	-	103,429	-	110,173
Dulles West Boulevard - Northstar Boulevard to Arcola Boulevard	47,412	6,319	-	18,446	-	-	-	24,764	-	72,176
Evergreen Mills Road / Hogeland Mill Road - Bridge and Safety Improvements	-	-	-	669	-	156	318	1,143	1,946	3,089
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	17,495	6,539	-	-	4,774	-	-	11,313	-	28,808
Evergreen Mills Road / Revolution Sportsplex - Westbound Left-Turn Lane	-	-	-	696	391	122	3,973	5,182	-	5,182
Farmwell Road Intersection Improvements	8,470	7,062	3,354	19,302	-	-	-	29,718	-	38,188
Intelligent Transportation System (ITS)	1,220	-	1,277	-	2,500	-	4,000	7,777	4,000	12,997
Lake Drive Improvements	-	2,765	-	-	7,229	-	-	9,994	-	9,994
Northstar Boulevard Widening - Tall Cedars Parkway to Braddock Road	3,298	491	-	1,387	1,626	-	33,373	36,877	-	40,175
Old Ox Road Widening - Shaw Road to Oakgrove Road	9,675	-	9,675	-	-	-	-	9,675	30,000	49,350
Prentice Drive - Loudoun County Parkway to Lockridge Road	29,655	-	-	-	-	-	-	-	133,420	163,075
Route 7 / Route 287 Interchange Improvements	2,140	223	4,867	8,369	-	-	-	13,458	-	15,598
Route 7 / Route 690 (Hillsboro Rd) Interchange	17,939	34,746	-	-	-	-	-	34,746	-	52,685
Route 7 Eastbound Widening - Loudoun County Parkway to Route 28	-	-	1,612	-	296	312	-	2,221	3,058	5,279
Route 7 Improvements - Route 9 to Dulles Greenway - Long Term Improvements	-	7,926	5,480	-	23,019	3,773	4,486	44,684	-	44,684
Route 7 Improvements - Route 9 to Dulles Greenway - Short Term Improvements	1,676	-	2,205	3,985	-	-	-	6,190	-	7,866
Route 9 / Route 287 Roundabout	17,891	7,476	6,021	-	-	-	-	13,497	-	31,388
Route 15 / Braddock Road Roundabout	-	-	5,781	-	4,842	5,013	10,019	25,655	-	25,655
Route 15 / Lovettsville Road Intersection Improvement	1,324	-	1,745	242	4,250	-	-	6,237	-	7,561
Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout	2,718	336	6,886	-	14,507	-	-	21,729	-	24,447
Route 15 Lucketts Bypass	-	-	2,000	-	-	-	-	2,000	-	2,000
Route 15 Widening - Battlefield Parkway to Whites Ferry Road	47,774	-	-	-	-	-	-	-	-	47,774



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Route 15 Widening - Whites Ferry to Montresor Road	-	9,766	-	8,502	2,099	31,974	-	52,341	-	52,341
Route 50 / Everfield Drive Roundabout	-	-	1,215	-	1,422	5,185	-	7,822	-	7,822
Route 50 / Loudoun County Parkway Interchange	500	-	-	18,750	16,500	-	32,559	67,809	212,574	280,883
Route 50 North Collector Road - Tall Cedars Parkway to Route 28	8,510	-	-	-	8,224	2,936	25,000	36,160	202,899	247,568
Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive	2,163	569	-	790	3,131	18,000	10,493	32,983	-	35,146
Shellhorn Road - East of Loudoun County Parkway to Bullpen Drive / Thumb Drive	3,836	4,398	-	-	-	-	-	4,398	-	8,234
Shellhorn Road - MWAA Property Boundary to Moran Road	8,495	-	2,959	1,701	34,371	-	-	39,031	-	47,526
Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	-	15,085	-	-	1,110	-	1,770	17,965	14,895	32,860
Waxpool Road / Loudoun County Parkway Intersection Improvements	7,241	3,250	1,558	6,560	-	-	-	11,369	-	18,610
Westwind Drive - Loudoun County Parkway to Old Ox Road	19,703	23,159	37,668	-	3,380	42,767	-	106,974	-	126,677
Total – Costs	269,208	156,790	159,400	136,813	159,514	146,153	160,631	919,301	602,792	1,791,300
Funding Sources (\$ in 1000s)										
Local Tax Funding	6,960	3,281	2,000	-	1,275	-	-	6,556	-	13,516
Local Tax Funding Roads	48,458	31,970	18,286	18,507	1,183	801	17,455	88,202	17,770	154,429
General Obligation Bonds	41,858	62,310	68,997	62,854	95,476	101,818	87,356	478,811	566,022	1,086,690
Cash Proffers	21,954	6,558	22,573	2,885	5,382	812	1,800	40,011	-	61,965
Revenue Sharing	3,500	3,145	6,008	3,948	4,172	5,000	5,000	27,273	-	30,773
RSTP	-	-	-	-	6,802	11,641	4,000	22,443	2,000	24,443
Smart Scale	12,989	33,759	994	8,369	-	-	10,019	53,141	-	66,130
CMAQ	3,291	-	-	-	4,124	81	-	4,205	2,000	9,496
Other Federal Grants	2,000	4,000	-	-	-	10,000	10,000	24,000	15,000	41,000
NVTA 70% Regional	106,321	9,766	36,730	36,750	39,000	16,000	25,000	163,246	-	269,568
NVTA 30% Local	21,877	2,000	3,812	3,501	2,099	-	-	11,412	-	33,289
Total – Funding Sources	269,208	156,790	159,400	136,813	159,514	146,153	160,631	919,301	602,792	1,791,300



Schedule of Appropriations

Capital Improvement Program										
Sidewalks, Signals, and Traffic Calming 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
Belmont Ridge Road / Legacy Park Drive Traffic Signal	-	-	303	-	291	1,092	-	1,686	-	1,686
Contingency - Sidewalk and Trails	6,440	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	16,440
Contingency - Traffic Calming	3,200	500	1,000	500	500	500	500	3,500	2,000	8,700
Contingency - Traffic Signal	5,930	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	15,930
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	20,379	15,299	15,835	14,235	16,235	16,235	16,235	94,074	65,740	180,193
River Creek Parkway Sidewalk	531	302	224	1,324	-	-	-	1,850	-	2,381
Route 7 Shared Use Path	1,631	624	8,375	1,204	7,721	-	-	17,924	-	19,555
Shellhorn Road / Central Station Drive / Hartley Place Intersection Improvements	-	-	-	268	-	-	-	268	-	268
Sidewalk and Trail Program	2,292	2,054	11,102	12,435	12,020	12,020	12,020	61,651	40,080	104,023
Sterling Boulevard / W&OD Trail Overpass	1,294	639	-	8,991	-	-	-	9,630	-	10,924
Traffic Sign Replacement Program	1,000	-	-	1,000	-	-	1,000	2,000	1,000	4,000
Village of Waterford Preserving the Landmark Infrastructure Improvements	-	500	-	-	-	-	-	500	1,858	2,358
W&OD At-Grade Crossing Improvements	1,696	347	-	-	-	-	-	347	-	2,043
Total – Costs	46,292	23,987	39,087	46,428	41,545	31,847	31,755	214,650	124,693	385,634
Funding Sources (\$ in 1000s)										
Local Tax Funding	5,252	756	240	-	-	-	-	996	15,196	21,444
Local Tax Funding Roads	18,564	2,500	7,614	8,123	26,777	28,319	13,884	87,217	11,000	116,782
General Obligation Bonds	16,126	18,097	24,617	31,489	2,778	-	7,371	84,352	84,482	184,959
Appropriation-Backed Bonds	1,257	-	-	-	-	-	-	-	-	1,257
Cash Proffers	564	8	303	-	-	-	-	311	-	875
RSTP	-	-	-	-	-	-	7,445	7,445	4,000	11,445
Smart Scale	-	-	-	-	-	-	-	-	6,015	6,015
Other State Grants	-	-	-	1,000	-	-	-	1,000	-	1,000



Schedule of Appropriations

CMAQ	-	-	-	-	-	-	555	555	4,000	4,555
Other Federal Grants	1,070	1,000	-	-	2,000	-	-	3,000	-	4,070
NVTA 30% Local	3,420	1,626	6,314	5,816	9,990	3,528	2,500	29,774	-	33,194
Local Gas Tax	40	-	-	-	-	-	-	-	-	40
Total – Funding Sources	46,292	23,987	39,087	46,428	41,545	31,847	31,755	214,650	124,693	385,634



Schedule of Appropriations

County Capital Improvement Program by Functional Area										
Transportation Projects: 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
Bus Shelter Program	-	-	507	844	1,942	2,049	2,049	7,392	4,718	12,110
Bus Stop Installation for New Routes	-	-	1,000	-	1,000	-	1,000	3,000	2,000	5,000
Electronic Farebox Equipment Replacement	-	-	4,600	-	-	-	-	4,600	-	4,600
Metro Capital Contribution	13,646	6,271	5,640	6,237	6,366	6,499	6,635	37,648	28,167	79,461
Western Loudoun Park and Ride Lot	6,694	1,633	-	-	-	-	-	1,633	-	8,327
Total – Costs	20,340	7,904	11,747	7,081	9,308	8,548	9,684	54,273	34,885	109,497
Funding Sources (\$ in 1000s)										
Local Tax Funding	685	-	-	-	-	-	-	-	-	685
Cash Proffers	38	-	-	-	-	-	-	-	-	38
Smart Scale	2,000	1,633	-	-	-	-	-	1,633	-	3,633
Other State Grants	-	-	3,128	-	-	-	-	3,128	-	3,128
CMAQ	3,971	-	-	-	-	-	-	-	-	3,971
Other Federal Grants	5,023	-	-	-	-	-	-	-	-	5,023
NVTA 30% Local	8,623	6,271	8,619	7,081	9,308	8,548	9,684	49,512	34,885	93,019
Total – Funding Sources	20,340	7,904	11,747	7,081	9,308	8,548	9,684	54,273	34,885	109,497



Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School 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
Elementary Schools	-	63,540	-	-	7,685	69,175	-	140,400	-	140,400
High Schools	-	-	21,755	249,245	-	-	-	271,000	-	271,000
Other School Facilities	184,169	78,240	100,424	263,541	46,449	66,165	77,473	632,291	367,265	1,183,725
Total – Costs	184,169	141,780	122,179	512,786	54,134	135,340	77,473	1,043,691	367,265	1,595,125
Funding Sources (\$ in 1000s)										
Local Tax Funding	37,494	16,850	2,865	4,000	12,519	20,000	7,000	63,234	80,000	180,728
General Obligation Bonds	120,065	116,175	113,948	499,041	31,335	104,495	59,033	924,027	224,610	1,268,702
Appropriation-Backed Bonds	26,610	8,755	5,366	9,745	10,280	10,845	11,440	56,431	62,655	145,696
Total – Funding Sources	184,169	141,780	122,179	512,786	54,134	135,340	77,473	1,043,691	367,265	1,595,125



Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects: Elementary Schools										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
ES-32 Dulles South	-	63,540	-	-	-	-	-	63,540	-	63,540
ES-34 Dulles North	-	-	-	-	7,685	69,175	-	76,860	-	76,860
Total – Costs	-	63,540	-	-	7,685	69,175	-	140,400	-	140,400
Funding Sources (\$ in 1000s)										
Local Tax Funding	-	-	-	-	2,519	-	-	2,519	-	2,519
General Obligation Bonds	-	63,540	-	-	5,166	69,175	-	137,881	-	137,881
Total – Funding Sources	-	63,540	-	-	7,685	69,175	-	140,400	-	140,400



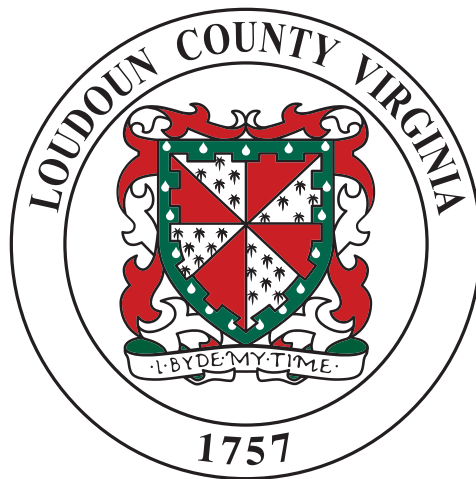
Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects: High Schools										
Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
High School (HS-14) Dulles North	-	-	21,755	249,245	-	-	-	271,000	-	271,000
Total – Costs	-	-	21,755	249,245	-	-	-	271,000	-	271,000
Funding Sources (\$ in 1000s)										
General Obligation Bonds	-	-	21,755	249,245	-	-	-	271,000	-	271,000
Total – Funding Sources	-	-	21,755	249,245	-	-	-	271,000	-	271,000



Schedule of Appropriations

Loudoun County Public Schools Capital Improvement Program by Functional Area										
School Projects: Other School 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
Banneker ES Renovation/Addition	-	-	3,895	35,053	-	-	-	38,948	-	38,948
LCPS Facility Renewals and Alterations	65,720	49,425	48,634	17,210	18,092	55,320	66,033	254,714	304,610	625,044
Park View High School Replacement	-	-	22,169	199,524	-	-	-	221,693	-	221,693
School Bus Radio Replacements and UHF System Upgrade	10,420	-	-	-	-	-	-	-	14,375	24,795
School Bus Replacement and Acquisition	28,655	8,755	5,366	9,745	10,280	10,845	11,440	56,431	48,280	133,366
School Security Improvements	78,514	11,615	19,575	-	-	-	-	31,190	-	109,704
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	-	-	-	-	-	1,595	-	1,595
Valley Service Center Traffic Signal	-	-	785	-	-	-	-	785	-	785
Waterford ES Renovation and Addition	-	-	-	2,009	18,077	-	-	20,085	-	20,085
Total – Costs	184,169	78,240	100,424	263,541	46,449	66,165	77,473	632,291	367,265	1,183,725
Funding Sources (\$ in 1000s)										
Local Tax Funding	37,494	16,850	2,865	4,000	10,000	20,000	7,000	60,715	80,000	178,209
General Obligation Bonds	120,065	52,635	92,193	249,796	26,169	35,320	59,033	515,146	224,610	859,821
Appropriation-Backed Bonds	26,610	8,755	5,366	9,745	10,280	10,845	11,440	56,431	62,655	145,696
Total – Funding Sources	184,169	78,240	100,424	263,541	46,449	66,165	77,473	632,291	367,265	1,183,725





Operating Impact Analysis

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

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

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

The Operating Impact Analysis table provides summary-level information that includes the estimated impact of staffing and operating a new facility, and the incremental increase above current staffing levels and operations for a facility that was renovated or expanded. The estimated number of new personnel required to operate a facility is shown in the year in which the personnel are projected to be hired. In some cases, such as public safety, personnel may be hired a year before the facility's opening date to complete required training, set up operations, and complete necessary pre-opening activities. However, the summary table does not include additional personnel that may be needed to centrally manage an expanding County facility inventory by the Department of General Services. Instead, the impact is estimated in the Operating Impacts – Facility Growth table.

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 the data aggregated and summarized by functional area.



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	24.25	29.00	19.67	0.00	35.00	107.92
Personnel	-	2,810	6,011	7,725	7,958	10,591	35,096
O&M	-	764	16,464	18,824	19,114	20,474	75,640
Capital	-	-	450	555	50	250	1,305
Debt	14	4,586	33,781	69,303	108,871	149,155	365,711
Revenues	-	-	-	-	-	65	65
Total – Overall Operating Impacts Summary							
Total	14	8,161	56,706	96,406	135,994	180,405	477,686

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	-	-	-	-	300	1,170	1,470
Total	-	-	-	-	300	1,170	1,470
Administration							
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	4,586	7,481	10,432	13,819	18,719	55,052
Total	14	4,586	8,657	13,340	16,706	21,637	64,941
General Government							
FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Personnel	-	-	-	-	-	-	-
O&M	-	721	13,314	13,462	13,612	13,764	54,873
Capital	-	-	275	-	-	-	275
Debt	-	-	857	1,566	1,908	2,151	6,482
Total	-	721	14,446	15,028	15,520	15,915	61,630
Health and Welfare¹							
FTE	0.00	1.25	3.00	12.67	0.00	35.00	51.92
Personnel	-	73	296	1,132	1,169	3,598	6,268
O&M	-	43	104	709	570	1,728	3,154
Capital	-	-	-	430	-	250	681
Debt	-	-	1,289	3,906	7,971	11,733	24,899
Revenues	-	-	-	-	-	65	65
Total	-	116	1,689	6,177	9,709	17,244	34,936
Parks, Recreation, and Culture							
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	-	-	1,823	4,840	8,527	9,141	24,331
Total	-	2,737	9,582	13,302	17,412	18,198	61,231
Public Safety							

¹ MHSADS, the Sheriff's Office, Human Resources, and Finance and Budget staff will continue to refine and evaluate *MHSADS Crisis Receiving and Stabilization Center's* operational needs as part of future operating budget processes.



Operating Impact Analysis

Project/Category (\$ in 1000s)		FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6-Year Total
	FTE	0.00	24.25	29.00	19.67	0.00	35.00	107.92
	Pers.	-	2,810	6,011	7,725	7,958	10,591	35,096
	O&M	-	764	16,464	18,824	19,114	20,474	75,640
	Capital	-	-	450	555	50	250	1,305
	Debt	14	4,586	11,449	20,744	32,524	42,914	112,218
	Revenues	-	-	-	-	-	65	65
Total – County Projects	Total	-	8,161	34,374	47,848	59,647	74,164	224,194
Transportation Projects								
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Debt	-	-	4,361	10,641	17,910	25,929	58,841
Roads	Total	0	-	4,361	10,641	17,910	25,929	58,841
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sidewalks, Signals, and Traffic Calming	Debt	-	-	1,960	4,720	5,536	5,587	17,802
	Total	-	-	1,960	4,720	5,536	5,587	17,802
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Transit	Total	-	-	-	-	-	-	-
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total – Transportation Projects	Debt	-	-	6,321	15,361	23,446	31,516	76,643
	Total	0	-	6,321	15,361	23,446	31,516	76,643
School Projects								
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Debt	-	-	3,703	4,201	4,603	6,514	19,022
Elementary Schools	Total	-	-	3,703	4,201	4,603	6,514	19,022
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Debt	-	-	2,756	9,445	17,226	25,618	55,045
High Schools	Total	-	-	2,756	9,445	17,226	25,618	55,045
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Debt	-	-	9,552	19,551	31,072	42,593	102,768
Other LCPS	Total	-	-	9,552	19,551	31,072	42,593	102,768
	FTE	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total – Schools Projects	Debt	-	-	16,011	33,198	52,900	74,725	176,834
	Total	-	-	16,011	33,198	52,900	74,725	176,834

The Department of General Services (DGS) uses a standard of 45,000 square feet added to request a Maintenance Technician position to provide the needed service level for preventative maintenance across all County facilities. Since the standard is based on countywide space increases, rather than tied to a single facility, it has been estimated and is presented in this section. The table below estimates the Maintenance Technician need, including operating and capital outlay costs tied to those positions, across the six-year period.



Operating Impact Analysis

Operating Impacts - 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 Board of Supervisors adopted the LT-Revised 1 Redistricting Plan on June 7, 2022. The adoption approves Amendments to the Codified Ordinances of Loudoun County, Chapter 207- Election Districts and implements the LT Revised 1 Redistricting Plan. The Virginia Attorney General's Office asserted a "certification of no objection," meaning the County may implement its new election districts as adopted by the Board. The certification is required by state law. The table below lists both County capital projects and County-supported or managed transportation projects funded in the current six-year funding plan by 2011 Election District, including information on the new 2022 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.

Projects by 2011 Election District

Algonkian	2022 Election District	Functional Area
Eastern Loudoun Group Home	Algonkian	Health and Welfare
MHSADS Group Home Replacements	Catoctin	Health and Welfare
Potomack Lakes Parking and Field Improvements	Algonkian	Parks, Recreation, and Culture
Ashburn	2022 Election District	Functional Area
Fire and Rescue Station #29 – Loudoun Gateway Station	Sterling	General Government
Farmwell Road Intersection Improvements	Broad Run	Roads
Blue Ridge	2022 Election District	Functional Area
Arcola Quarters for the Enslaved	Dulles	Parks, Recreation, and Culture
Brambleton West Park Improvements	Little River	Parks, Recreation, and Culture
Dulles South Community Park	Little River	Parks, Recreation, and Culture
Fields Farm Park	Catoctin	Parks, Recreation, and Culture
Western Loudoun Recreation Center	Catoctin	Parks, Recreation, and Culture
Brambleton Sheriff Station	TBD	Public Safety
Fire and Rescue – Station #04 Round Hill Station Replacement	Catoctin	Public Safety
Fire and Rescue – Station #08 Philomont Station Replacement	Catoctin	Public Safety
Arcola Mills Drive – Belmont Ridge Road to Stone Springs Boulevard	Dulles	Roads
Braddock Road / Trailhead Drive Roundabout	Little River	Roads
Dulles West Boulevard - Northstar Boulevard to Arcola Boulevard	Dulles, Little River	Roads
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	Little River	Roads

**County Projects by Election District**

Route 7 / Route 287 Interchange Improvements	Catoctin	Roads
Route 7 / Route 287 Roundabout	Catoctin	Roads
Route 7 / Route 690 (Hillsboro Road) Interchange	Catoctin	Roads
Route 15 / Braddock Road Roundabout	Little River	Roads
Route 50 / Everfield Drive Roundabout	Little River	Roads
Route 50 / Loudoun County Parkway Interchange	Dulles	Roads
Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive	Ashburn	Roads
Belmont Ridge Road / Legacy Park Drive - Traffic Signal	Little River	SSTC
Franklin Park to Purcellville Trail	Catoctin	SSTC
Town of Hamilton – Community Park Playground	Catoctin	Towns
Town of Hillsboro – Multi-Modal Trail and Pedestrian Bridge	Catoctin	Towns
Town of Middleburg – Middleburg Town Hall	Little River	Towns
Town of Purcellville – Berlin Turnpike Traffic Signal	Catoctin	Towns
Town of Purcellville – Hirst Road to W&OD Shared Use Path	Catoctin	Towns
Town of Purcellville – Nursery Avenue Sidewalk Improvements, Phase 1 & 2	Catoctin	Towns
Town of Round Hill – Southern Gateway Pedestrian Trail	Catoctin	Towns
Town of Round Hill – Stabilization of Stone Farmhouse Ruins at Sleeter Lake Park	Catoctin	Towns
Western Loudoun Park and Ride Lot	Catoctin	Transit
Broad Run	2022 Election District	Functional Area
Fire and Rescue Station #29 – Loudoun Gateway Station	Broad Run	Public Safety
Croson Lane Widening – Claiborne Parkway to Old Ryan Road	Broad Run, Dulles	Roads
Farmwell Road Intersection Improvements	Broad Run	Roads
Old Ox Road Widening - Shaw Road to Oakgrove Road	Sterling	Roads
Prentice Drive – Loudoun County Parkway to Lockridge Road	Sterling	Roads
Route 7 Eastbound Widening – Loudoun County Parkway to Route 28	Algonkian	Roads
Route 7 / Route 287 Interchange	Catoctin	Roads
Route 7 / Route 690 (Hillsboro Road) Interchange	Catoctin	Roads
Shellhorn Road – East of Loudoun County Parkway to Bullpen Drive / Thumb Drive	Broad Run	Roads
Shellhorn Road – MWAA Property Boundary to Moran Road	Sterling	Roads
Waxpool Road – Loudoun County Parkway Intersection Improvements	Broad Run	Roads
Shellhorn Road and Central Station Drive / Hartley Place Intersection Improvements	Broad Run	SSTC
Catoctin	2022 Election District	Functional Area
County Renovation Program – DGS Operations & Maintenance Facility	Catoctin	General Government

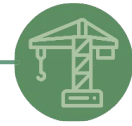


County Projects by Election District

County Renovation Program – DIT Renovations	Leesburg	General Government
County Renovation Program – DTIC Renovations	Leesburg	General Government
General Government Office Building – Phase I	Leesburg	General Government
Village of Paeonian Springs Wastewater Modernization	Catoctin	General Government
MHSADS Crisis Receiving and Stabilization Center	Leesburg	Health and Welfare
Adult Detention Center Expansion – Phase III	Leesburg	Public Safety
Fire and Rescue – Basic Training Facility	Leesburg	Public Safety
Fire and Rescue – Station #28 Leesburg South Station	Little River	Public Safety
Fire and Rescue – Training Academy Expansion	Leesburg	Public Safety
Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway	Leesburg	Roads
Evergreen Mills Road / Hogeland Mill Road – Bridge and Safety Improvements	Catoctin	Roads
Evergreen Mills Road / Revolution Sportsplex - Westbound Left-Turn Lane	Catoctin	Roads
Route 7 Improvements - Route 9 to Dulles Greenway – Long Term Improvements	Catoctin, Leesburg	Roads
Route 7 Improvements - Route 9 to Dulles Greenway – Short Term Improvements	Catoctin, Leesburg	Roads
Route 9 / Route 287 Roundabout	Catoctin	Roads
Route 15 / Lovettsville Road Intersection Improvements	Catoctin	Roads
Route 15 / Lucketts Bypass	Catoctin	Roads
Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout	Catoctin	Roads
Route 15 Widening – Battlefield Parkway to Whites Ferry Road	Catoctin, Leesburg	Roads
Route 15 Widening – Whites Ferry Road to Montesor Road	Catoctin	Roads
Sycolin Road – Loudoun Center Place to Crosstrail Boulevard	Leesburg	Roads
Harmony Middle School Shared Use Path	Catoctin	SSTC
River Creek Parkway Sidewalk	Ashburn	SSTC
Village of Waterford Preserving the Landmark Infrastructure Improvements	Catoctin	SSTC
Town of Lovettsville - Broadway Streetscapes Phase 2A	Catoctin	Towns
Town of Lovettsville - Pedestrian Improvements	Catoctin	Towns
Town of Lovettsville - South Loudoun and South Locust Streetscape Improvements	Catoctin	Towns
Dulles	2022 Election District	Functional Area
Braddock Road Widening – Paul VI Eastern Entrance to Loudoun County Parkway	Dulles	Roads
Croson Lane Widening – Claiborne Parkway to Old Ryan Road	Broad Run	Roads
Northstar Boulevard – Tall Cedars Parkway to Braddock Road	Dulles	Roads
Route 50 / Loudoun County Parkway Interchange	Dulles	Roads

**County Projects by Election District**

Route 50 / North Collector Road – Tall Cedars Parkway to Route 28	Dulles	Roads
Westwind Drive – Loudoun County Parkway to Old Ox Road	Sterling	Roads
Leesburg	2022 Election District	Functional Area
County Renovation Program – Government Center	Leesburg	General Government
County Renovation Program – Shenandoah Building Renovations	Leesburg	General Government
Union Street School	Leesburg	General Government
Westpark Improvements	Leesburg	Parks, Recreation, and Culture
Courts Complex – Phase IV - Renovation	Leesburg	Public Safety
Route 7 Improvements - Route 9 to Dulles Greenway – Long Term Improvements	Catoctin, Leesburg	Roads
Route 7 Improvements - Route 9 to Dulles Greenway – Short Term Improvements	Catoctin, Leesburg	Roads
River Creek Parkway Sidewalk	Ashburn	SSTC
Town of Leesburg – Evergreen Mill Road Widening	Leesburg	Towns
Town of Leesburg – Veterans Park	Leesburg	Towns
Town of Leesburg – W&OD Trail Lighting	Leesburg	Towns
Sterling	2022 Election District	Functional Area
Sterling Neighborhood Park	Sterling	Parks, Recreation, and Culture
Lake Drive Improvements	Algonkian	Roads
Route 7 Shared Use Path	Sterling	SSTC
Sterling Boulevard / W&OD Trail Overpass	Sterling	SSTC



Schedule of Financing and Referenda

General Obligation Bond Financing

The following projects are scheduled for general obligation bond financing requiring referendum in the Amended 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.

Anticipated General Obligation Bond Financing

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

**Schedule of Financing and Referenda**

Referendum Date	Project	Amount
November 2024		
General Government	Braddock Road / Trailhead Drive Roundabout	\$6,686,000
	Croson Lane Widening - Claiborne to Old Ryan Road	17,705,000
	Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	4,489,000
	Franklin Park to Purcellville Trail	778,000
	Lake Drive Improvements	7,229,000
	Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive	14,832,000
	Western Loudoun Recreation Center	6,000,000
	Westpark Improvements	12,260,000
	Subtotal – General Government	\$69,979,000
Schools	ES-34 Dulles North	\$74,341,000
	LCPS Facility Renewals and Alterations	8,092,000
	Subtotal – Schools	\$82,433,000
Total		\$152,412,000
November 2025		
General Government	Braddock Road Widening - Paul VI Eastern Entrance to Loudoun County Parkway	\$20,415,000
	Dulles South Community Park	18,534,000
	Linear Parks and Trail System	15,000,000
	Route 15 Widening - White Ferry to Montessor Road	31,974,000
	Subtotal – General Government	\$85,923,000
Schools	LCPS Facility Renewals and Alterations	\$35,320,000
	Subtotal – Schools	\$35,320,000
Total		\$121,243,000
November 2026		
General Government	Arcola Mills Drive - Belmont Ridge Road to Stone Springs Boulevard	\$15,610,000
	Brambleton Sheriff Station	5,979,000
	Fire and Rescue - Station #29 - Loudoun Gateway Station	5,452,000
	Fire and Rescue - Training Academy Expansion	12,365,000
	Northstar Boulevard Widening - Tall Cedars Parkway to Braddock Road	16,289,000
	Route 7 Improvements - Route 9 to Dulles Greenway - Long Term Improvements	917,000
	Route 50 / Loudoun County Parkway Interchange	31,880,000
	Subtotal – General Government	\$88,492,000



Schedule of Financing and Referenda

Referendum Date	Project	Amount
Schools	LCPS Facility Renewals and Alterations	\$59,033,000
	Subtotal – Schools	\$59,033,000
Total		\$147,525,000
Total General Obligation Bond Financing for 2023 – 2026 Referenda		\$1,000,084,000

Previously Approved General Obligation Bond Financing

Referendum Date	Project	Amount
November 2022		
General Government	Crosstrail Blvd - Segment C – Sycolin Road to Dulles Greenway	\$9,982,000
	Fire and Rescue - Station #04 - Round Hill Station Replacement	8,121,000
	Route 15 / Braddock Road Roundabout	1,089,000
	Route 50 / Everfield Roundabout	5,873,000
	Route 7 Improvements Phase 3 - Route 9 & Dulles Greenway, Segment 2 ¹	13,066,000
	Route 7 Improvements Phase 2 - Route 7 & Route 690 Interchange ²	11,461,000
	Sterling Blvd / W&OD Trail Overpass	9,843,000
	Western Loudoun Recreation Center	66,593,000
	Subtotal – General Government	\$126,028,000
Schools	HS-14, Dulles North	\$183,564,000
	LCPS Facility Renewals and Alterations	42,985,000
	Park View and William Obediah Robey HS Additions ³	38,145,000
	School Security Improvements	2,875,000
	Valley Service Center Traffic Signal	655,000
	Subtotal – Schools	\$268,224,000
Total		\$394,252,000
November 2021		
General Government	Evergreen Mills Road (Reservoir Road to Watson Road) ⁴	\$6,780,000
	Farmwell Road Intersection Improvements	7,005,000
	Fire Rescue Basic Training Facility	6,515,000
	Fire and Rescue Station #28 - Leesburg South	675,000
	Route 9 /Route 287 Roundabout	7,767,000

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

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

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

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

**Schedule of Financing and Referenda**

Referendum Date	Project	Amount
	Shellhorn Road (LC Parkway to Dulles Airport Property) ⁵	1,327,000
	Shellhorn Road (Dulles Airport Property to Moran Road) ⁶	41,847,000
	Waxpool Road / Loudoun County Parkway Intersection Improvements	3,517,000
	Subtotal – General Government	\$75,433,000
Schools	ES-32 Dulles South Elementary School	\$57,911,000
	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
November 2020		
General Government	Braddock Road, Segment 1 (Royal Hunter to Gum Spring)	\$1,832,000
	Braddock Road, Segment 1B (Whitman Farm to Paul IV)	2,000,000
	Fire Rescue Training Academy Expansion	7,880,000
	Fire and Rescue Station #08 - Philomont Fire Rescue Station	21,636,000
	Loudoun County Parkway Widening (Ryan to Shellhorn)	2,708,000
	Philip A. Bolen Park Phase II	3,310,000
	River Creek Parkway Sidewalk	2,362,000
	Route 15 Improvements (Montessoro to Point of Rocks Bridge) ⁷	36,407,000
	Route 50 / North Collector Road (Tall Cedars to Route 28)	67,137,000
	Route 50 and Trailhead Roundabout	4,275,000
	Scott Jenkins Park Phase III	515,000
	Sidewalk and Trail Program	34,489,000
	Subtotal – General Government	\$184,551,000
Schools	Douglas School Renewal	\$9,320,000
	LCPS Facility Renewals and Alterations	49,280,000
	School Security Improvements	64,295,000
	Student Welcome Center at Sterling Elementary School	860,000
	Subtotal – Schools	\$123,755,000
Total		\$308,306,000
November 2019		
General Government	Fields Farm Park	\$29,185,000
	Fire and Rescue Basic Training Facility	5,270,000

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

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

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



Schedule of Financing and Referenda

Referendum Date	Project	Amount
	Fire and Rescue - Station #28 - Leesburg South Station	17,600,000
	Lovettsville District Park Phases I & II	4,680,000
	Philip Bolen Park Phase II	6,175,000
	Route 7 Improvements Phase 2-7 & Route 690 Interchange ⁸	17,220,000
	Route 50/Trailhead Roundabout	8,570,000
	Route 7 Pedestrian Improvements	5,200,000
	Scott Jenkins Park Phase III	1,755,000
	Sterling Boulevard / W&OD Trail Overpass	8,245,000
	Westwind Drive - Loudoun County Parkway to Old Ox Road	17,650,000
	Subtotal – General Government	\$121,550,000
Schools	Middle School Classroom Additions	\$5,170,000
	Middle School (MS-14), Dulles North	88,770,000
	Subtotal – Schools	\$93,940,000
Total		\$215,490,000
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

Appropriation Backed Financing

The following projects are planned to be financed through appropriation-backed financing during the Amended FY 2023 – FY 2028 capital planning period. Appropriation backed financings do not require a referendum. Following this table is a summary of previously authorized financings.

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



Schedule of Financing and Referenda

Anticipated Appropriation Backed Financing

Appropriation Year	Project	Amount
FY 2024	Arcola Quarters for the Enslaved	\$12,013,000
	County Renovation Program	2,434,000
	County Renovation Program – DIT Renovations	5,500,000
	County Renovation Program – DTCI Renovations	3,000,000
	Consolidated Shops and Warehouse Facility	2,461,000
	Eastern Services Center	17,250,000
	General Government Office Space - Phase I	73,440,000
	MHSADS Crisis Receiving and Stabilization Center	16,332,000
	School Bus Replacement and Acquisition	5,366,000
	Union Street School	5,485,000
	Subtotal – FY 2024	\$143,281,000
FY 2025	Adult Detention Center Expansion- Phase III	\$5,724,000
	County Renovation Program	6,685,000
	County Renovation Program - DTCI Renovations	3,000,000
	General Government Office Space - Phase I	6,171,000
	MHSADS Group Home Replacements	2,810,000
	School Bus Replacement and Acquisition	9,745,000
	Subtotal – FY 2025	\$34,135,000
FY 2026	County Renovation Program	\$10,928,000
	Land Acquisition - School Projects	3,000,000
	School Bus Replacement and Acquisition	10,280,000
	Subtotal – FY 2026	\$24,208,000
FY 2027	Adult Detention Center Expansion - Phase III	\$23,803,000
	County Renovation Program	11,777,000
	Landfill – Cell Capping	5,760,000
	MHSADS Group Home Replacements	7,210,000
	School Bus Replacement and Acquisition	10,845,000
	Subtotal – FY 2027	\$59,395,000
FY 2028	Adult Detention Center Expansion - Phase III	\$504,000
	County Renovation Program	13,275,000
	Land Acquisition- School Projects	29,510,000
	School Bus Replacement and Acquisition	11,440,000
	Subtotal – FY 2028	\$54,729,000
Total Appropriation Backed Bond Financing for FY 2024 – FY 2028		\$315,748,000



Schedule of Financing and Referenda

Previously Approved Appropriation Backed Financing

Appropriation Year	Project	Amount
FY 2023	County Renovation Program	\$572,000
	Courts Complex Phase IV Renovation	23,430,000
	General Government Office Space- Phase I	7,841,000
	School Bus Replacement and Acquisition	8,755,000
	Subtotal – FY 2023	\$40,598,000
FY 2022	County Renovation Program - Government Center	\$535,000
	County Renovation Program - Waterford Space	2,000,000
	County Renovation Program - Shenandoah Building	4,000,000
	County Renovation Program	4,145,000
	DS Group Residence - Eastern Loudoun	1,665,000
	Fire and Rescue Storage Sheds	525,000
	Oracle Upgrades - Hosting Solution	5,202,000
	Public Safety - Handheld Radio Replacements	11,251,000
	Public Safety - Radio Tower Expansion Program	2,830,000
	Public Safety - Redundant Master/Prime Site	1,008,000
	Public Safety - School Radio Coverage Program	1,100,000
	PRCS Renovation Program	1,500,000
	PRCS Renovation Program	1,000,000
	Land Acquisition (Various LCPS Projects)	5,275,000
	School Bus Replacement and Acquisition	800,000
	School Bus Radio Replacements and UHF Upgrades	10,420,000
	Subtotal – FY 2022	\$53,256,000
FY 2021	Ashburn Recreation and Community Center	\$5,437,000
	Children's Science Center	13,928,000
	Consolidated Shops & Warehouse	3,500,000
	County Landfill Sequence 1A Cap	1,790,000
	County Landfill Reclamation Project	7,920,000
	County Renovation Program - Government Center	500,000
	Courts Complex Phase III (Expansion)	8,111,000
	DS Group Residence - Eastern Loudoun	560,000
	Fire and Rescue Storage Sheds	75,000
	Broadband Infrastructure - Schools	875,000
	School Bus Replacement and Acquisition	7,865,000
	Subtotal – FY 2021	\$50,561,000
FY 2020	Consolidated Shops & Warehouse	\$4,000,000
	County Landfill Sequence 1A Cap	1,500,000

**Schedule of Financing and Referenda**

Appropriation Year	Project	Amount
	County Landfill Sequence V Closure	5,060,000
	Broadband Infrastructure – Schools	875,000
	Land Acquisition (Various LCPS Projects)	3,905,000
	School Bus Replacement and Acquisition	7,525,000
	Subtotal – FY 2020	\$22,865,000
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



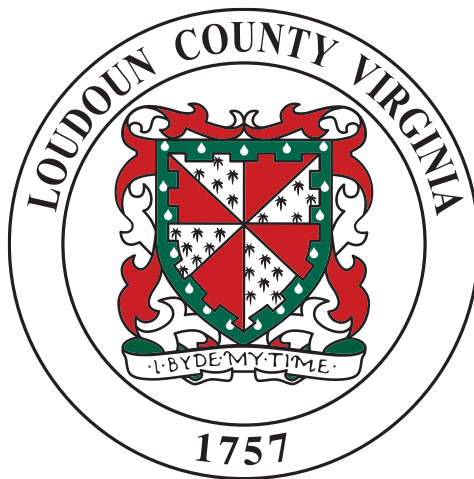
Schedule of Financing and Referenda

Notice of Intent

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

The Board of Supervisors of the County of Loudoun, Virginia (the "County"), has determined in connection with adoption of the County's Capital Improvement Program that it is necessary and desirable to undertake certain capital improvements consisting of the projects and estimated costs described in this proposed Capital Improvement Program with financing as indicated on the **Schedule of Major Financing — Fiscal Years 2024 – 2028** in the maximum amount of \$1,952,358,025. 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.

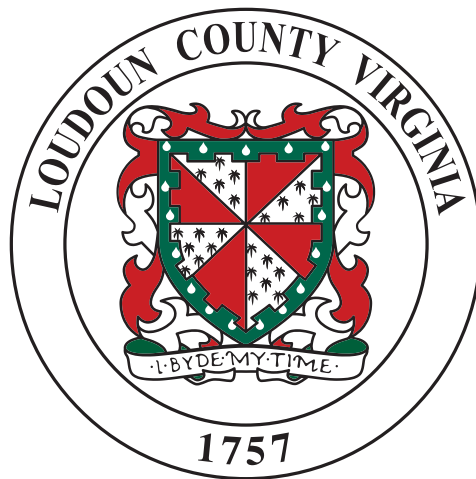




Capital Improvement Program Previously Authorized and Future Projects

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Projects Identified for Future Development	8-6





Previously Authorized Projects

Previously Authorized Projects are CIP projects that are being administered by Loudoun County, were fully funded in fiscal years prior to FY 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; individual intersection improvements or individual sidewalk and trail improvements that originated from the Intersection Improvement Program or the Sidewalk and Trail Program; 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.

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.			
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.			
Public Safety	Oracle Project Number	Final Year in Adopted Budget	Page Number
Aldie Fire & Rescue Station #7	C00140	FY 2020	10-74
This project provides funding for the design and construction of a new Aldie Fire Station on a County owned site to replace the existing Aldie Fire & Rescue Company #7 Station.			
Courts Phase III	C00150, C02140	FY 2022	9-79
This project provides funding to design and construct a new facility for the General District Court and includes a 725-space parking garage.			

**Previously Authorized Projects**

Juvenile Detention Center	C00146	FY 2018	10-66
This project provides funding for the design and construction of a new 40-bed Juvenile Detention Center on the Government Support Center site off Sycolin Road in Leesburg.			
Lovettsville Fire & Rescue Station #12 Replacement	C02103	FY 2018	10-59
This project provides funding for the design and construction of a new 18,500 square foot fire station to replace the existing Lovettsville Fire and Rescue Company #12 Station.			
Sterling Fire & Rescue Station #11 Replacement	C02042	FY 2016	10-67
This project provides funding for the design and construction of a new 22,000 square foot fire station to replace the existing Sterling Volunteer Fire and Rescue Company #11 Station.			
Transportation	Oracle Project Number	Final Year in Adopted Budget	Page Number
Arcola Boulevard – Route 50 to Route 606	C02182	FY 2022	10-17
This project provides funding to accelerate the construction of Arcola Boulevard between Arcola Mills Drive and Old Ox Road (Route 606) through an agreement with Arcola Center.			
Belmont Ridge Road – Truro Parish Drive to Croson Lane	C02043	FY 2020	11-15
This project provides funding for the planning, design, right-of-way acquisition, and construction of two additional lanes to Belmont Ridge Road between Truro Parish Drive and Croson Lane.			
Braddock / Summerall Supreme Drive	C02121	FY 2018	11-22
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.			
Local Fixed-Route Bus Stop Improvements	C02237	FY 2020	11-144
This project provides funding for the design and construction of bus stop improvements throughout the County to bring bus stops into ADA compliance.			
Loudoun County Parkway – Dulles West Blvd to Route 50	C02234	FY 2020	11-51
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.			



Previously Authorized Projects

Transportation	Oracle Project Number	Final Year in Adopted Budget	Page Number
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	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.			
Route 7 / Blue Ridge Mountain / Raven Rocks Intersection Improvements	C02394	FY 2022	10-53
This project provides funding for the planning and preliminary design of safety, operational, and access improvements in the vicinity of the intersection of Route 7 with Route 601 Blue Ridge Mountain / Raven Rocks Road.			
Route 7 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).			
Shaw Road	C02116	FY 2018	11-82
This project provides funding for the design and construction of improvements to Shaw Road from the Sterling Technology property to the Dulles Electric Supply property to widen the road from two to four lanes and to solve existing roadway drainage issues.			
Shellhorn Road – Loudoun County Parkway to MWAA	C02361	FY 2022	10-95
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.			
Sterling Boulevard Extension	C02046	FY 2018	11-86
This project provides funding for the design, right-of-way acquisition, and construction of Sterling Boulevard from Pacific Boulevard to Moran Road.			

**Previously Authorized Projects**

Transportation	Oracle Project Number	Final Year in Adopted Budget	Page Number
Waxpool Road at Pacific Blvd	C00178	FY 2014	11-27
This project provides funding for the design and construction of intersection improvements and turn lanes at Waxpool Road and Pacific Boulevard and Broderick Drive.			



Projects Identified for Future Development

This section tracks future projects for purposes of managing the growth and priorities of the CIP. Projects are identified during subsequent budget development processes and added to the future development list. All projects whose funding were previously planned (prior to FY 2022) 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.

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

Project	Functional Area	2022 District	2011 District	Source	Cost Range
Adolescent Independent Living Residence	Health and Welfare	Undetermined	Undetermined	Department Priority	\$12,400,000 - \$13,000,000
Bolen Park Amphitheater	Parks, Recreation, and Culture	Catoctin	Catoctin	Department Priority	No Estimate Available
Cascades Library Renovation	Parks, Recreation, and Culture	Algonkian	Algonkian	Department Priority	No Estimate Available
Cascades Senior Center Renovation	Parks, Recreation, and Culture	Algonkian	Algonkian	Department Priority	No Estimate Available
Eastern Loudoun Community Arts Center	Parks, Recreation, and Culture	Undetermined	Undetermined	Board Priority	No Estimate Available
Purcellville Library Replacement	Parks, Recreation, and Culture	Little River	Blue Ridge	Department Priority	\$41,700,000 - \$43,800,000
STEM Library	Parks, Recreation, and Culture	Catoctin	Catoctin	Capital Needs Assessment	\$64,400,000 - \$67,600,000
Teen Center	Parks, Recreation, and Culture	Undetermined	Undetermined	Capital Needs Assessment	\$16,900,000 - \$17,700,000
Courts Evidence Storage Facility	Public Safety	Undetermined	Undetermined	Department Priority	\$15,200,000 - \$16,000,000
Fire and Rescue - Station #05/#17 - Hamilton Station Replacement	Public Safety	Catoctin	Catoctin	Department Priority	\$28,600,000 - \$30,000,000
Fire and Rescue - Station #30	Public Safety	Undetermined	Undetermined	Capital Needs Assessment	\$30,700,000 - \$32,300,000
Fire and Rescue - Station #31	Public Safety	Undetermined	Undetermined	Capital Needs Assessment	\$31,800,000 - \$33,400,000
Fire and Rescue Training Tower	Public Safety	Leesburg	Catoctin	Department Priority	\$2,300,000 - \$2,400,000



Projects Identified for Future Development

Project	Functional Area	2022 District	2011 District	Source	Cost Range
Juvenile Detention Center – Phase II	Public Safety	Leesburg	Catoctin	Department Priority	No Estimate Available
Arcola Mills Drive – Stone Springs Blvd to Loudoun County Parkway	Roads	Little River	Blue Ridge	Board Priority	\$46,300,000 - \$48,600,000
Belmont Ridge Road – Arcola Mills Drive to Shreveport Drive	Roads	Little River	Blue Ridge	Board Priority	\$57,700,000 - \$60,600,000
Braddock Road, Segment 2B – Loudoun County Parkway to Bull Run Post Office Road	Roads	Dulles	Dulles	Board Priority	\$23,400,000 - \$24,600,000
Braddock Road, Segment 3 – Bull Run Post Office Rd to Fairfax County Line	Roads	Dulles	Dulles	Countywide Transportation Plan	\$45,800,000 - \$48,100,000
Davis Drive Bridge	Roads	Sterling	Broad Run	Board Priority	\$46,700,000 - \$49,000,000
Davis Drive Extension Innovation to Rock Hill Connector	Roads	Sterling	Broad Run	Countywide Transportation Plan	\$50,100,000 – \$52,570,000
Dulles Greenway Interchange at Loudoun County Parkway Improvements	Roads	Broad Run	Dulles, Broad Run	Board Priority	\$15,200,000 - \$16,000,000
Evergreen Mills / Watson Road Corridor Improvements	Roads	Leesburg, Little River	Catoctin, Blue Ridge	Board Priority	\$12,000,000 - \$16,000,000
Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 3	Roads	Catoctin, Leesburg	Catoctin, Leesburg	Board Priority	\$87,900,000 - \$92,300,000
Route 7 Improvements, Phase 4 – Route 9 to Route 704	Roads	Catoctin	Catoctin	Board Priority	\$68,300,000 - \$71,700,000
Route 7 Improvements, Phase 5 – Route 704 to Route 287	Roads	Catoctin	Catoctin, Blue Ridge	Board Priority	\$73,000,000 - \$76,700,000
Route 7 Improvements, Phase 6 – Route 287 to Route 690	Roads	Catoctin	Blue Ridge	Board Priority	\$96,400,000 - \$101,200,000
Route 9 Long Term Improvements	Roads	Catoctin	Catoctin	Board Priority	\$155,900,000 - \$186,900,000
Route 9 Mid-Term Improvements	Roads	Catoctin	Catoctin	Board Priority	\$10,970,000 - \$14,700,000
Route 9 Short-Term Improvements	Roads	Catoctin	Catoctin	Board Priority	\$545,000 - \$2,360,000
Route 15 Improvements, Montresor to POR, Phase 4	Roads	Catoctin	Catoctin	Board Priority	\$46,600,000 - \$48,900,000
Route 15 Improvements, Montresor to POR, Phase 5	Roads	Catoctin	Catoctin	Board Priority	\$58,000,000 – \$60,800,000
Route 15 Improvements, Montresor to POR, Phase 6	Roads	Catoctin	Catoctin	Board Priority	\$73,560,000 – \$77,200,000
Route 15 Improvements, Montresor to POR, Phase 7	Roads	Catoctin	Catoctin	Board Priority	\$51,700,000 – \$54,300,000
Route 15 South Corridor Improvements	Roads	Catoctin, Little River	Catoctin, Blue Ridge	Board Priority	\$44,000,000 - \$54,200,000
Route 50 Widening from Loudoun County Parkway to Tall Cedars Parkway	Roads	Dulles	Dulles	Board Priority	\$97,700,000 - \$102,600,000
Russel Branch Corridor Improvements	Roads	Broad Run	Broad Run	Board Priority	\$12,320,000 - \$16,350,000
Safety Audit Improvements: Evergreen Mills Road, North of Fleetwood Rd/Creighton Rd	Roads	Little River	Blue Ridge	Board Priority	\$21,800,000 - \$22,900,000
Ashburn Road – Parallel Pedestrian Bridge over Beaverdam Run	Sidewalks, Signals, and Traffic Calming	Broad Run	Broad Run	Board Priority	\$5,000,000 - \$10,000,000



Projects Identified for Future Development

Project	Functional Area	2022 District	2011 District	Source	Cost Range
Route 7 Corridor: Route 28 to Fairfax County Line	Sidewalks, Signals, and Traffic Calming	Algonkian, Broad Run, Sterling	Algonkian, Broad Run, Sterling	Department Priority	\$515,100,000 - \$540,900,000
Traffic Signal Storage Facility	Sidewalks, Signals, and Traffic Calming	Undetermined	Undetermined	Department Priority	\$5,000,000 - \$5,300,000
Elementary School (ES-24) Central Loudoun	LCPS	Catoctin	Catoctin	LCPS CIP	\$79,200,000 – \$83,200,000
Elementary School (ES-36) Undesignated Location	LCPS	Undetermined	Undetermined	LCPS CIP	\$79,200,000 – \$83,200,000
Elementary School (ES-37) Undesignated Location	LCPS	Undetermined	Undetermined	LCPS CIP	\$79,200,000 – \$83,200,000
Elementary School (ES-38) Undesignated Location	LCPS	Undetermined	Undetermined	LCPS CIP	\$79,200,000 – \$83,200,000
Elementary School (ES-39) Undesignated Location	LCPS	Undetermined	Undetermined	LCPS CIP	\$79,200,000 – \$83,200,000
Middle School (MS-15) Undesignated Location	LCPS	Undetermined	Undetermined	LCPS CIP	\$159,900,000 – \$167,900,000
Middle School (MS-19) Undesignated Location	LCPS	Undetermined	Undetermined	LCPS CIP	\$159,900,000 – \$167,900,000
High School (HS-15) Undesignated Location	LCPS	Undetermined	Undetermined	LCPS CIP	\$226,400,000 – \$237,700,000
Eastern Transportation Facility	LCPS	Undetermined	Undetermined	LCPS CIP	\$31,400,000 - \$33,000,000



Capital Improvement Program County Projects

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County Projects

Capital Improvement Program Summary										
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	461,837	90,018	39,505	38,914	37,402	46,951	70,123	322,915	230,318	1,015,069
General Government	148,234	50,684	144,491	41,802	39,474	43,591	36,446	356,488	123,949	628,671
Health and Welfare	2,914	462	16,616	3,122	-	8,012	-	28,212	-	31,126
Information Technology	22,419	14,829	18,896	13,640	5,136	1,845	5,279	59,625	11,773	93,817
Parks, Recreation, and Culture	17,891	9,985	34,128	59,093	73,194	43,053	13,800	233,253	67,185	318,330
Public Safety	53,140	65,456	28,683	28,395	9,212	42,043	40,712	214,501	55,414	323,055
Towns	33,713	9,566	8,357	11,520	7,007	4,757	4,525	45,732	21,835	101,280
Total – Costs	740,148	241,001	290,677	196,486	171,425	190,252	170,885	1,260,725	510,474	2,511,348
Funding Sources (\$ in 1000s)										
Local Tax Funding	586,404	158,020	90,364	77,099	63,568	81,713	79,571	550,337	438,429	1,575,170
Local Tax Funding Roads	2,247	-	-	-	-	-	-	-	-	2,247
General Obligation Bonds	31,457	18,215	38,654	75,256	76,218	38,087	38,333	284,763	348	316,567
Appropriation-Backed Bonds	57,784	31,843	137,915	24,389	13,928	48,550	43,289	299,914	28,663	386,361
Cash Proffers	2,300	9,801	5,895	677	-	1,000	1,000	18,374	-	20,674
Other State Grants	-	-	-	-	-	8,500	-	8,500	-	8,500
Other Federal Grants	-	3,500	-	2,000	-	3,000	-	8,500	-	8,500
NVTA 30% Local	29,951	8,841	8,270	11,520	7,007	4,757	4,525	44,920	19,835	94,707
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Fees (Landfill and Transit)	29,738	10,780	9,578	5,544	10,704	4,645	4,167	45,417	23,200	98,354
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	740,148	241,001	290,677	196,486	171,425	190,252	170,885	1,260,725	510,474	2,511,348



Capital Improvement Program Administration

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Administration

Capital Improvement Program										
Administration 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
Capital Project Management	35,630	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	92,030
Capital Support Positions	7,329	3,339	3,714	3,825	3,940	4,058	4,180	23,057	18,013	48,399
CIP Contingency	150,159	25,711	24,266	21,500	18,100	19,000	21,000	129,577	90,492	370,228
CIP Contingency - Schools	-	25,000	-	-	-	-	-	25,000	-	25,000
Land Acquisition - County Projects	122,927	30,516	4,700	4,500	3,000	5,500	5,500	53,716	22,000	198,643
Land Acquisition - School Projects	141,792	-	-	-	3,000	8,750	29,510	41,260	57,010	240,062
Scoping and Preliminary Engineering	4,000	989	1,713	3,824	3,939	4,057	4,179	18,701	18,006	40,707
Total – Costs	461,837	90,018	39,505	38,914	37,402	46,951	70,123	322,915	230,318	1,015,069
Funding Sources (\$ in 1000s)										
Local Tax Funding	449,903	90,018	39,505	38,914	34,402	46,951	40,613	290,405	216,568	956,876
Local Tax Funding Roads	2,247	-	-	-	-	-	-	-	-	2,247
Appropriation-Backed Bonds	9,180	-	-	-	3,000	-	29,510	32,510	13,750	55,440
NVTA 30% Local	239	-	-	-	-	-	-	-	-	239
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total – Funding Sources	461,837	90,018	39,505	38,914	37,402	46,951	70,123	322,915	230,318	1,015,069



Administration

Capital Project Management

Details:

Project Number: C02011

Election District (2022): Countywide

Election District (2011): Countywide

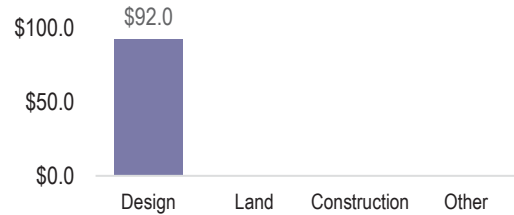
Square Feet: n/a

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. Funds are moved out of this project throughout the year into projects in the Capital Projects Fund as necessary.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations and Fund Balance transfers into the account. Transfers out of the account into other projects are not reflected in the financial table.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Costs (\$ 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	35,630	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	92,030
Total – Costs	35,630	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	92,030
Local Tax Funding	35,391	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	91,791
NVTA 30% Local	239	-	-	-	-	-	-	-	-	239
Total – Funding Sources	35,630	4,463	5,112	5,265	5,423	5,586	5,754	31,603	24,797	92,030



Administration

Capital Support Positions

Details:

Project Number: C02247

Election District (2022): Countywide

Election District (2011): Countywide

Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions



Background:

The FY 2023 – FY 2028 Amended 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. Funds are moved out of this project throughout the year into the appropriate Capital Project.

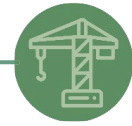
For County staff who work directly on projects, such as design engineers, land acquisition managers, project managers, and construction/civil engineers, charges are funded through individual project budgets, thereby more accurately reflecting the true cost of a project.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations. Transfers out of the account into other projects are not reflected in the financial table.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Personnel	7,329	3,339	3,714	3,825	3,940	4,058	4,180	23,057	18,013	48,399
Total – Costs	7,329	3,339	3,714	3,825	3,940	4,058	4,180	23,057	18,013	48,399
Local Tax Funding	7,329	3,339	3,714	3,825	3,940	4,058	4,180	23,057	18,013	48,399
Total – Funding Sources	7,329	3,339	3,714	3,825	3,940	4,058	4,180	23,057	18,013	48,399



Administration

CIP Contingency

Details

Project Number: C00030, C02560

Election District (2022): Countywide

Election District (2011): 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 for the County and Loudoun County Public Schools (LCPS) commensurate with a capital financing plan that is over \$3 billion dollars.

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

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations and Fund Balance transfers into the projects. Transfers out of the contingency projects into other capital projects are not reflected in the financial table.

Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Contingency - County	150,159	25,711	24,266	21,500	18,100	19,000	21,000	129,577	90,492	370,228
Contingency - LCPS	-	25,000	-	-	-	-	-	25,000	-	25,000
Total - Costs	150,159	50,711	24,266	21,500	18,100	19,000	21,000	154,577	90,492	395,228
Local Tax Funding	147,644	50,711	24,266	21,500	18,100	19,000	21,000	154,577	90,492	392,713
Local Tax Funding Roads	2,247	-	-	-	-	-	-	-	-	2,247
Local Gas Tax	217	-	-	-	-	-	-	-	-	217
Land Sale Proceeds	50	-	-	-	-	-	-	-	-	50
Total - Funding Sources	150,159	50,711	24,266	21,500	18,100	19,000	21,000	154,577	90,492	395,228



Administration

Land Acquisition Fund

Details:

Project Number: C02248, C00036

Election District (2022): Countywide

Election District (2011): Countywide

Location: Countywide

Estimated Completion Year: n/a

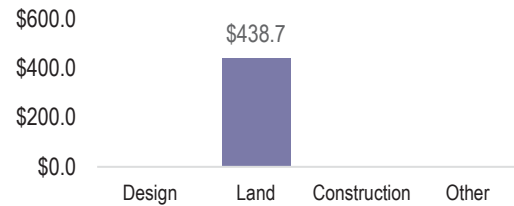
Referendum: n/a

Background:

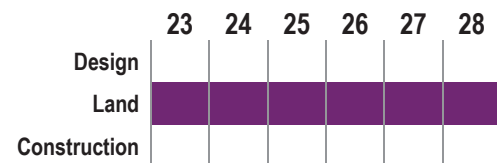
This project provides funding for land acquisition. In order to construct the facilities in the Capital Plan, the County utilizes existing property owned by the County and Loudoun County Public Schools, as well as proffered property that has been dedicated to the County.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations and Fund Balance transfers into the projects. Transfers out of the projects into other capital projects are not reflected in the financial table.

Phase Costs in Millions



Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Land	264,719	30,516	4,700	4,500	6,000	14,250	35,010	94,976	79,010	438,705
Total – Costs	264,719	30,516	4,700	4,500	6,000	14,250	35,010	94,976	79,010	438,705
Local Tax Funding	255,539	30,516	4,700	4,500	3,000	14,250	5,500	62,466	65,260	383,265
Appropriation-Backed Bonds	9,180	-	-	-	3,000	-	29,510	32,510	13,750	55,440
Total – Funding Sources	264,719	30,516	4,700	4,500	6,000	14,250	35,010	94,976	79,010	438,705

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	300	1,170	1,470
Total – Impact	-	-	-	-	300	1,170	1,470



Administration

Scoping and Preliminary Engineering

Details:

Project Number: C02388

Election District (2022): Countywide

Election District (2011): Countywide

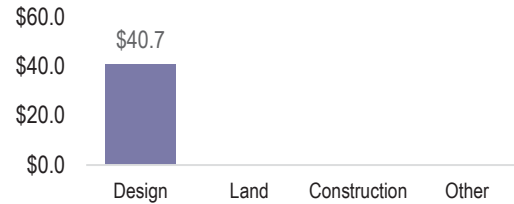
Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions



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. Funds are moved out of this project throughout the year into projects in the Capital Projects Fund as necessary.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations. Transfers out of the account into other projects are not reflected in the financial table.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

Costs (\$ 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	1,713	3,824	3,939	4,057	4,179	18,701	18,006	40,707
Total – Costs	4,000	989	1,713	3,824	3,939	4,057	4,179	18,701	18,006	40,707
Local Tax Funding	4,000	989	1,713	3,824	3,939	4,057	4,179	18,701	18,006	40,707
Total – Funding Sources	4,000	989	1,713	3,824	3,939	4,057	4,179	18,701	18,006	40,707





Capital Improvement Program

General Government

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General Government

Capital Improvement Program										
General Government 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
Consolidated Shops and Warehouse Facility	38,700	-	2,461	-	-	-	-	2,461	-	41,161
County Renovation Program	8,745	6,725	13,802	13,588	17,929	18,883	20,493	91,420	33,231	133,397
County Renovation Program - DGS Operations and Maintenance Facility	-	4,000	-	-	-	-	-	4,000	-	4,000
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 - Government Center	1,035	572	-	-	-	-	-	572	-	1,607
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
EV Charging Stations for County Facilities	-	1,000	-	2,000	-	3,000	-	6,000	3,000	9,000
General Government Office Building - Phase I	-	9,038	73,440	7,113	-	-	-	89,591	-	89,591
Landfill - CDD Cell A2 Liner	8,352	5,190	-	-	-	-	-	5,190	-	13,542
Landfill - Cell Capping	-	-	-	-	-	5,760	-	5,760	4,810	10,570
Landfill - Cell Liner	-	-	-	-	6,670	-	-	6,670	14,470	21,140
Landfill - Debt Service	16,183	4,320	4,478	4,374	4,034	3,945	4,167	25,317	14,010	55,510
Landfill - Infrastructure Improvements	5,203	1,270	5,100	1,170	-	700	-	8,240	2,010	15,453
Storm Water Management	53,079	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	143,621
Union Street School	1,585	-	5,485	158	-	-	-	5,643	-	7,228
Village of Paeonian Springs Wastewater Modernization	-	3,500	-	-	-	-	-	3,500	-	3,500
Water/Wastewater Program	11,352	2,450	2,500	2,550	2,600	2,650	2,700	15,450	11,300	38,102
Total – Costs	148,234	50,684	144,491	41,802	39,474	43,591	36,446	356,488	123,949	628,671
Funding Sources (\$ in 1,000s)										
Local Tax Funding	84,787	27,991	25,343	18,402	17,842	18,409	19,004	126,992	85,837	297,615
Appropriation-Backed Bonds	33,680	8,413	109,570	15,856	10,928	17,537	13,275	175,579	14,913	224,172
Cash Proffers	29	-	-	-	-	-	-	-	-	29
Other Federal Grants	-	3,500	-	2,000	-	3,000	-	8,500	-	8,500

General Government



Fees	29,738	10,780	9,578	5,544	10,704	4,645	4,167	45,417	23,200	98,354
Total – Funding Sources	148,234	50,684	144,491	41,802	39,474	43,591	36,446	356,488	123,949	628,671





General Government

Consolidated Shops and Warehouse Facility

Details:

Project Number: C02071

Election District (2022): Leesburg

Election District (2011): Catoclin

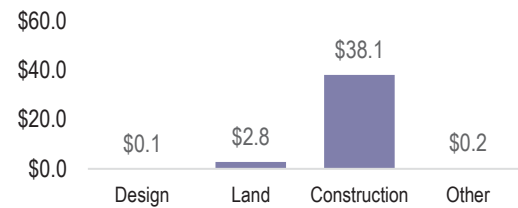
Square Feet: 176,250

Location: 750 & 751 Miller Drive

Estimated Completion Year: FY 2026, FY 2028

Referendum: n/a

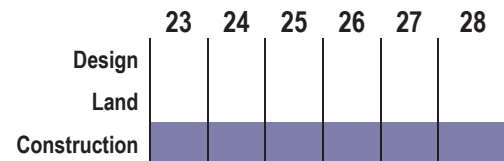
Phase Costs in Millions



Background:

This project was initially created to provide funding for the development of a Consolidated Shops and Warehouse Facility that would provide storage and warehouse space for all County Government departments in one location. The project has changed from its original scope and is now being funded to provide space for Voter Registration, HR Training Center, PRCS's facilities program, LCSO's IT section, Soils Lab, Circuit Courts storage, Loudoun Museum Storage, Extension Services, and Loudoun Hunger. In FY 2024, the Credit Union will be relocating from 801 Sycolin Road to 750 Miller Drive. Due to changing program needs, the estimated completion year for this project is FY 2026.

Project Phase Timeline by FY



Based on the County's current Space Plan, the facility located at 751 Miller Drive will provide functional and secure warehousing space for Loudoun County Fire and Rescue (LCFR). LCFR's Wellness Center, Chaplin, Gym, and office space for the Battalion Chiefs and other training personnel are all located at 751 Miller Drive. In FY 2024, LCFR's fleet, logistics, and SCBA renovations are scheduled to start construction, and in FY 2025, the portion of the facility meant for LCFR's apparatus upfitting and fabrication are scheduled to start construction. The final phase of this project includes a PPE area, doctor's office and conference rooms, and a reserve apparatus storage area that are scheduled to start in FY 2026 with an estimated completion date of FY 2028.

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	57	-	-	-	-	-	-	-	-	57
Land	2,820	-	-	-	-	-	-	-	-	2,820
Construction	35,643	-	2,461	-	-	-	-	2,461	-	38,104
Furniture, Fixtures & Equip	180	-	-	-	-	-	-	-	-	180
Total – Costs	38,700	-	2,461	-	-	-	-	2,461	-	41,161
Local Tax Funding	10,200	-	-	-	-	-	-	-	-	10,200
Appropriation-Backed Bonds	28,500	-	2,461	-	-	-	-	2,461	-	30,961
Total – Funding Sources	38,700	-	2,461	-	-	-	-	2,461	-	41,161

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	248	242	236	229	955
Total – Impact	-	-	248	242	236	229	955



General Government

County Renovation Program

Details:

Project Number: C02268

Election District (2022): Countywide

Election District (2011): Countywide

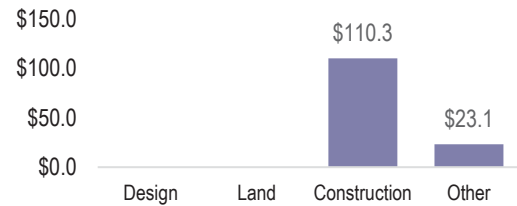
Square Feet: Varies

Location: Countywide

Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions

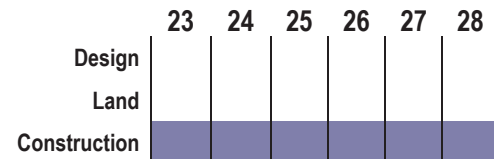


Background:

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

Starting in FY 2024 the County Renovation Program – Government Center sub-project will be reincorporated into The County Renovation Program and will no longer be displayed on a separate CIP project page. This project was created to fund ongoing routine renovations to the Loudoun County Government Center and will continue to do so. By adding it back to the County Renovation Program, resources will be combined to ensure that resources are available to meet the regular renovation needs of the County's buildings, leased office space, and primary government center. Additionally, the County Renovation Program was increased based on 2% of the County's total capital building asset value. This increase accounts for current and future County building renovation needs.

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	8,167	9,939	13,540	14,318	15,642	68,331	33,231	110,267
Personnel	33	-	418	551	567	585	602	2,723	-	2,756
Payments to Other	8	-	-	-	-	-	-	-	-	8
Contingency	-	-	5,217	3,098	3,822	3,981	4,249	20,367	-	20,367
Total – Costs	8,746	6,725	13,802	13,588	17,929	18,884	20,493	91,421	33,231	133,398
Local Tax Funding	4,571	6,725	11,368	6,903	7,001	7,107	7,218	46,322	30,418	81,311
Appropriation-Backed Bonds	4,145	-	2,434	6,685	10,928	11,777	13,275	45,099	2,813	52,057
Cash Proffers	30	-	-	-	-	-	-	-	-	30
Total – Funding Sources	8,746	6,725	13,802	13,588	17,929	18,884	20,493	91,421	33,231	133,398

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	109	242	905	1,974	3,102	6,332
Total – Impact	-	109	242	905	1,974	3,102	6,332



General Government

County Renovation Program - DGS Operations and Maintenance Facility

Details:

Project Number: C02488

Election District (2022): Catoctin

Election District (2011): Catoctin

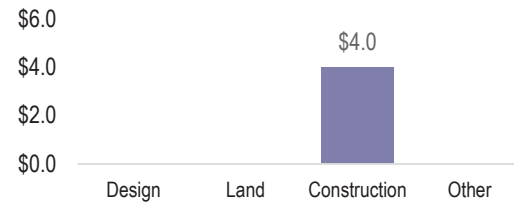
Square Feet: 123,600

Location: Tuscarora Land Bay Lot 5A and 7A

Estimated Completion Year: FY 2024

Referendum: n/a

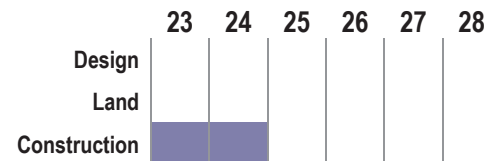
Phase Costs in Millions



Background:

This project provides funding for furniture, equipment, and outfitting of leased space 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 in order to have DGS operations centrally located. There will be approximately 123,600 sq ft of industrial and office space located on 25 acres that is intended to accommodate current and future needs for the next 20 or more years. After the initial ten-year lease term, the County will have the option to purchase the property or renew the lease for two additional successive periods of 5 years. Project completion is delayed to FY 2024 due to easement acquisitions for waterlines to the site.

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

County Renovation Program – Department of Information Technology

Details:

Project Number: C02491

Election District (2022): Leesburg

Election District (2011): Catoctin

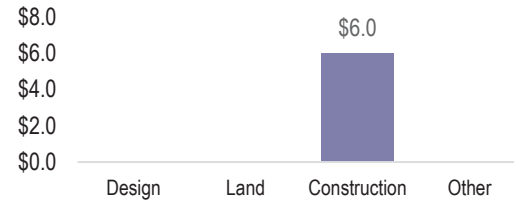
Square Feet: n/a

Location: 41975 Loudoun Center Pl, Leesburg, VA

Estimated Completion Year: FY 2025

Referendum: n/a

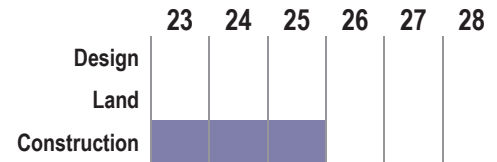
Phase Costs in Millions



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.

Project Phase Timeline by FY



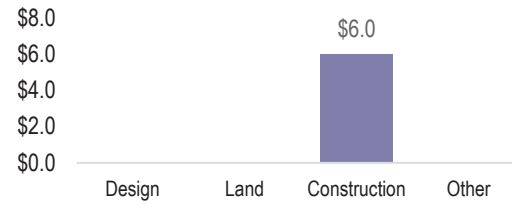
Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	-	500	5,500	-	-	-	-	6,000	-	6,000
Total – Costs	-	500	5,500	-	-	-	-	6,000	-	6,000
Local Tax Funding	-	500	-	-	-	-	-	500	-	500
Appropriation-Backed Bonds	-	-	5,500	-	-	-	-	5,500	-	5,500
Total – Funding Sources	-	500	5,500	-	-	-	-	6,000	-	6,000

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	278	543	529	516	1,866
Total – Impact	-	-	278	543	529	516	1,866

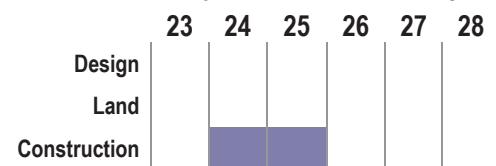


General Government

County Renovation Program – Department of Transportation and Capital Infrastructure

Details:**Project Number:** C02555**Election District (2022):** Leesburg**Election District (2011):** Catoctin**Square Feet:** n/a**Location:** 101 Blue Seal Drive SE, Leesburg, VA**Estimated Completion Year:** FY 2026**Referendum:** n/a**Phase Costs in Millions****Background:**

This project 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.

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
Appropriation-Backed Bonds	-	-	3,000	3,000	-	-	-	6,000	-	6,000
Total – Funding Sources	-	-	3,000	3,000	-	-	-	6,000	-	6,000

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	300	593	578	563	2,034
Total – Impact	-	-	300	593	578	563	2,034



General Government

County Renovation Program – Government Center

Details:

Project Number: C02342

Election District (2022): Leesburg

Election District (2011): Leesburg

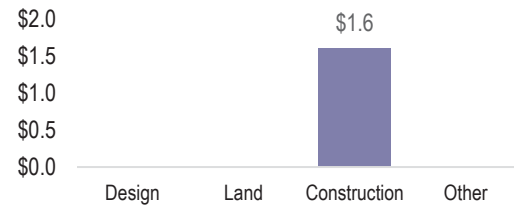
Square Feet: 158,000

Location: 1 Harrison Street SE, Leesburg, VA

Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions

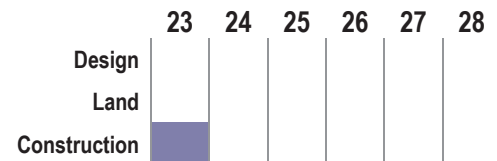


Background:

This project will fund ongoing routine renovations to the Loudoun County Government Center. The County Government workforce 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 of the County's primary government center.

Starting in FY 2024 this project will move into the County Renovation Program and will no longer have its own CIP project page, better reflecting the management of the program.

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	-	-	-	-	-	572	-	1,607
Total – Costs	1,035	572	-	-	-	-	-	572	-	1,607
Appropriation-Backed Bonds	1,035	572	-	-	-	-	-	572	-	1,607
Total – Funding Sources	1,035	572	-	-	-	-	-	572	-	1,607

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	14	-	-	-	-	-	14
Total – Impact	14	-	-	-	-	-	14



General Government

County Renovation Program – Shenandoah Building

Details:

Project Number: C02396

Election District (2022): Leesburg

Election District (2011): Leesburg

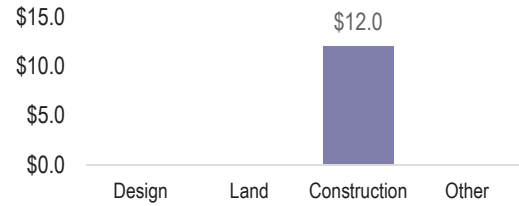
Square Feet: 76,000

Location: 102 Heritage Way NE, Leesburg, VA

Completion Year: FY 2025

Referendum: n/a

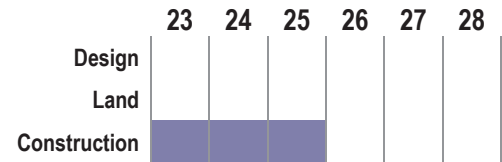
Phase Costs in Millions



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 multiple phases, with final funding expected in FY 2024.

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



General Government

Eastern Services Center

Details:

Project Number: C02557

Election District (2022): n/a

Election District (2011): n/a

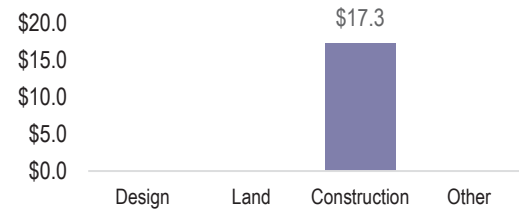
Square Feet: TBD

Location: n/a

Estimated Completion Year: FY 2025

Referendum: n/a

Phase Costs in Millions

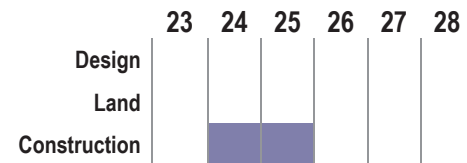


Background:

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	-	-	17,250	-	-	-	-	17,250	-	17,250
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	-	-	690	1,710	1,662	1,624	5,686
Total – Impact	-	-	690	2,122	2,078	2,044	6,934



General Government

Electric Vehicle Charging Stations for County Facilities

Details

Project Number: C02489

Election District (2022): Countywide

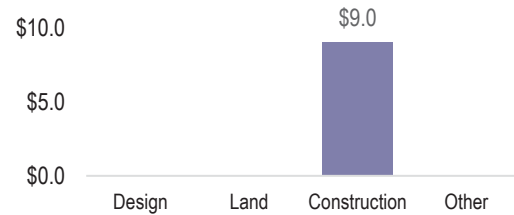
Election District (2011): Countywide

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

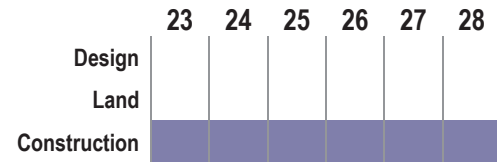
Phase Costs in Millions



Background

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

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 (2022): Leesburg

Election District (2011): Catoctin

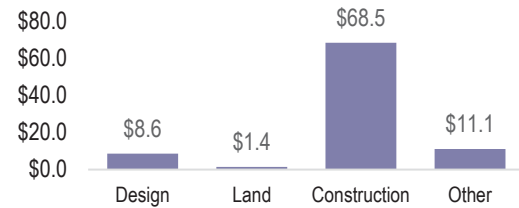
Square Feet: 125,000

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

Estimated Completion Year: FY 2027

Referendum: n/a

Phase Costs in Millions

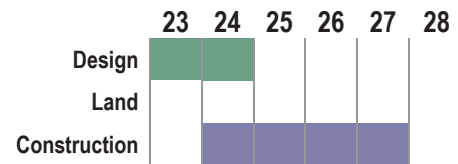


Background:

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	-	-	65,423	-	-	-	-	65,423	-	65,423
Furniture, Fixtures & Equip	-	-	-	6,774	-	-	-	6,774	-	6,774
Personnel	-	-	2,146	-	-	-	-	2,146	-	2,146
Contingency	-	430	3,497	339	-	-	-	4,266	-	4,266
Project Mgmt Consultant	-	-	967	-	-	-	-	967	-	967
Total – Costs	-	9,038	73,440	7,113	-	-	-	89,591	-	89,591
Local Tax Funding	-	1,197	-	942	-	-	-	2,139	-	2,139
Appropriation-Backed Bonds	-	7,841	73,440	6,171	-	-	-	87,452	-	87,452
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	312
O&M	-	-	-	1,132	1,143	1,155	3,430
Capital	-	-	-	52	-	-	52
Debt Service	-	-	801	1,870	4,375	7,252	14,298
Total – Impact	-	-	801	3,155	5,622	8,514	18,092



General Government

Landfill – Construction Demolition Debris Cell A2 Liner

Details:

Project Number: C02231

Election District (2022): Little River

Election District (2011): Catoclin

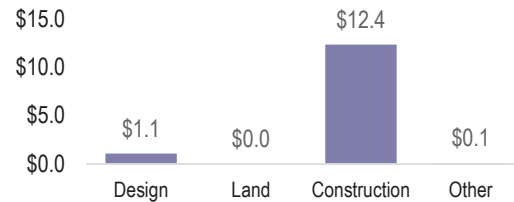
Acreage: Approximately 8

Location: Loudoun County Landfill

Estimated Completion Year: Ongoing

Referendum: n/a

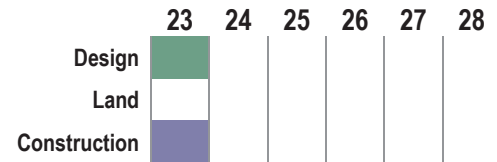
Phase Costs in Millions



Background:

This project funds the engineering, design, and permitting of the Construction Demolition Debris (CDD) Unit at the Loudoun County Solid Waste Management Facility. This project also includes preparation of bidding documents and construction of the first 8-acre CDD-only Cell Area 2 (Cell A2) of an approximate total 48-acre CDD Unit area. The CDD Unit is intended to divert CDD waste from the municipal solid waste disposal unit, thus extending the life of the landfill and providing continued long-term support for County growth. At the September 20, 2022 Board of Supervisors Business Meeting, the Board accelerated this project from FY 2025 to FY 2023 due to increased tonnage being received and the funding that was programmed in FY 2025 as reflected in the Adopted FY 2023 Budget document was reallocated to align with the project's revised development schedule.

Project Phase Timeline by FY



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.

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	1,080	-	-	-	-	-	-	-	-	1,080
Owner Costs	13	-	-	-	-	-	-	-	-	13
Construction	7,172	5,190	-	-	-	-	-	5,190	-	12,362
Furniture, Fixtures & Equip	87	-	-	-	-	-	-	-	-	87
Total – Costs	8,352	5,190	-	-	-	-	-	5,190	-	13,542
Fees	8,352	5,190	-	-	-	-	-	5,190	-	13,542
Total – Funding Sources	8,352	5,190	-	-	-	-	-	5,190	-	13,542



General Government

Landfill – Cell Capping

Details:

Project Number: C02391

Election District (2022): Little River

Election District (2011): Catoclin

Location: Loudoun County Landfill

Completion Year: Ongoing

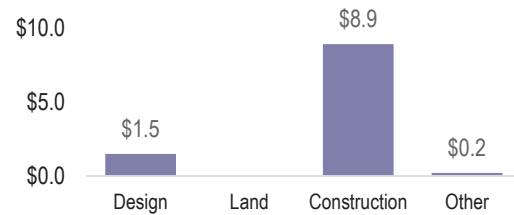
Referendum: n/a

Background:

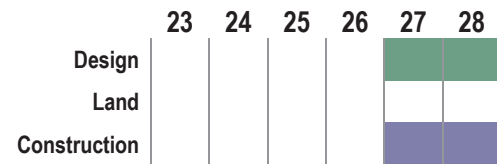
This ongoing project consists of the design and construction of erosion and sediment controls, fine grading, and installation of a permanent synthetic cap over landfill cells which have been filled to capacity, per approved permit conditions. Closure operations and maintenance costs include maintenance 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. A portion of funding that was programmed in FY 2027 as reflected in the Adopted FY 2023 Budget document was changed from Landfill Fees to Appropriation-Backed Bonds due to a change in bonding policy based on the annual Landfill Financial Analysis Document. The Landfill's bonding policy for CIP projects is a recommended mix of 75% Landfill fees with 25% bonding.

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	-	-	-	-	-	4,689	-	4,689	4,180	8,869
Furniture, Fixtures & Equip	-	-	-	-	-	-	-	-	210	210
Total – Costs	-	-	-	-	-	5,760	-	5,760	4,810	10,570
Appropriation-Backed Bonds	-	-	-	-	-	5,760	-	5,760	-	5,760
Fees (Landfill and Transit)	-	-	-	-	-	-	-	-	4,810	4,810
Total – Funding Sources	-	-	-	-	-	5,760	-	5,760	4,810	10,570

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	0.00	0.00	0.00	0.00	0.00	578	578
Total – Impact	0.00	0.00	0.00	0.00	0.00	578	578



General Government

Landfill – Cell Liner

Details:

Project Number: n/a

Election District (2022): Little River

Election District (2011): Catoctin

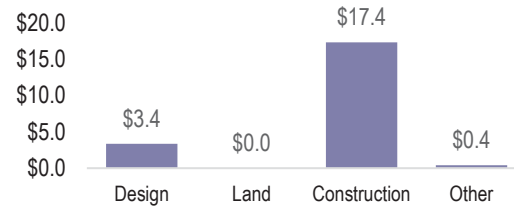
Acreage: n/a

Location: Loudoun County Landfill

Estimated Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions

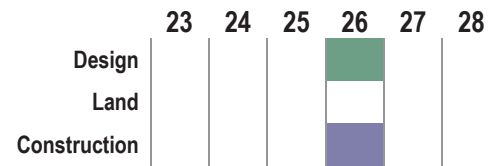


Background:

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

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.

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	-	-	-	-	1,000	-	-	1,000	2,370	3,370
Construction	-	-	-	-	5,560	-	-	5,560	11,800	17,360
Furniture, Fixtures & Equip	-	-	-	-	110	-	-	110	300	410
Total – Costs	-	-	-	-	6,670	-	-	6,670	14,470	21,140
Appropriation-Backed Bonds	-	-	-	-	-	-	-	-	12,100	12,100
Fees	-	-	-	-	6,670	-	-	6,670	2,370	9,040
Total – Funding Sources	-	-	-	-	6,670	-	-	6,670	14,470	21,140



General Government

Landfill – Infrastructure Improvements

Details:

Project Number: C02390

Election District (2022): Little River

Election District (2011): Catoclin

Location: Loudoun County Landfill

Completion Year: Ongoing

Referendum: n/a

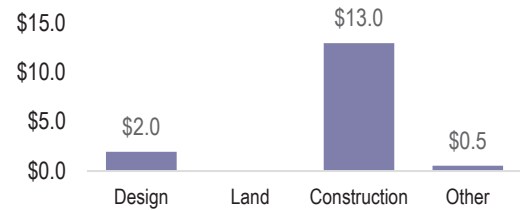
Background:

This ongoing 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.

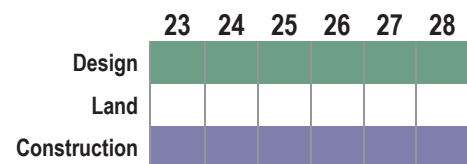
This project consists of improvements to include separating residential from commercial traffic with the addition of commercial only scales, convenience center improvements including grade separation, acquisition of compactor containers, entrance realignment and roadway improvements, stormwater management 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. An additional needed improvement was identified and added in FY 2024 for \$5,100,000 and funding coming from Landfill Fees is being added above the amounts allocated in the Adopted FY 2023 Budget document to align with the project's revised development schedule and cost.

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	-	250	-	200	-	725	460	1,955
Construction	3,890	995	5,100	920	-	500	-	7,515	1,550	12,955
Furniture, Fixtures & Equip	543	-	-	-	-	-	-	-	-	543
Total – Costs	5,203	1,270	5,100	1,170	-	700	-	8,240	2,010	15,453
Fees	5,203	1,270	5,100	1,170	-	700	-	8,240	2,010	15,453
Total – Funding Sources	5,203	1,270	5,100	1,170	-	700	-	8,240	2,010	15,453



General Government

Southern Services Center

Details:

Project Number: n/a

Election District (2022): n/a

Election District (2011): n/a

Square Feet: TBD

Location: n/a

Estimated Completion Year: TBD

Referendum: n/a

Phase Costs in Millions

\$1.5

\$1.0

\$0.5

\$0.0

Design

Land

Construction

Other

Background:

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

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

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

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	-	-	-	-	-	-	-	-	-	-
Total – Costs	-	-	-	-	-	-	-	-	-	-
Appropriation-Backed Bonds	-	-	-	-	-	-	-	-	-	-
Total – Funding Sources	-	-	-	-	-	-	-	-	-	-

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



General Government

Storm Water Management

Details:

Project Number: C00003

Election District (2022): Countywide

Election District (2011): Countywide

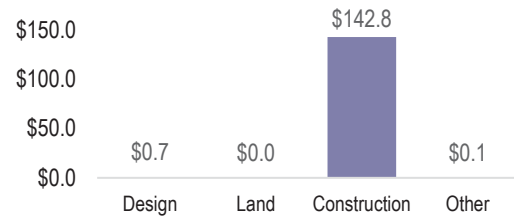
Square Feet: n/a

Location: Countywide

Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions

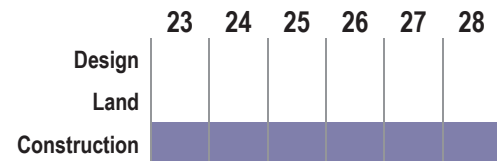


Background:

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.

Project Phase Timeline by FY



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.

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	52,267	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	142,809
Furniture, Fixtures & Equip	38	-	-	-	-	-	-	-	-	38
Total – Costs	53,079	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	143,621
Local Tax Funding	53,079	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	143,621
Total – Funding Sources	53,079	8,119	7,475	7,849	8,241	8,653	9,086	49,423	41,119	143,621



General Government

Union Street School

Details:

Project Number: C02487

Election District (2022): Leesburg

Election District (2011): Leesburg

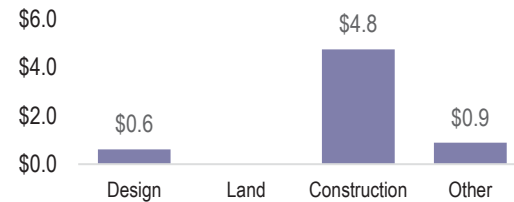
Square Feet: 5,000

Location: 20 Union Street NW, Leesburg, VA

Estimated Completion Year: FY 2025

Referendum: n/a

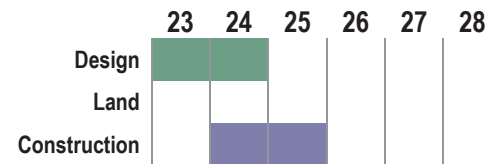
Phase Costs in Millions



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, restroom addition, and mechanical, electrical, plumbing, fire protection, and ADA accessibility upgrades.

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
Construction	-	-	4,754	-	-	-	-	4,754	-	4,754
Furniture, Fixtures & Equip	-	-	-	144	-	-	-	144	-	144
Personnel	-	-	160	-	-	-	-	160	-	160
Contingency	-	-	499	14	-	-	-	513	-	513
Project Mgmt Consultant	-	-	72	-	-	-	-	72	-	72
Total – Costs	615	-	5,485	158	-	-	-	5,643	-	6,258
Local Tax Funding	615	-	-	158	-	-	-	158	-	773
Appropriation-Backed Bonds	-	-	5,485	-	-	-	-	5,485	-	5,485
Total – Funding Sources	615	-	5,485	158	-	-	-	5,643	-	6,258

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	549	536	522	508	2,115
Total – Impact	-	-	549	536	522	508	2,115



General Government

Village of Paeonian Springs Wastewater Modernization

Details:

Project Number: C02494

Election District (2022): Catoctin

Election District (2011): Catoctin

Location: Village of Paeonian Springs

Completion Year: TBD

Referendum: n/a

Phase Costs in Millions



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.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

\$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.

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
Payment to Other Entities (Loudoun Water)	-	3,000	-	-	-	-	-	3,000	-	3,000
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

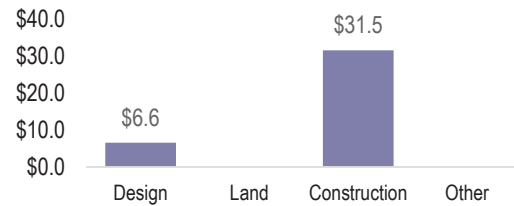
Completion Year: Ongoing

Referendum: n/a

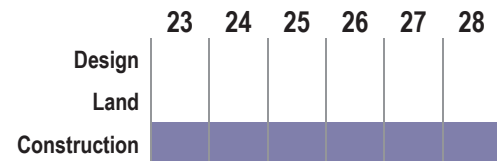
Background:

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

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Eastern Loudoun Group Home	9-36
MHSADS Crisis Receiving and Stabilization Center	9-37
MHSADS Group Home Replacements	9-38



Health and Welfare

Capital Improvement Program										
Health and Welfare 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
Eastern Loudoun Group Home	2,914	462	-	-	-	-	-	462	-	3,376
MHSADS Crisis Receiving & Stabilization Center	-	-	16,616	-	-	-	-	16,616	-	16,616
MHSADS Group Home Replacements	-	-	-	3,122	-	8,012	-	11,134	-	11,134
Total – Costs	2,914	462	16,616	3,122	-	8,012	-	28,212	-	31,126
Funding Sources (\$ in 1000s)										
Local Tax Funding	422	12	285	312	-	802	-	1,411	-	1,832
Appropriation-Backed Bonds	2,225	-	16,332	2,810	-	7,210	-	26,351	-	28,576
Cash Proffers	268	450	-	-	-	-	-	450	-	718
Total – Funding Sources	2,914	462	16,616	3,122	-	8,012	-	28,212	-	31,126



Health and Welfare

Eastern Loudoun Group Home

Details

Project Number: C02201

Election District (2022): Algonkian

Election District (2011): Algonkian

Square Feet: 3,400

Location: Eastern Loudoun

Estimated Completion Year: FY 2024

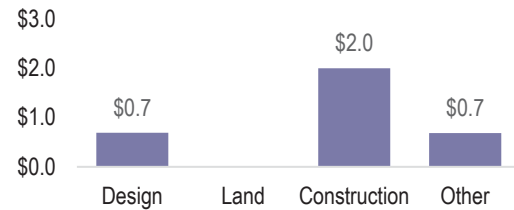
Referendum: n/a

Background:

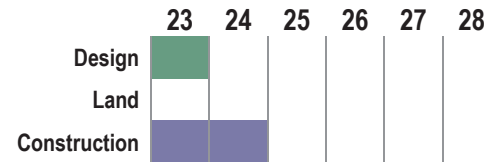
This project provides funding for the design and construction of a single level house in eastern Loudoun to serve four adults with a mental illness or developmental disability diagnosis and provide staff office space in the home.

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.

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	690	-	-	-	-	-	-	-	-	690
Land	-	-	-	-	-	-	-	-	-	-
Construction	2,000	-	-	-	-	-	-	-	-	2,000
Furniture, Fixtures & Equip	-	450	-	-	-	-	-	450	-	450
Personnel	175	4	-	-	-	-	-	4	-	178
Project Mgmt Consultant	49	8	-	-	-	-	-	8	-	57
Total – Costs	2,914	462	-	-	-	-	-	462	-	3,376
Local Tax Funding	422	12	-	-	-	-	-	12	-	433
Appropriation-Backed Bonds	2,225	-	-	-	-	-	-	-	-	2,225
Cash Proffers	268	450	-	-	-	-	-	450	-	718
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	-	721	743	765	788	811	3,828
Total – Impact	-	721	743	765	788	811	3,828



Health and Welfare

MHSADS Crisis Receiving and Stabilization Center

Details

Project Number: C02556

Election District (2022): Leesburg

Election District (2011): Catoctin

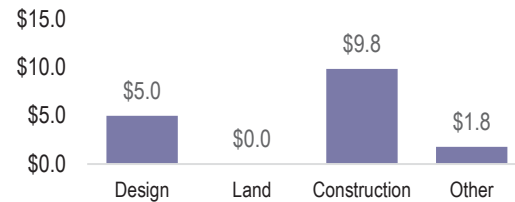
Square Feet: 14,000

Location: Leesburg

Estimated Completion Year: FY 2025

Referendum: n/a

Phase Costs in Millions

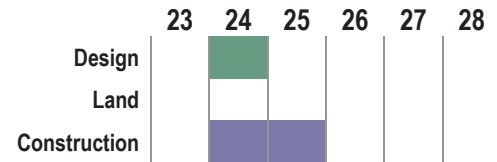


Background:

This project provides funding for the design and construction of a Crisis Receiving and Stabilization Center (CSRC) at the existing Friendship House site. This project also funds the relocation of the existing psychosocial rehabilitation programs.

The Department of Mental Health, Substance Abuse, and Developmental Services' (MHSADS) is developing a behavioral healthcare facility where people in crisis receive 24/7 onsite medical assessment and therapeutic intervention to de-escalate the crisis and develop a plan for ongoing community mental health support. The proposed CRSC build-out would offer a 10-bed capacity in a short-term crisis stabilization unit for adults, 16 recliners for 23-hour assessment, and a secure Emergency Custody Order (ECO) drop-off center.

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	-	-	4,990	-	-	-	-	4,990	-	4,990
Planning	-	-	-	-	-	-	-	-	-	-
Owner Costs	-	-	130	-	-	-	-	130	-	130
Land	-	-	-	-	-	-	-	-	-	-
Construction	-	-	9,840	-	-	-	-	9,840	-	9,840
Furniture, Fixtures & Equip	-	-	650	-	-	-	-	6,50	-	650
Contingency	-	-	1,006	-	-	-	-	1,006	-	1,006
Total – Costs	-	-	16,616	-	-	-	-	16,616	-	16,616
Local Tax Funding	-	-	285	-	-	-	-	285	-	285
Appropriation-Backed Bonds	-	-	16,332	-	-	-	-	16,332	-	16,332
Total – Funding Sources	-	-	16,616	-	-	-	-	16,616	-	16,616

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE ¹	-	-	-	-	-	-	-
Personnel \$	-	-	-	-	-	-	-
O&M	-	-	12,571	12,697	12,824	12,952	51,045
Capital	-	-	275	-	-	-	275
Debt Service	-	-	857	1,484	1,629	1,591	5,560
Total – Impact	-	-	13,703	14,181	14,453	14,453	56,880

¹ MHSADS, the Sheriff's Office, Human Resources, Management and Budget staff will continue to refine and evaluate the operational needs for this project as part of future operating budget processes.



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: n/a

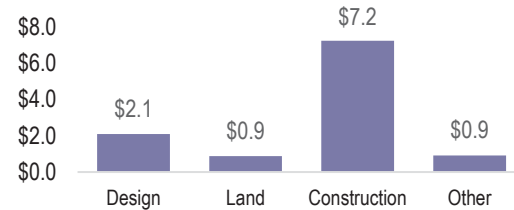
Background:

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

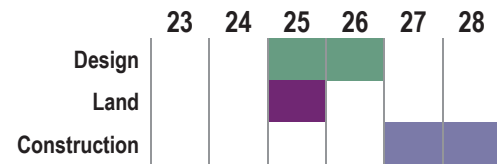
The Department of Mental Health, Substance Abuse, and Developmental Services' (MHSADS) Residential Group Home Programs provide long-term, person-centered, intervention and support to empower individuals with a mental illness or a developmental disability diagnosis to live meaningful and successful lives 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.

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
Appropriation-Backed 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	279	561	921
Total – Impact	-	-	-	82	279	561	921





Capital Improvement Program Information Technology

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Information Technology



County Capital Improvement Program by Functional Area										
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
Backup Emergency Communications Center	-	1,348	3,092	3,395	-	-	-	7,835	-	7,835
Conference Rooms Update	-	-	1,702	1,376	-	-	-	3,078	-	3,078
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	5,036	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	23,826
Integrated Tax Revenue and Assessment System Replacement	375	5,710	775	-	-	-	-	6,485	-	6,860
Oracle Upgrades - Hosting Solution	5,738	138	-	-	-	-	-	138	-	5,876
Oracle Upgrades - Hyperion	-	660	-	-	-	-	-	660	-	660
Public Safety - 911 Phone Switch Replacement	-	350	3,044	-	-	-	-	3,394	-	3,394
Public Safety - Radio System Console Replacement	-	-	-	4,000	-	-	-	4,000	-	4,000
Public Safety - Radio Tower Expansion Program	4,635	582	3,502	-	3,185	-	3,379	10,648	3,585	18,868
Public Safety - School Radio Coverage Program	2,860	1,615	2,970	2,970	-	-	-	7,555	-	10,415
Total – Costs	22,419	14,829	18,896	13,640	5,136	1,845	5,279	59,625	11,773	93,817
Funding Sources (\$ in 1000s)										
Local Tax Funding	13,287	14,829	18,896	13,640	5,136	1,845	5,279	59,625	11,773	84,685
Appropriation-Backed Bonds	9,132	-	-	-	-	-	-	-	-	9,132
Total – Funding Sources	22,419	14,829	18,896	13,640	5,136	1,845	5,279	59,625	11,773	93,817



Information Technology

Backup Emergency Communications Center

Details:

Project Number: C02484

Election District (2022): Countywide

Election District (2011): Countywide

Square Feet: n/a

Location: n/a

Estimated Completion Year: FY 2025

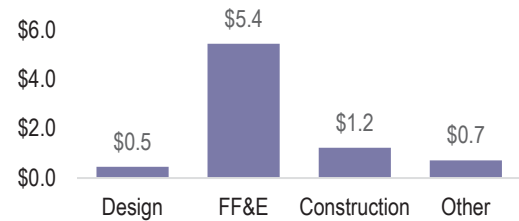
Referendum: n/a

Background:

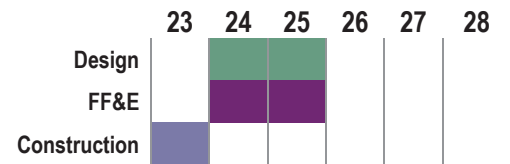
This project provides funding for relocation of the Backup Emergency Communications Center (ECC) to a modern, technically redundant, and secure facility. This migration could be a step whereby the technology and operations are moved to a data center.

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

Conference Rooms Update

Details:

Project Number: C02546

Election District (2022): Countywide

Election District (2011): Countywide

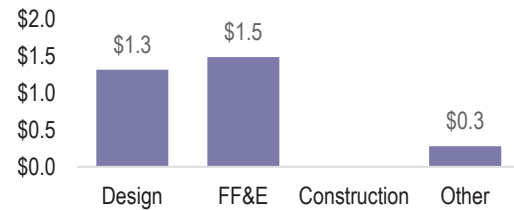
Square Feet: n/a

Location: Countywide

Completion Year: FY 2026

Referendum: n/a

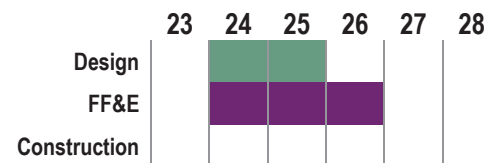
Phase Costs in Millions



Background:

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

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	-	-	657	657	-	-	-	1,314	-	1,314
Furniture, Fixtures & Equip	-	-	890	594	-	-	-	1,484	-	1,484
Contingency	-	-	155	125	-	-	-	280	-	280
Total – Costs	-	-	1,702	1,376	-	-	-	3,078	-	3,078
Local Tax Funding	-	-	1,702	1,376	-	-	-	3,078	-	3,078
Total – Funding Sources	-	-	1,702	1,376	-	-	-	3,078	-	3,078



Information Technology

Data Center and Fiber Plant Relocation

Details:

Project Number: C02246

Election District (2022): Countywide

Election District (2011): Countywide

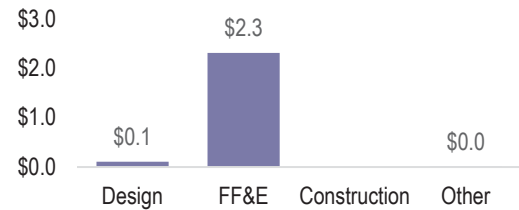
Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2023

Referendum: n/a

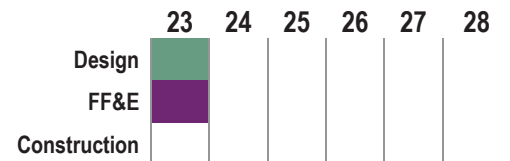
Phase Costs in Millions



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.

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 (2022): Countywide

Election District (2011): Countywide

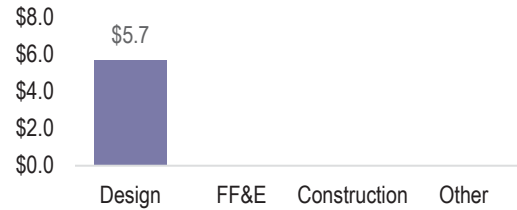
Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2025

Referendum: n/a

Phase Costs in Millions



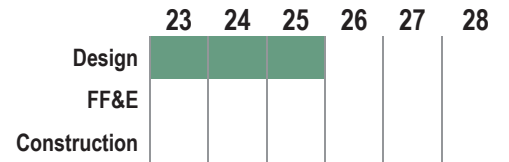
Background:

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.

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 (2022): Countywide

Election District (2011): Countywide

Square Feet: n/a

Location: Countywide

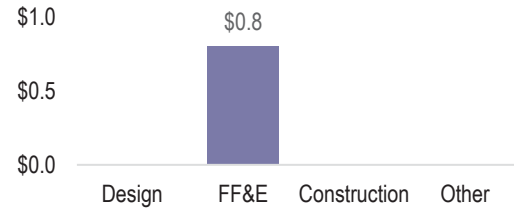
Completion Year: FY 2026

Referendum: n/a

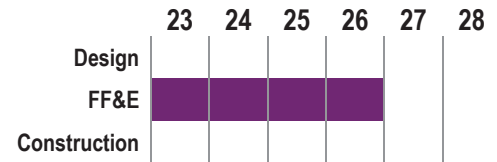
Background:

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 (2022): Countywide

Election District (2011): 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. Funds are moved out of this project throughout the year into projects in the Capital Projects Fund as necessary.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations into the account. Transfers out of the account, into other projects, are not reflected in the financial table.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
FF&E						
Other						

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	5,036	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	23,826
Total – Costs	5,036	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	23,826
Local Tax Funding	5,036	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	23,826
Total – Funding Sources	5,036	1,639	1,688	1,739	1,791	1,845	1,900	10,602	8,188	23,826



Information Technology

Integrated Tax Revenue and Assessment System Replacement

Details:

Project Number: C02378

Election District (2022): Countywide

Election District (2011): Countywide

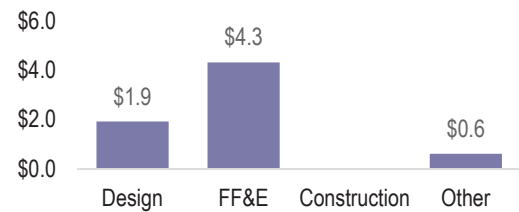
Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2024

Referendum: n/a

Phase Costs in Millions



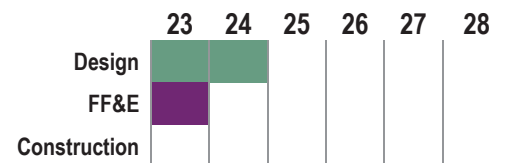
Background:

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

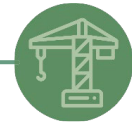
The annual cost for incremental operations and maintenance related to this project will be incorporated into the Department of Information Technology's base operating budget.

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

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

Oracle Upgrades - Hosting Solution

Details:

Project Number: C02369

Election District (2022): Countywide

Election District (2011): Countywide

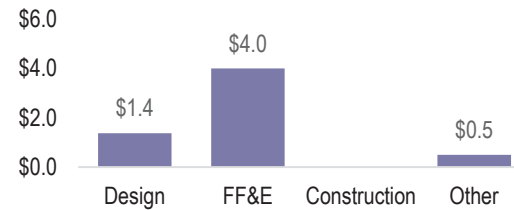
Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2023

Referendum: n/a

Phase Costs in Millions

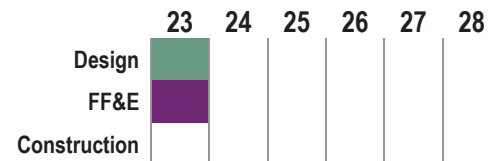


Background:

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 provide access via the internet.

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

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



Information Technology

Oracle Upgrades - Hyperion

Details:

Project Number: C02371

Election District (2022): Countywide

Election District (2011): Countywide

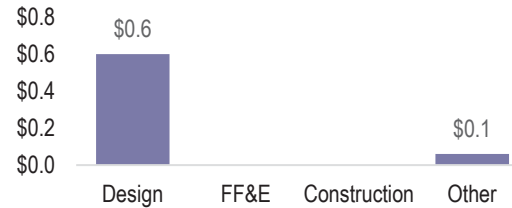
Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2023

Referendum: n/a

Phase Costs in Millions

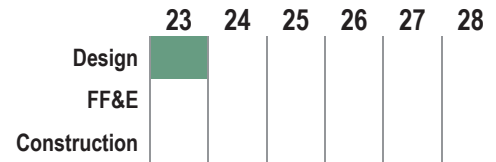


Background:

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 resulting from this project will be incorporated into the Department of Information Technology's base operating budget.

Project Phase Timeline by FY

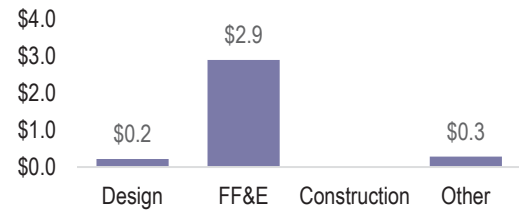


Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	-	600	-	-	-	-	-	600	-	600
Contingency	-	60	-	-	-	-	-	60	-	60
Total – Costs	-	660	-	-	-	-	-	660	-	660
Local Tax Funding	-	660	-	-	-	-	-	660	-	660
Total – Funding Sources	-	660	-	-	-	-	-	660	-	660



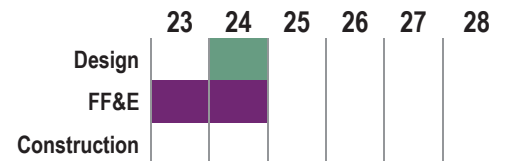
Information Technology

Public Safety - 911 Phone Switch Replacement

Details:**Project Number:** C02468**Election District (2022):** Countywide**Election District (2011):** Countywide**Square Feet:** n/a**Location:** Countywide**Estimated Completion Year:** FY 2024**Referendum:** n/a**Phase Costs in Millions****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. This mission-critical system needs to be replaced as it is nearing its estimated lifespan.

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 System Console Replacement

Details:

Project Number: n/a

Election District (2022): Countywide

Election District (2011): Countywide

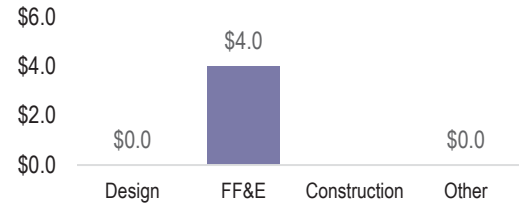
Square Feet: n/a

Location: Countywide

Estimated Completion Year: FY 2025

Referendum: n/a

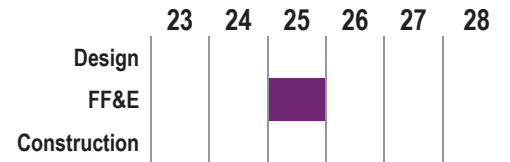
Phase Costs in Millions



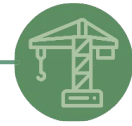
Background:

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

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	-	-	-	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



Information Technology

Public Safety - Radio Tower Expansion Program

Details:

Project Number: C02218

Election District (2022): Countywide

Election District (2011): Countywide

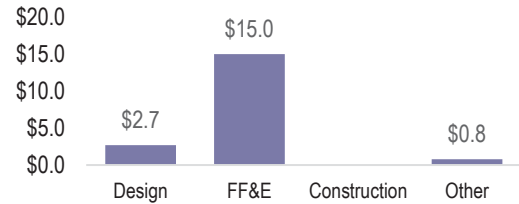
Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions



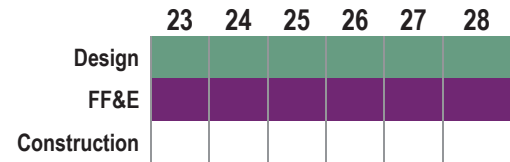
Background:

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 began in FY 2021 and continues 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.

Project Phase Timeline by FY

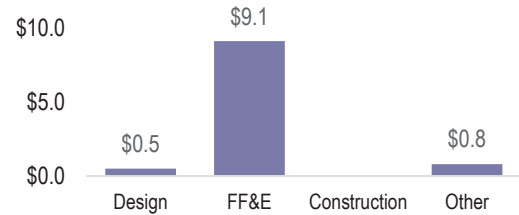


Capital (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Professional Services	1,945	-	169	-	179	-	190	538	202	2,685
Furniture, Fixtures & Equip	2,536	582	3,190	-	2,854	-	3,028	9,654	3,212	15,402
Contingency	154	-	143	-	152	-	161	456	171	781
Total – Costs	4,635	582	3,502	-	3,185	-	3,379	10,648	3,585	18,868
Local Tax Funding	1,805	582	3,502	-	3,185	-	3,379	10,648	3,585	16,038
Appropriation-Backed Bonds	2,830	-	-	-	-	-	-	-	-	2,830
Total – Funding Sources	4,635	582	3,502	-	3,185	-	3,379	10,648	3,585	18,868



Information Technology

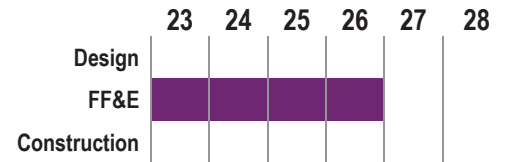
Public Safety – School Radio Coverage Program

Details:**Project Number:** C02217**Election District (2022):** Countywide**Election District (2011):** Countywide**Square Feet:** n/a**Location:** Countywide**Estimated Completion Year:** FY 2026**Referendum:** n/a**Phase Costs in Millions****Background:**

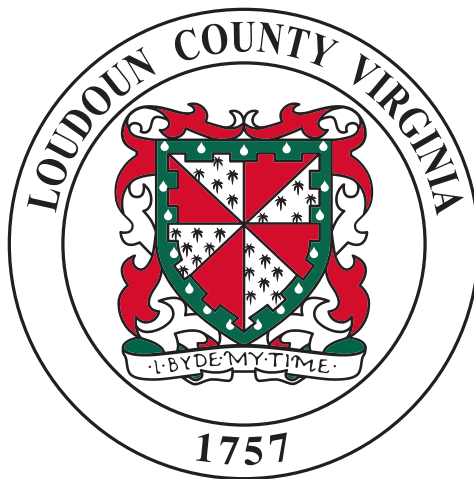
This project provides funding to purchase and install Bi-Directional Amplifiers (BDAs) in public school buildings to provide Public Safety radio coverage for the school resource officers and first responders. The funding will also be used to purchase the technology to provide monitoring capabilities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

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

The project's budget was increased during the FY 2024 CIP budget development process to expedite the installation of equipment that enables monitoring capabilities and BDA coverage to 32 schools over a two- year period. In addition, \$515,375 of FY 2022 Fund Balance was appropriated in FY 2023 to enhance the scope to incorporate monitoring capabilities to the existing BDAs.

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	1,515	2,700	2,700	-	-	-	6,915	-	9,115
Contingency	160	100	270	270	-	-	-	640	-	800
Total – Costs	2,860	1,615	2,970	2,970	-	-	-	7,555	-	10,415
Local Tax Funding	1,760	1,615	2,970	2,970	-	-	-	7,555	-	9,315
Appropriation-Backed Bonds	1,100	-	-	-	-	-	-	-	-	1,100
Total – Funding Sources	2,860	1,615	2,970	2,970	-	-	-	7,555	-	10,415





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
Arcola Quarters for the Enslaved	3,503	-	13,980	-	-	-	-	13,980	-	17,483
Brambleton West Park Improvements	125	3,691	64	-	-	-	-	3,755	-	3,880
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 (LPAT)	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	3,820	554	858	-	12,260	-	-	13,672	-	17,492
Total – Costs	17,891	9,985	34,128	59,093	73,194	43,053	13,800	233,253	67,185	318,330
Funding Sources (\$ in 1000s)										
Local Tax Funding	6,968	2,396	2,858	2,250	2,500	3,966	3,800	17,770	67,185	91,924
General Obligation Bonds	6,707	-	14,159	56,166	70,694	38,087	10,000	189,106	-	195,813
Appropriation-Backed Bonds	2,841	-	12,013	-	-	-	-	12,013	-	14,854
Cash Proffers	1,375	7,589	5,098	677	-	1,000	-	14,364	-	15,740
Total – Funding Sources	17,891	9,985	34,128	59,093	73,194	43,053	13,800	233,253	67,185	318,330



Parks, Recreation, and Culture

Arcola Quarters for the Enslaved

Details:

Project Number: C02399

Election District (2022): Dulles

Election District (2011): Blue Ridge

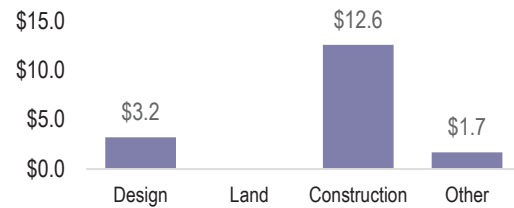
Acreage: 15

Location: Arcola Boulevard

Estimated Completion Year: FY 2025

Referendum: n/a

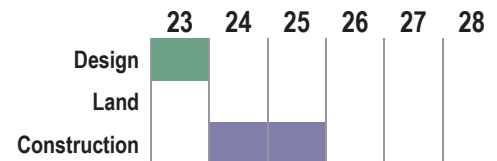
Phase Costs in Millions



Background:

This project provides funding to design and construct a historic interpretive park on an existing parcel in the Dulles 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 parking area, trails, and a pavilion. In addition, a visitor's center to display educational resources will be constructed or the existing house on the site may be restored to serve in the capacity of a visitor's center.

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	2,382	-	-	-	-	-	-	-	-	2,382
Planning	831	-	-	-	-	-	-	-	-	831
Construction	-	-	12,582	-	-	-	-	12,582	-	12,582
Furniture, Fixtures & Equip	-	-	139	-	-	-	-	139	-	139
Personnel	138	-	408	-	-	-	-	408	-	546
Contingency	94	-	666	-	-	-	-	666	-	760
Project Mgmt. Consultant	58	-	184	-	-	-	-	184	-	242
Total – Costs	3,503	-	13,980	-	-	-	-	13,980	-	17,483
Local Tax Funding	893	-	-	-	-	-	-	-	-	893
Appropriation-Backed Bonds	1,341	-	12,013	-	-	-	-	12,013	-	13,354
Cash Proffers	1,269	-	1,967	-	-	-	-	1,967	-	3,236
Total – Funding Sources	3,503	-	13,980	-	-	-	-	13,980	-	17,483

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE	-	-	3	-	-	-	3
Personnel \$	-	-	221	221	228	235	905
O&M	-	-	61	37	38	38	175
Debt Service	-	-	720	1,183	1,153	1,123	4,178
Total – Impact	-	-	1,002	1,441	1,419	1,396	5,258



Parks, Recreation, and Culture

Brambleton West Park Improvements

Details:

Project Number: C02252

Election District (2022): Little River

Election District (2011): Blue Ridge

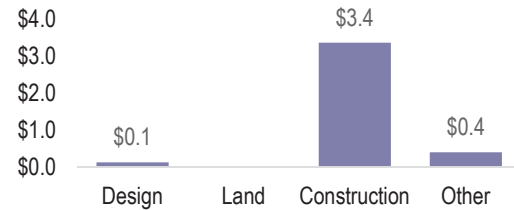
Square Feet: n/a

Location: Brambleton Community Park West

Estimated Completion Year: FY 2024

Referendum: n/a

Phase Costs in Millions

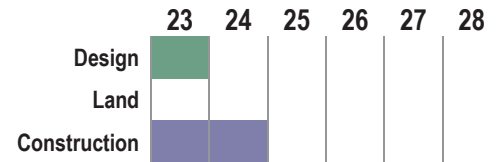


Background:

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

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	125	-	-	-	-	-	-	-	-	125
Owner Costs	-	161	-	-	-	-	-	161	-	161
Construction	-	3,357	-	-	-	-	-	3,357	-	3,357
Furniture, Fixtures & Equip	-	-	58	-	-	-	-	58	-	58
Personnel	-	28	2	-	-	-	-	30	-	30
Contingency	-	81	3	-	-	-	-	84	-	84
Project Mgmt. Consultant		64	1	-	-	-	-	65	-	65
Total – Costs	125	3,691	64	-	-	-	-	3,755	-	3,880
Local Tax Funding	125	92	-	-	-	-	-	92	-	217
Cash Proffers	-	3,599	64	-	-	-	-	3,663	-	3,663
Total – Funding Sources	125	3,691	64	-	-	-	-	3,755	-	3,880

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
FTE	-	1.25		-	-	-	1.25
Personnel \$	-	73	75	77	80	82	388
O&M	-	43	43	44	44	45	219
Total – Impact	-	116	119	121	124	127	607



Parks, Recreation, and Culture

Dulles Adult Day Center

Details:

Project Number: n/a

Election District (2022): Dulles

Election District (2011): Dulles

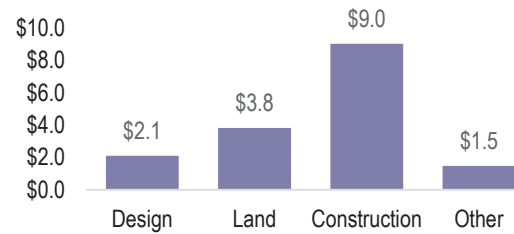
Square Feet: 7,000

Location: n/a

Estimated Completion Year: FY 2028

Referendum: November 2023

Phase Costs in Millions



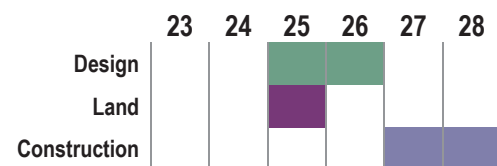
Background:

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: kitchen, dining room, quiet room, restrooms, small and large activity rooms, clinic, staff offices, storage, screened porch, and a fenced-in courtyard.

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
General Obligation Bonds	-	-	-	6,236	-	9,728	-	15,964	-	15,964
Cash Proffers	-	-	-	-	-	500	-	500	-	500
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
FTE	-	-	-	-	-	8	8
Personnel \$	-	-	-	-	-	457	457
O&M	-	-	-	-	-	131	131
Capital	-	-	-	-	-	58	58
Debt Service	-	-	-	250	616	792	1,658
Revenues	-	-	-	-	-	65	65
Total – Impact	-	-	-	250	616	1,374	2,239



Parks, Recreation, and Culture

Dulles South Community Park

Details:

Project Number: C02497

Election District (2022): Little River

Election District (2011): Blue Ridge

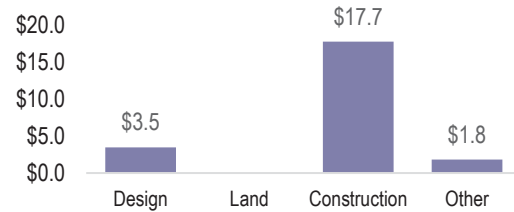
Acreage: 34.3

Location: Adjacent to Lightridge High School

Estimated Completion Year: FY 2028

Referendum: November 2025

Phase Costs in Millions



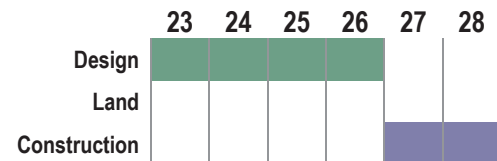
Background:

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

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	-	-	-	-	-	18,534	-	18,534	-	18,534
Cash Proffers	-	3,990	-	-	-	500	-	4,490	-	4,490
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	-	-	-	-	-	370	370
Total – Impact	-	-	-	-	-	370	370



Parks, Recreation, and Culture

Fields Farm Park

Details:

Project Number: C00098

Election District (2022): Catoctin

Election District (2011): Blue Ridge

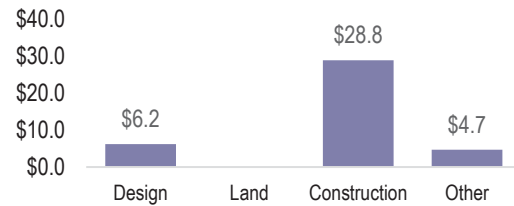
Square Feet: n/a

Location: Route 7 and Hillsboro Road (Route 690)

Estimated Completion Year: FY 2026

Referendum: November 2019 & November 2023

Phase Costs in Millions



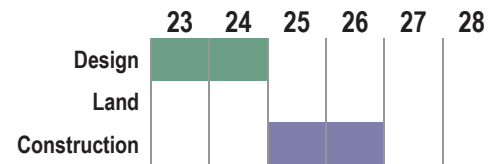
Background:

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.

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	5,087	-	-	-	-	-	-	-	-	5,087
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
Payments to Other	1,560	-	-	-	-	-	-	-	-	1,560
Contingency	141	-	-	1,483	-	-	-	1,483	-	1,624
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	-	-	-	6.67	-	-	6.67
Personnel \$	-	-	-	414	426	439	1,280
O&M	-	-	-	136	137	139	412
Capital	-	-	-	173	-	-	173
Debt Service	-	-	-	621	1,538	2,121	4,280
Total – Impact	-	-	-	1,344	2,102	2,699	6,145



Parks, Recreation, and Culture

Linear Parks and Trails System

Details:

Project Number: C02336

Election District (2022): Countywide

Election District (2011): Countywide

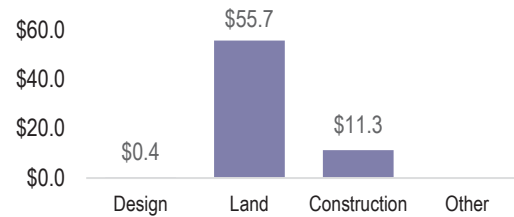
Square Feet: n/a

Location: n/a

Estimated Completion Year: Ongoing

Referendum: November 2025

Phase Costs in Millions

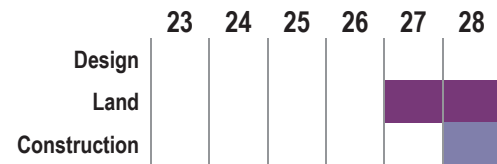


Background:

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

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

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	-	-	-	-	-	-	-	52,000	52,350
General Obligation Bonds	-	-	-	-	-	5,000	10,000	15,000	-	15,000
Total – Funding Sources	350	-	-	-	-	5,000	10,000	15,000	52,000	67,350

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	-	500	500
Total – Impact	-	-	-	-	-	500	500



Parks, Recreation, and Culture

LPAT Signature Project

Details:

Project Number: C02553

Election District (2022): Countywide

Election District (2011): Countywide

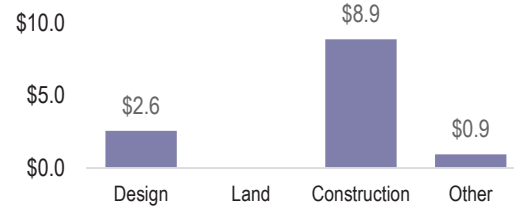
Acreage: n/a

Location: n/a

Estimated Completion Year: FY 2026

Referendum: November 2023

Phase Costs in Millions

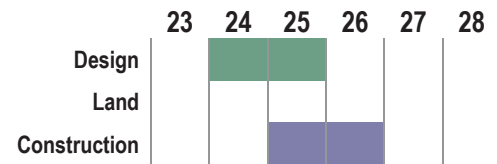


Background:

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.

This project provides funding for 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. 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.

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	-	-	2,309	-	-	-	-	2,309	-	2,309
Planning	-	-	262	-	-	-	-	262	-	262
Owner Costs	-	-	220	-	-	-	-	220	-	220
Construction	-	-	-	8,877	-	-	-	8,877	-	8,877
Personnel	-	-	90	-	-	-	-	90	-	90
Contingency	-	-	146	444	-	-	-	590	-	590
Project Mgmt. Consultant	-	-	40	-	-	-	-	40	-	40
Total – Costs	-	-	3,067	9,321	-	-	-	12,388	-	12,388
General Obligation Bonds	-	-	-	8,644	-	-	-	8,644	-	8,644
Cash Proffers	-	-	3,067	677	-	-	-	3,744	-	3,744
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	-	-	-	6	-	-	6
Personnel \$	-	-	-	420	434	447	1,302
O&M	-	-	-	492	350	369	1,211
Capital	-	-	-	257	-	-	257
Debt Service	-	-	-	348	858	837	2,043
Total – Impact	-	-	-	1,517	1,643	1,653	4,813



Parks, Recreation, and Culture

Potomack Lakes Parking and Field Improvements

Details:

Project Number: n/a

Election District (2022): Algonkian

Election District (2011): Algonkian

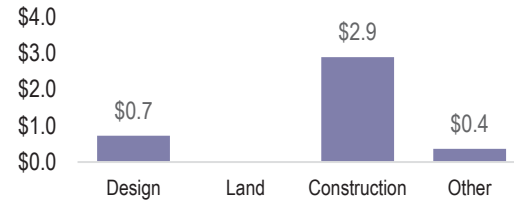
Acreage: n/a

Location: Potomack Lakes Sportsplex

Estimated Completion Year: FY 2030

Referendum: n/a

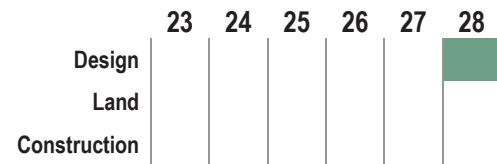
Phase Costs in Millions



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 funding 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*.

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 (2022): Countywide

Election District (2011): Countywide

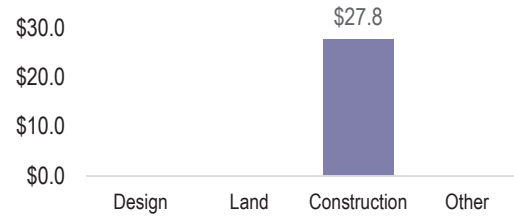
Square Feet: Varies

Location: Multiple Locations

Estimated Completion Year: Ongoing

Referendum: n/a

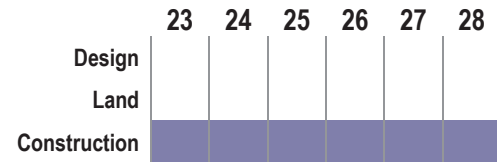
Phase Costs in Millions



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.

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 (2022): Sterling

Election District (2011): Sterling

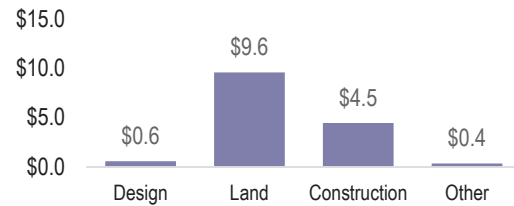
Acreage: 12

Location: n/a

Estimated Completion Year: FY 2028

Referendum: November 2023

Phase Costs in Millions

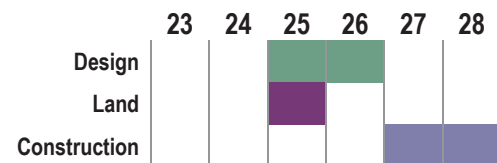


Background:

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.

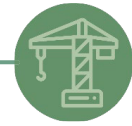
In addition, the Park's facilities may also include a pool, athletic field lighting, restrooms, fencing, parking, and site access from the public road. It may also include landscaping, concessions, irrigation, staff offices, a playground, storage, scorekeeper and umpire areas, maintenance facilities,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

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	31	-	-	560	-	-	-	560	-	591
Land	1	-	-	9,580	-	-	-	9,580	-	9,581
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	-	-	-	-	-	-	-	-	32
General Obligation Bonds	-	-	-	10,140	-	4,825	-	14,965	-	14,965
Total – Funding Sources	32	-	-	10,140	-	4,825	-	14,965	-	14,997

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	101	1,010	1,176	2,286
Total – Impact	-	-	-	101	1,010	1,176	2,286



Parks, Recreation, and Culture

Western Loudoun Recreation Center

Details:

Project Number: C02554

Election District (2022): Catoctin

Election District (2011): Blue Ridge

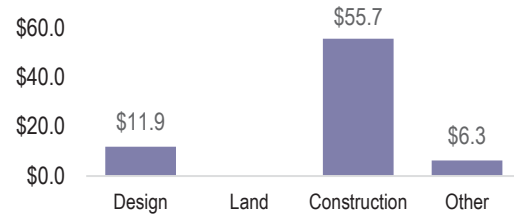
Square Feet: 83,000

Location: n/a

Estimated Completion Year: FY 2028

Referendum: November 2022 & November 2024

Phase Costs in Millions

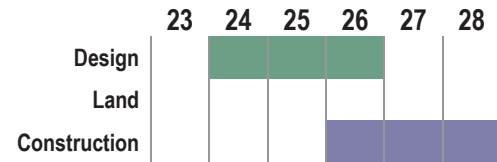


Background:

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

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	-	-	11,089	-	-	-	-	11,089	-	11,089
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
Personnel	-	-	414	-	-	-	-	414	-	414
Contingency	-	-	674	-	2,783	58	-	3,515	-	3,515
Project Mgmt. Consultant	-	-	186	-	-	-	-	186	-	186
Total – Costs	-	-	14,159	-	58,434	1,216	-	73,809	-	73,809
Local Tax Funding	-	-	-	-	-	1,216	-	1,216	-	1,216
General Obligation Bonds	-	-	14,159	-	58,434	-	-	72,593	-	72,593
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	-	-	-	-	-	27	27
Personnel \$	-	-	-	-	-	1,937	1,937
O&M	-	-	-	-	-	963	963
Capital	-	-	-	-	-	192	192
Debt Service	-	-	568	1,404	2,306	3,846	8,125
Total – Impact	-	-	568	1,404	2,306	6,939	11,217



Parks, Recreation, and Culture

Westpark Improvements

Details:

Project Number: C02486

Election District (2022): Leesburg

Election District (2011): Leesburg

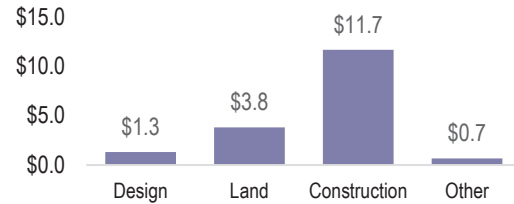
Acreage: n/a

Location: Former Westpark Golf Course Property

Estimated Completion Year: FY 2027

Referendum: November 2024

Phase Costs in Millions

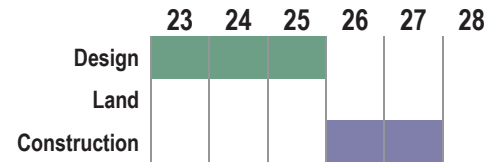


Background:

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

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

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	-	-	781	-	-	-	-	781	-	781
Planning	-	538	-	-	-	-	-	538	-	538
Land	3,820	-	-	-	-	-	-	-	-	3,820
Construction	-	-	-	-	11,676	-	-	11,676	-	11,676
Personnel	-	-	25	-	-	-	-	25	-	25
Contingency	-	16	41	-	584	-	-	641	-	641
Project Mgmt. Consultant	-	-	11	-	-	-	-	11	-	11
Total – Costs	3,820	554	858	-	12,260	-	-	13,672	-	17,492
Local Tax Funding	3,820	554	858	-	-	-	-	1,412	-	5,232
General Obligation Bonds	-	-	-	-	12,260	-	-	12,260	-	12,260
Total – Funding Sources	3,820	554	858	-	12,260	-	-	13,672	-	17,492

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
O&M	-	-	-	-	-	42	42
Debt Service	-	-	-	-	490	968	1,458
Total – Impact	-	-	-	-	490	1,011	1,501



Capital Improvement Program

Public Safety

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Public Safety



Capital Improvement Program										
Public Safety 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
Adult Detention Center Expansion - Phase III	260	-	-	5,724	-	38,244	1,129	45,097	-	45,357
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	28,395	9,212	42,043	40,712	214,501	55,414	323,055
Funding Sources (\$ in 1000s)										
Local Tax Funding	27,037	22,049	3,477	3,581	3,688	9,740	10,875	53,410	55,066	135,513
General Obligation Bonds	24,750	18,215	24,495	19,090	5,524	-	28,333	95,657	348	120,755
Appropriation-Backed Bonds	726	23,430	-	5,724	-	23,803	504	53,461	-	54,187
Cash Proffers	627	1,762	711	-	-	-	1,000	3,473	-	4,100
Other State Grants	-	-	-	-	-	8,500	-	8,500	-	8,500
Total – Funding Sources	53,140	65,456	28,683	28,395	9,212	42,043	40,712	214,501	55,414	323,055



Public Safety

Adult Detention Center Expansion - Phase III

Details:

Project Number: C02094

Election District (2022): Leesburg

Election District (2011): Catoctin

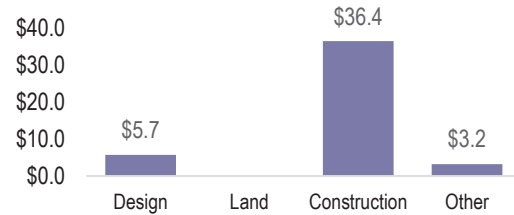
Square Feet: 40,000

Location: Adult Detention Center

Estimated Completion Year: FY 2028

Referendum: n/a

Phase Costs in Millions

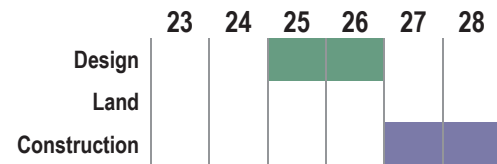


Background:

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.

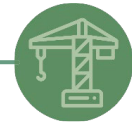
Project Phase Timeline by FY



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

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	-	-	5,087	-	-	-	5,087	-	5,348
Owner Costs	-	-	-	364	-	-	-	364	-	364
Construction	-	-	-	-	-	36,423	-	36,423	-	36,423
Furniture, Fixtures & Equip	-	-	-	-	-	-	1,075	1,075	-	1,075
Contingency	-	-	-	273	-	1,821	54	2,148	-	2,148
Total – Costs	260	-	-	5,724	-	38,244	1,129	45,097	-	45,357
Local Tax Funding	260	-	-	-	-	5,941	625	6,566	-	6,826
Appropriation-Backed Bonds	-	-	-	5,724	-	23,803	504	30,031	-	30,031
Other State Grants	-	-	-	-	-	8,500	-	8,500	-	8,500
Total – Funding Sources	260	-	-	5,724	-	38,244	1,129	45,097	-	45,357

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	171	567	1,198	1,936
Total – Impact	-	-	-	171	567	1,198	1,936



Public Safety

Brambleton Sheriff Station

Details:

Project Number: n/a

Election District (2022): TBD

Election District (2011): Blue Ridge

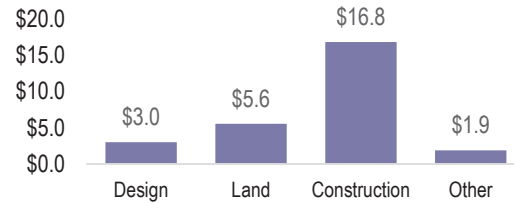
Square Feet: 19,000

Location: Brambleton Area

Estimated Completion Year: FY 2031

Referendum: November 2026

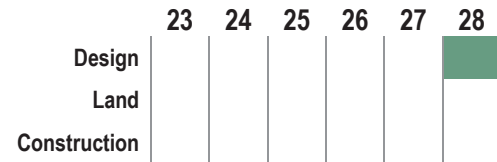
Phase Costs in Millions



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	-	-	-	-	-	-	3,013	3,013	18,300	21,313
General Obligation Bonds	-	-	-	-	-	-	5,979	5,979	-	5,979
Total – Funding Sources	-	-	-	-	-	-	8,992	8,992	18,300	27,292



Public Safety

Courts Complex – Phase IV

Details:

Project Number: C02329

Election District (2022): Leesburg

Election District (2011): Leesburg

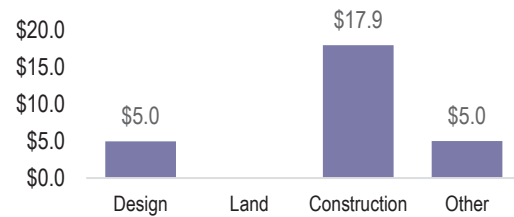
Square Feet: 72,500

Location: Courts Complex in the Town of Leesburg

Estimated Completion Year: FY 2025

Referendum: n/a

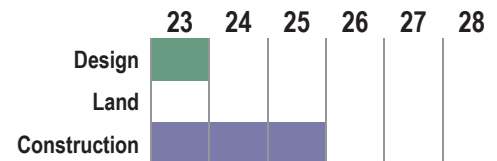
Phase Costs in Millions



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.

Project Phase Timeline by FY



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.

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	-	-	871	1,677	2,041	1,993	6,582
Total – Impact	-	-	1,263	2,081	2,449	2,405	8,198



Public Safety

Fire and Rescue – Basic Training Facility

Details:

Project Number: C02214

Election District (2022): Leesburg

Election District (2011): Catoctin

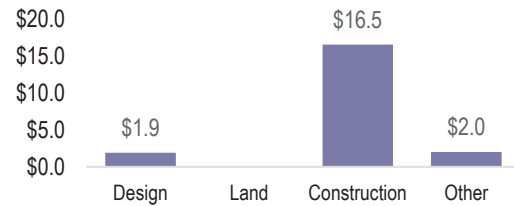
Square Feet: 21,500

Location: Government Support Center off Sycolin Road

Estimated Completion Year: FY 2025

Referendum: November 2019, November 2021

Phase Costs in Millions

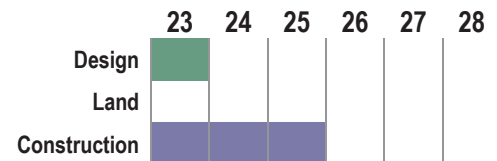


Background:

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



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	-	-	614	-	-	-	-	614	-	614
Personnel	39	140	20	-	-	-	-	160	-	199
Contingency	-	849	32	-	-	-	-	881	-	881
Project Mgmt. Consultant	-	317	9	-	-	-	-	326	-	326
Total – Costs	1,954	17,827	675	-	-	-	-	18,502	-	20,456
Local Tax Funding	751	16,065	-	-	-	-	-	16,7065	-	16,816
General Obligation Bonds	1,175	-	-	-	-	-	-	-	-	1,175
Cash Proffers	28	1,762	675	-	-	-	-	2,437	-	2,466
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 (2022): Countywide

Election District (2011): 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 determines whether the County or Volunteer Department will hold the title. Capital vehicle ownership dictates the party responsible for apparatus repair and maintenance and is determined by LCFR guidelines.

The table below captures planned FY 2024 acquisitions and the estimated cost (County) or contribution (Volunteer) associated with each item.

Volunteer

Engine	Ashburn	\$615,840
EMS Transport	Ashburn	\$241,391
EMS Transport	Ashburn	\$241,391
Areal (Tiller)	Leesburg Fire	\$1,014,013
EMS Transport	Loudoun Rescue	\$241,391
Heavy Rescue	Sterling Rescue	\$415,980
FY 2024 Volunteer Total		\$2,770,006

County

Tanker	County	\$706,994
FY 2024 County Total		\$706,994

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 (2022): Catoctin

Election District (2011): Blue Ridge

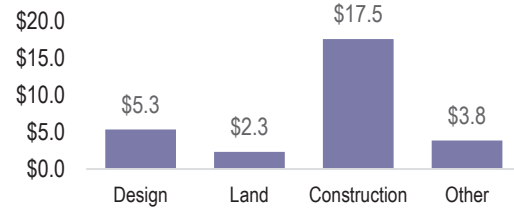
Square Feet: 19,800 (new fire station #4), 3,500 (community room addition)

Location: Town of Round Hill

Estimated Completion Year: FY 2025

Referendum: November 2017, November 2022

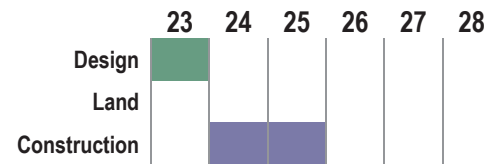
Phase Costs in Millions



Background:

This project provides funding to design and construct a replacement 19,800 square foot Round Hill Fire and Rescue 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



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	-	-	589	-	-	-	-	589	-	589
Personnel	277	1,231	19	-	-	-	-	1,250	-	1,527
Contingency	254	993	31	-	-	-	-	1,024	-	1,278
Project Mgmt Consultant	90	357	9	-	-	-	-	365	-	455
Total - Costs	7,560	20,845	647	-	-	-	-	21,492	-	29,052
Local Tax Funding	2,075	2,630	-	-	-	-	-	2,630	-	4,706
General Obligation Bonds	5,001	18,215	647	-	-	-	-	18,862	-	23,863
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	-	-	-	484	838	810	2,133
Total - Impact	-	-	414	807	1,164	1,139	3,523



Public Safety

Fire and Rescue - Station #08 - Philomont Station Replacement

Details:

Project Number: C02372

Election District (2022): Catoctin

Election District (2011): Blue Ridge

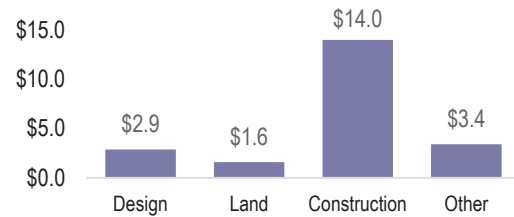
Square Feet: 18,500

Location: 37180 Snickersville Turnpike, Purcellville, VA 20132

Estimated Completion Year: FY 2026

Referendum: November 2020

Phase Costs in Millions



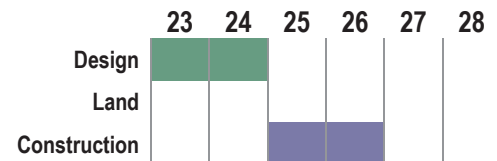
Background:

This project provides funding to design and construct a new Fire and Rescue 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.

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.

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	2,498	-	-	-	-	-	-	-	-	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	-	-	-	628	1,970	1,916	4,514
Total – Impact	-	-	-	1,233	2,874	2,791	6,898



Public Safety

Fire and Rescue - Station #28 – Leesburg South Station

Details:

Project Number: C02321

Election District (2022): Little River

Election District (2011): Catoctin

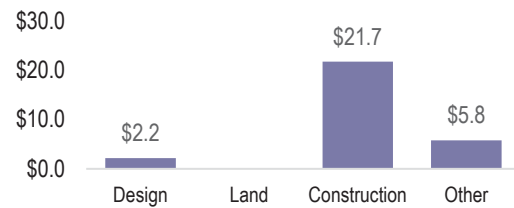
Square Feet: 25,000

Location: Adjacent to Loudoun County Landfill

Estimated Completion Year: FY 2025

Referendum: November 2019, November 2021, November 2023

Phase Costs in Millions



Background:

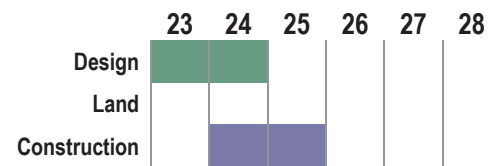
This project provides funding to design and construct a Fire and Rescue Station to improve local response times and fire protection coverage. The station will be located on the southwest corner of the Evergreen Mills Road and The Woods Road intersection, south of the Loudoun County Landfill.

The facility will include apparatus bays, bunkroom facilities, a training room, break room, restrooms, showers, food preparation and dining areas, laundry and decontamination areas, supply storage, a gear and hose drying area, a breathing apparatus air compressor room, a fitness room, offices, and a repair shop. 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	-	-	21,735	-	-	-	-	21,735	-	21,735
Furniture, Fixtures & Equip	-	-	-	3,286	-	-	-	3,286	-	3,286
Personnel	68	-	698	-	-	-	-	698	-	766
Contingency	110	-	1,137	164	-	-	-	1,301	-	1,411
Project Mgmt. Consultant	-	-	314	-	-	-	-	314	-	314
Total – Costs	2,361	-	23,884	3,450	-	-	-	27,334	-	29,695
Local Tax Funding	2	-	-	-	-	-	-	-	-	2
General Obligation Bonds	2,310	-	23,848	3,450	-	-	-	27,298	-	29,608
Cash Proffers	49	-	36	-	-	-	-	36	-	85
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	-	-	952	1,880	2,979	2,894	8,705
Total – Impact	-	2,737	7,602	8,782	9,991	10,096	39,208



Public Safety

Fire and Rescue Station #29 – Loudoun Gateway Station

Details:

Project Number: n/a

Election District (2022): Broad Run

Election District (2011): Broad Run

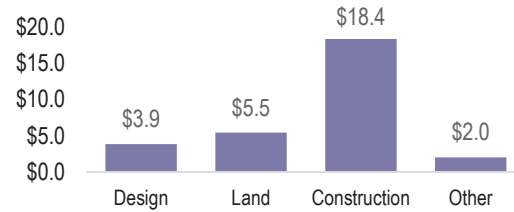
Square Feet: 18,500

Location: Ashburn

Estimated Completion Year: FY 2030

Referendum: November 2026

Phase Costs in Millions

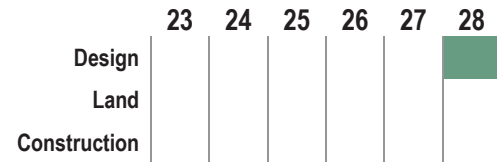


Background:

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

The facility will include apparatus bays, bunkroom facilities, a training room, break room, restrooms, showers, food preparation and dining areas, laundry and decontamination areas, supply storage, a gear and hose drying area, a breathing apparatus air compressor room, a fitness room, offices, and a repair shop. 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	-	-	-	-	-	-	3,324	3,324	19,906	23,230
General Obligation Bonds	-	-	-	-	-	-	5,452	5,452	-	5,452
Cash Proffers	-	-	-	-	-	-	1,000	1,000	-	1,000
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 (2022): Leesburg

Election District (2011): Catoctin

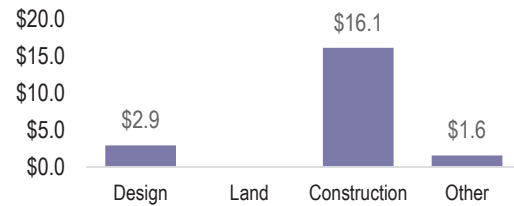
Square Feet: 22,000

Location: Government Support Center off Sycolin Road

Estimated Completion Year: FY 2029

Referendum: November 2020, November 2026

Phase Costs in Millions

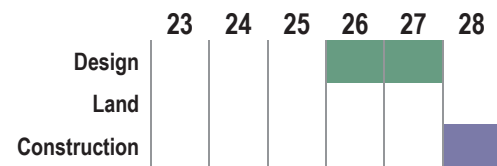


Background:

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

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

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	-	-	-	-	132	329	461
Total – Impact	-	-	-	-	132	329	461



Capital Improvement Program Towns

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Towns

Capital Improvement Program										
Town 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
Town of Hillsboro - Multi-Modal Trail and Pedestrian Bridge	-	250	278	-	-	-	-	528	-	528
Town of Leesburg - Evergreen Mill Rd. Widening	6,000	3,000	1,500	5,000	-	-	-	9,500	-	15,500
Town of Leesburg - NVTA Local Distribution	18,885	2,888	3,024	3,199	3,368	3,552	3,744	19,775	16,408	55,068
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	629	666	702	740	781	4,157	3,427	11,606
Town of Round Hill - Southern Gateway Pedestrian Trail	-	750	750	81	744	-	-	2,325	-	2,325
Town of Round Hill - Stabilization of Stone Farmhouse Ruins at Sleeter Lake Park	-	225	-	-	-	-	-	225	-	225
Total – Costs	33,713	9,566	8,357	11,520	7,007	4,757	4,525	45,732	21,835	101,280
Funding Sources (\$ in 1000s)										
Local Tax Funding	4,000	725	-	-	-	-	-	725	2,000	6,725
Cash Proffers	-	-	87	-	-	-	-	87	-	87
NVTA 30% Local	29,713	8,841	8,270	11,520	7,007	4,757	4,525	44,920	19,835	94,468
Total – Funding Sources	33,713	9,566	8,357	11,520	7,007	4,757	4,525	45,732	21,835	101,280



Towns

Town of Hillsboro – Multi-Modal Trail and Pedestrian Bridge

Details:

Project Number: C02472

Election District (2022): Catoctin

Election District (2011): 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 Catoctin 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.

This project was added to the CIP during the FY 2023 budget development process and additional funding was added in FY 2024.

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	-	250	278	-	-	-	-	528	-	528
Total – Costs	-	250	278	-	-	-	-	528	-	528
NVTA 30% Local	-	250	278	-	-	-	-	528	-	528
Total – Funding Sources	-	250	278	-	-	-	-	528	-	528



Towns

Town of Leesburg – Evergreen Mill Road Widening

Details:

Project Number: C02197

Election District (2022): Leesburg

Election District (2011): 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.

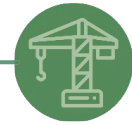
This project will add two lanes to the two existing lanes on Evergreen Mill Road from South King Street (Route 15) to Battlefield Parkway. A sidewalk will be constructed on one side of the road with a shared use path on the other. This project will provide additional road capacity for three LCPS schools 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.

County funding for this project was accelerated into FY 2023 during the during the FY 2023 budget development process at the request of the Town of Leesburg to accommodate the project timeline. Additional funding was added in the FY 2024 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	6,000	3,000	1,500	5,000	-	-	-	9,500	-	15,500
Total – Costs	6,000	3,000	1,500	5,000	-	-	-	9,500	-	15,500
NVTA 30% Local	6,000	3,000	1,500	5,000	-	-	-	9,500	-	15,500
Total – Funding Sources	6,000	3,000	1,500	5,000	-	-	-	9,500	-	15,500



Towns

Town of Leesburg - NVTA Local Distribution

Details:

Project Number: C02016

Election District (2022):: Leesburg

Election District (2011): Leesburg, Catoctin

Length: n/a

Estimated Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions



Background:

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

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

Project Phase Timeline by FY

	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	3,024	3,199	3,368	3,552	3,744	19,775	16,408	55,068
Total – Costs	18,885	2,888	3,024	3,199	3,368	3,552	3,744	19,775	16,408	55,068
NVTA 30% Local	18,885	2,888	3,024	3,199	3,368	3,552	3,744	19,775	16,408	55,068
Total – Funding Sources	18,885	2,888	3,024	3,199	3,368	3,552	3,744	19,775	16,408	55,068



Towns

Town of Leesburg – Veterans Park

Details:

Project Number: C02337

Election District (2022): Leesburg

Election District (2011): 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 (2022): Leesburg

Election District (2011): 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 (2022): Catoctin

Election District (2011): Catoctin

Length: 570 feet

Estimated Completion Year: FY 2025

Referendum: n/a

Phase Costs in Millions



Background:

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

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.

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.

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	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 (2022): Catoctin

Election District (2011): Catoctin

Length: 500 feet

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 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.

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 (2022): Catoctin

Election District (2011): 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 (2022): Little River

Election District (2011): 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 (2022): Catoctin

Election District (2011): Blue Ridge

Length: n/a

Estimated Completion Year: n/a

Referendum: n/a

Phase Costs in Millions



Background:

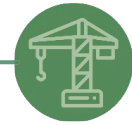
Each year, the County solicits capital project funding requests from Towns within the County for facilities owned by or located within the Town; or for local pedestrian/transportation related improvements that benefit the County or Loudoun County Public Schools. As a capital expense, the funding for 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: C02551

Election District (2022): Catoctin

Election District (2011): 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 (2022): Catoclin

Election District (2011): 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 – NVTALocal Distribution

Details:

Project Number: C02017

Election District (2022): Catoctin

Election District (2011): Blue Ridge

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 NVTAL 30 percent local funds. The Town of Purcellville is entitled to a portion of the NVTAL 30 percent local funds received by the County based upon the percentage of revenues generated within the Town to fund NVTAL regional transportation initiatives.

The amounts depicted represent the estimated portion of the County's 30 percent local NVTAL 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	629	666	702	740	781	4,157	3,427	11,606
Total – Costs	4,022	639	629	666	702	740	781	4,157	3,427	11,606
NVTAL 30% Local	4,022	639	629	666	702	740	781	4,157	3,427	11,606
Total – Funding Sources	4,022	639	629	666	702	740	781	4,157	3,427	11,606



Towns

Town of Round Hill – Southern Gateway Pedestrian Trail

Details:

Project Number: C02482

Election District (2022): Catoclin

Election District (2011): 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	81	744	-	-	2,325	-	2,325
Total – Costs	-	750	750	81	744	-	-	2,325	-	2,325
Cash Proffers	-	-	87	-	-	-	-	87	-	87
NVTA 30% Local	-	750	663	81	744	-	-	2,238	-	2,238
Total – Funding Sources	-	750	750	81	744	-	-	2,325	-	2,325



Towns

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

Details:

Project Number: C02485

Election District (2022): Catoctin

Election District (2011): 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.

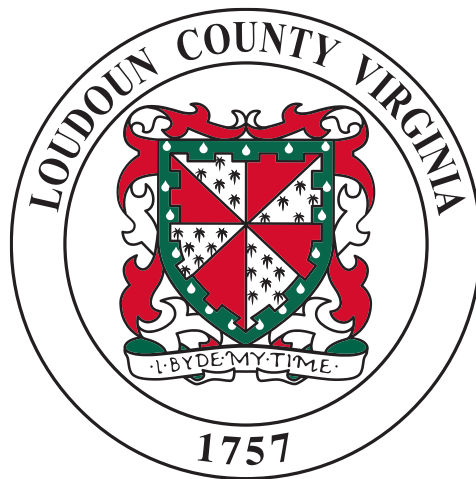
This project is for the emergency stabilization of the historically significant 17th-century Stone Farmhouse Ruins at Sleeter Lake Park in the Town of Round Hill.

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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Transit	10-114



Transportation Projects

Capital Improvement Program										
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	269,208	156,790	159,400	136,813	159,514	146,153	160,631	919,301	602,792	1,791,300
Sidewalks, Signals, and Traffic Calming	46,292	23,987	39,087	46,428	41,545	31,847	31,755	214,650	124,693	385,634
Transit	20,340	7,904	11,747	7,081	9,308	8,548	9,684	54,273	34,885	109,497
Total – Costs	335,839	188,681	210,234	190,323	210,367	186,548	202,070	1,188,223	762,369	2,286,432
Funding Sources (\$ in 1000s)										
Local Tax Funding	12,897	4,037	2,240	-	1,275	-	-	7,552	15,196	35,645
Local Tax Funding Roads	67,022	34,470	25,900	26,630	27,960	29,120	31,339	175,419	28,770	271,211
General Obligation Bonds	57,983	80,407	93,614	94,343	98,254	101,818	94,727	563,163	650,504	1,271,650
Appropriation-Backed Bonds	1,257	-	-	-	-	-	-	-	-	1,257
Cash Proffers	22,556	6,566	22,876	2,885	5,382	812	1,800	40,322	-	62,877
Revenue Sharing	3,500	3,145	6,008	3,948	4,172	5,000	5,000	27,273	-	30,773
RSTP	-	-	-	-	6,802	11,641	11,445	29,888	6,000	35,888
Smart Scale	14,989	35,392	994	8,369	-	-	10,019	54,774	6,015	75,778
Other State Grants	-	-	3,128	1,000	-	-	-	4,128	-	4,128
CMAQ	7,262	-	-	-	4,124	81	555	4,760	6,000	18,021
Other Federal Grants	8,093	5,000	-	-	2,000	10,000	10,000	27,000	15,000	50,093
NVTA 70% Regional	106,321	9,766	36,730	36,750	39,000	16,000	25,000	163,246	-	269,568
NVTA 30% Local	33,920	9,897	18,745	16,398	21,397	12,076	12,184	90,698	34,885	159,502
Local Gas Tax	40	-	-	-	-	-	-	-	-	40
Total – Funding Sources	335,839	188,681	210,234	190,323	210,367	186,548	202,070	1,188,223	762,369	2,286,432

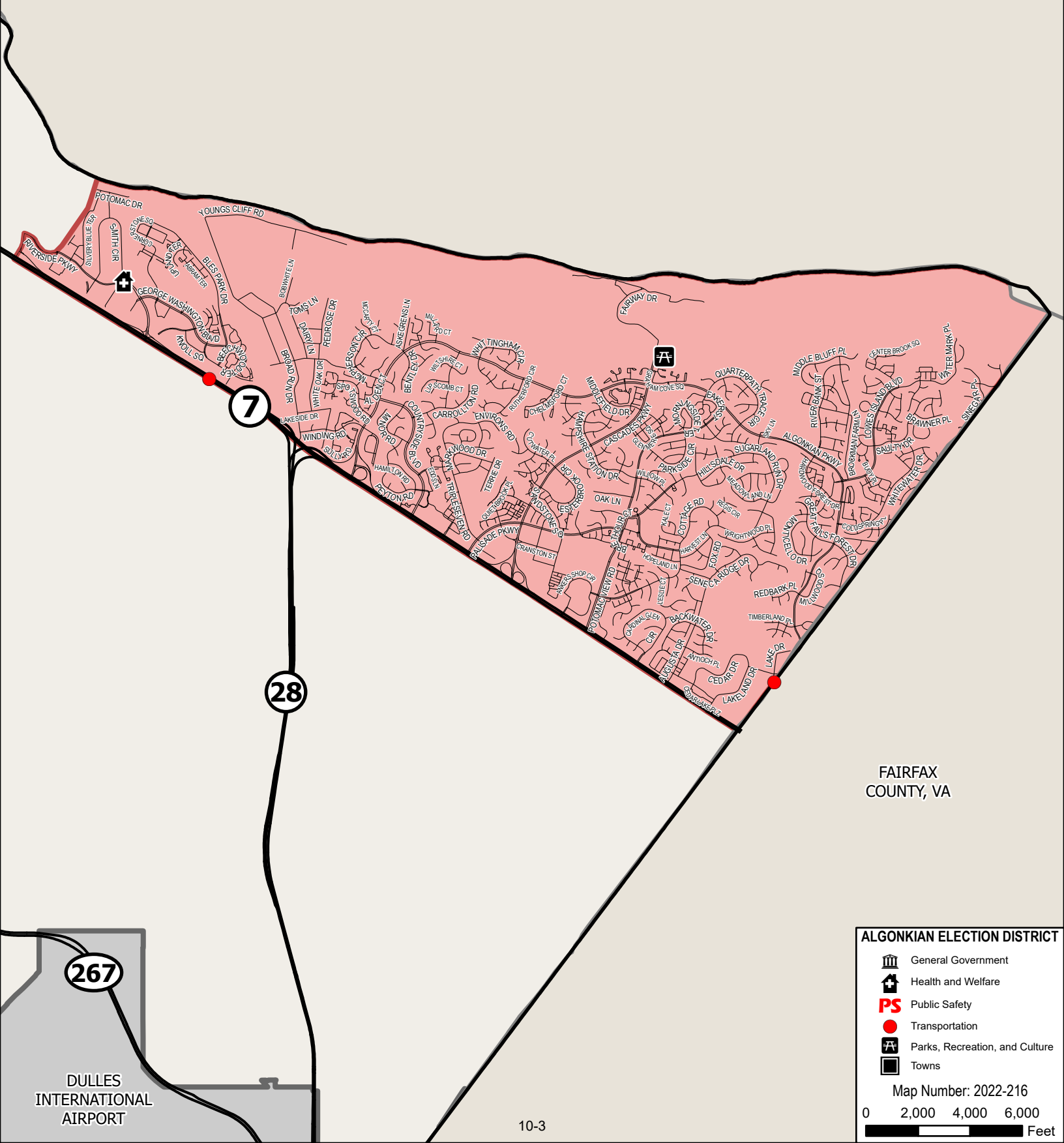


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MONTGOMERY
COUNTY, MD



FAIRFAX
COUNTY, VA

ALGONKIAN ELECTION DISTRICT

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

Map Number: 2022-216

0 2,000 4,000 6,000 Feet

LEESBURG

7

267

ASHBURN ELECTION DISTRICT

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

Map Number: 2022-217

0 2,500 5,000 Feet

BROAD RUN ELECTION



General Government



Health and Welfare



Public Safety



Transportation



Parks, Recreation, and Culture



Towns

Map Number: 2022-215

0 2,000 4,000
Feet

MONTGOMERY
COUNTY, MD

7

267

28

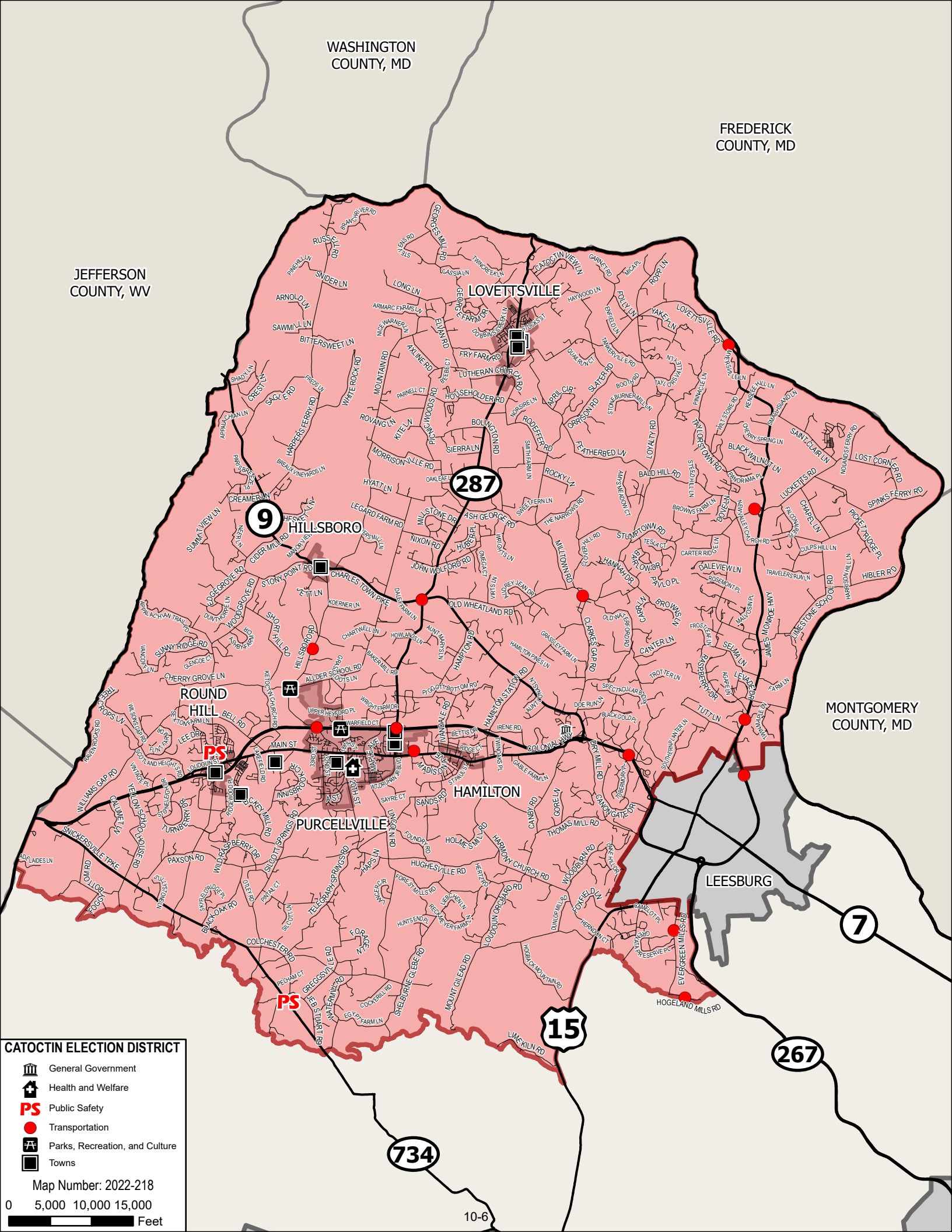
DULLES
INTERNATIONAL
AIRPORT

WASHINGTON
COUNTY, MD

FREDERICK
COUNTY, MD

JEFFERSON
COUNTY, WV

MONTGOMERY
COUNTY, MD



LOVETTSVILLE

9 HILLSBORO

287

ROUND
HILL

PS

HAMILTON

PURCELLVILLE

LEESBURG

7

15

267

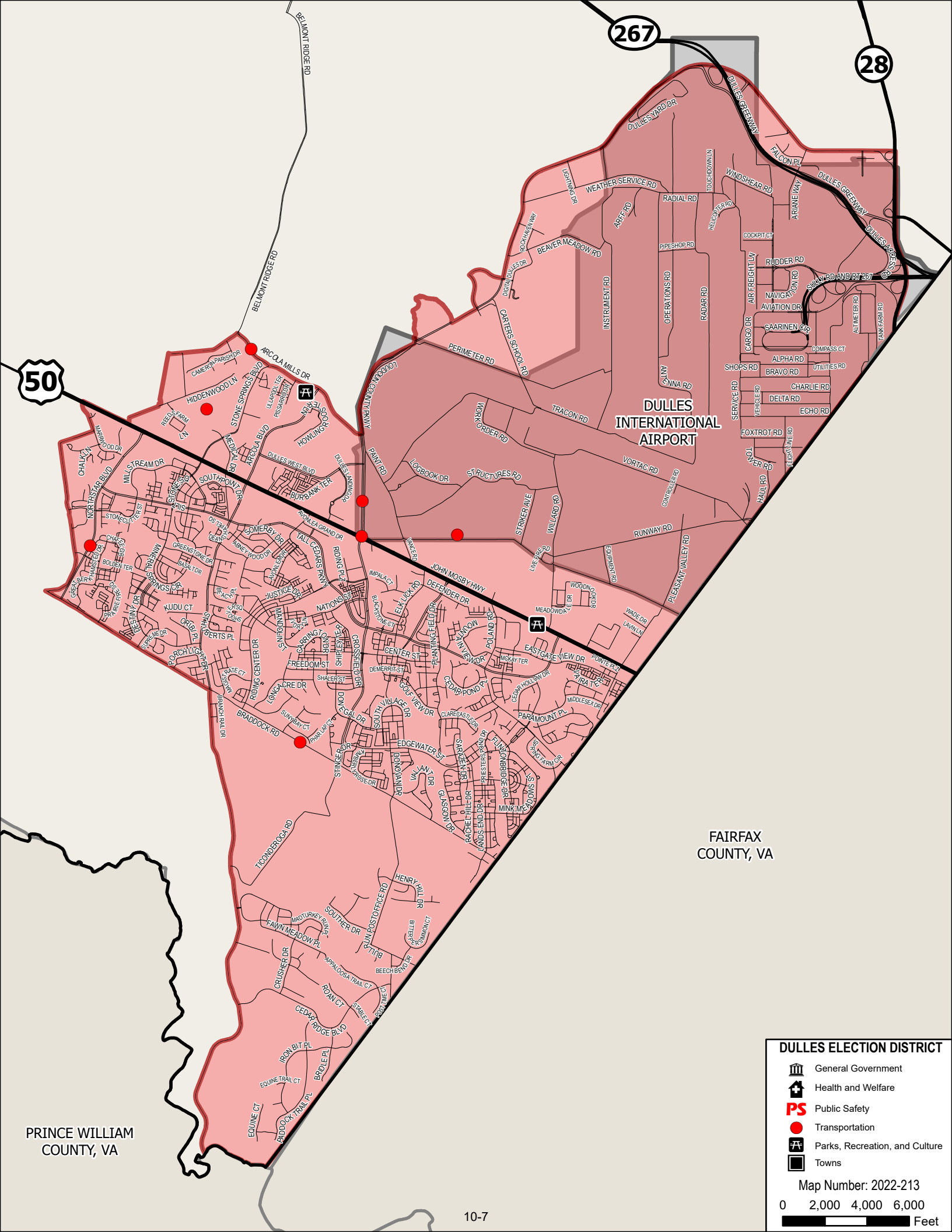
734

CATOCTIN ELECTION DISTRICT

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

Map Number: 2022-218

0 5,000 10,000 15,000
Feet



50

267

28

DULLES INTERNATIONAL AIRPORT

FAIRFAX COUNTY, VA

PRINCE WILLIAM COUNTY, VA

DULLES ELECTION DISTRICT

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

Map Number: 2022-213

0 2,000 4,000 6,000

Feet

15



MONTGOMERY
COUNTY, MD

LEESBURG

7

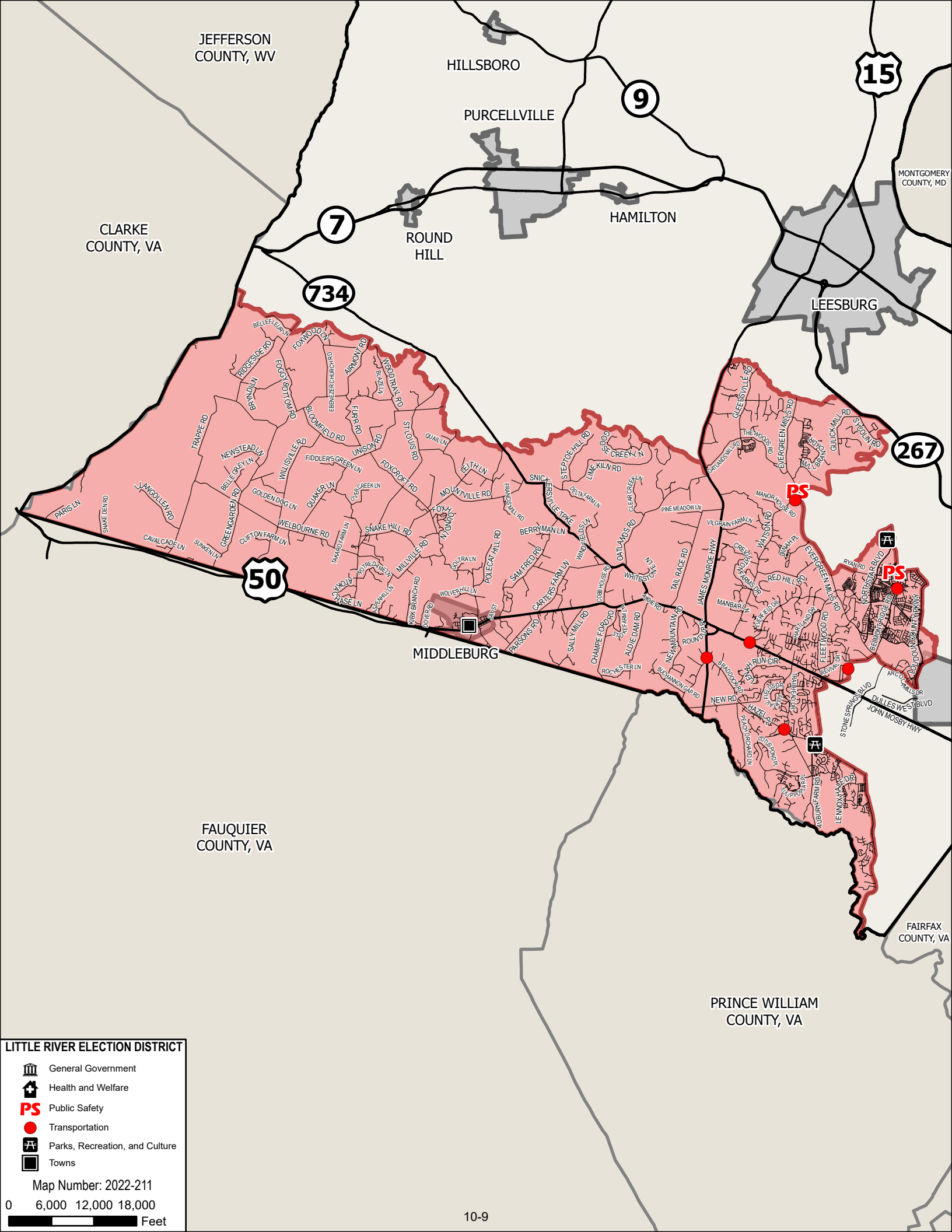
267

LEESBURG ELECTION

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

Map Number: 2022-212

0 2,000 4,000 6,000 Feet



LITTLE RIVER ELECTION DISTRICT

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

Map Number: 2022-211
0 6,000 12,000 18,000
Feet

MONTGOMERY
COUNTY, MD

7

28

267

PS



DULLES
INTERNATIONAL
AIRPORT

FAIRFAX
COUNTY, VA

STERLING ELECTION DISTRICT

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

Map Number: 2022-214

0 2,000 4,000 6,000 Feet





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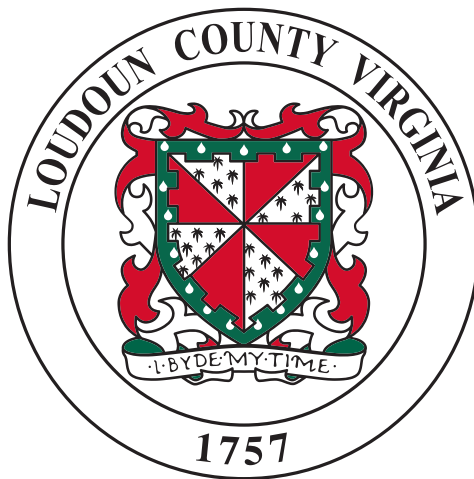
Roads

Capital Improvement Program										
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
Arcola Mills Drive - Belmont Ridge Road to Stone Springs Boulevard	-	4,544	-	20,366	3,276	-	29,454	57,640	-	57,640
Braddock Road / Trailhead Drive Roundabout	-	-	1,215	-	2,200	-	5,185	8,600	-	8,600
Braddock Road Widening - 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	1,500	2,777	700	19,020	-	-	23,997	-	26,576
Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway	6,744	18,757	59,518	25,155	-	-	-	103,429	-	110,173
Dulles West Boulevard - Northstar Boulevard to Arcola Boulevard	47,412	6,319	-	18,446	-	-	-	24,764	-	72,176
Evergreen Mills Road / Hogeland Mill Road - Bridge and Safety Improvements	-	-	-	669	-	156	318	1,143	1,946	3,089
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	17,495	6,539	-	-	4,774	-	-	11,313	-	28,808
Evergreen Mills Road / Revolution Sportsplex - Westbound Left-Turn Lane	-	-	-	696	391	122	3,973	5,182	-	5,182
Farmwell Road Intersection Improvements	8,470	7,062	3,354	19,302	-	-	-	29,718	-	38,188
Intelligent Transportation System (ITS)	1,220	-	1,277	-	2,500	-	4,000	7,777	4,000	12,997
Lake Drive Improvements	-	2,765	-	-	7,229	-	-	9,994	-	9,994
Northstar Boulevard Widening - Tall Cedars Parkway to Braddock Road	3,298	491	-	1,387	1,626	-	33,373	36,877	-	40,175
Old Ox Road Widening - Shaw Road to Oakgrove Road	9,675	-	9,675	-	-	-	-	9,675	30,000	49,350
Prentice Drive - Loudoun County Parkway to Lockridge Road	29,655	-	-	-	-	-	-	-	133,420	163,075
Route 7 / Route 287 Interchange Improvements	2,140	223	4,867	8,369	-	-	-	13,458	-	15,598
Route 7 / Route 690 (Hillsboro Rd) Interchange	17,939	34,746	-	-	-	-	-	34,746	-	52,685
Route 7 Eastbound Widening - Loudoun County Parkway to Route 28	-	-	1,612	-	296	312	-	2,221	3,058	5,279
Route 7 Improvements - Route 9 to Dulles Greenway - Long Term Improvements	-	7,926	5,480	-	23,019	3,773	4,486	44,684	-	44,684
Route 7 Improvements - Route 9 to Dulles Greenway - Short Term Improvements	1,676	-	2,205	3,985	-	-	-	6,190	-	7,866
Route 9 / Route 287 Roundabout	17,891	7,476	6,021	-	-	-	-	13,497	-	31,388
Route 15 / Braddock Road Roundabout	-	-	5,781	-	4,842	5,013	10,019	25,655	-	25,655
Route 15 / Lovettsville Road Intersection Improvement	1,324	-	1,745	242	4,250	-	-	6,237	-	7,561
Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout	2,718	336	6,886	-	14,507	-	-	21,729	-	24,447
Route 15 Lucketts Bypass	-	-	2,000	-	-	-	-	2,000	-	2,000



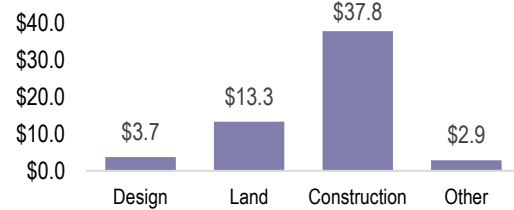
Roads

Route 15 Widening - Battlefield Parkway to Whites Ferry Road	47,774	-	-	-	-	-	-	-	-	47,774
Route 15 Widening - Whites Ferry to Montresor Road	-	9,766	-	8,502	2,099	31,974	-	52,341	-	52,341
Route 50 / Everfield Drive Roundabout	-	-	1,215	-	1,422	5,185	-	7,822	-	7,822
Route 50 / Loudoun County Parkway Interchange	500	-	-	18,750	16,500	-	32,559	67,809	212,574	280,883
Route 50 North Collector Road - Tall Cedars Parkway to Route 28	8,510	-	-	-	8,224	2,936	25,000	36,160	202,899	247,568
Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive	2,163	569	-	790	3,131	18,000	10,493	32,983	-	35,146
Shellhorn Road - East of Loudoun County Parkway to Bullpen Drive / Thumb Drive	3,836	4,398	-	-	-	-	-	4,398	-	8,234
Shellhorn Road - MWAA Property Boundary to Moran Road	8,495	-	2,959	1,701	34,371	-	-	39,031	-	47,526
Sycolin Road Widening - Loudoun Center Place to Crosstrail Boulevard	-	15,085	-	-	1,110	-	1,770	17,965	14,895	32,860
Waxpool Road / Loudoun County Parkway Intersection Improvements	7,241	3,250	1,558	6,560	-	-	-	11,369	-	18,610
Westwind Drive - Loudoun County Parkway to Old Ox Road	19,703	23,159	37,668	-	3,380	42,767	-	106,974	-	126,677
Total – Costs	269,208	156,790	159,400	136,813	159,514	146,153	160,631	919,301	602,792	1,791,300
Funding Sources (\$ in 1000s)										
Local Tax Funding	6,960	3,281	2,000	-	1,275	-	-	6,556	-	13,516
Local Tax Funding Roads	48,458	31,970	18,286	18,507	1,183	801	17,455	88,202	17,770	154,429
General Obligation Bonds	41,858	62,310	68,997	62,854	95,476	101,818	87,356	478,811	566,022	1,086,690
Cash Proffers	21,954	6,558	22,573	2,885	5,382	812	1,800	40,011	-	61,965
Revenue Sharing	3,500	3,145	6,008	3,948	4,172	5,000	5,000	27,273	-	30,773
RSTP	-	-	-	-	6,802	11,641	4,000	22,443	2,000	24,443
Smart Scale	12,989	33,759	994	8,369	-	-	10,019	53,141	-	66,130
CMAQ	3,291	-	-	-	4,124	81	-	4,205	2,000	9,496
Other Federal Grants	2,000	4,000	-	-	-	10,000	10,000	24,000	15,000	41,000
NVTA 70% Regional	106,321	9,766	36,730	36,750	39,000	16,000	25,000	163,246	-	269,568
NVTA 30% Local	21,877	2,000	3,812	3,501	2,099	-	-	11,412	-	33,289
Total – Funding Sources	269,208	156,790	159,400	136,813	159,514	146,153	160,631	919,301	602,792	1,791,300

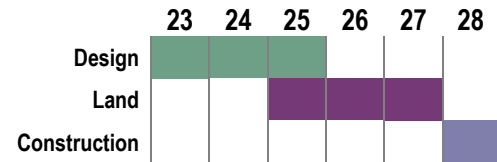




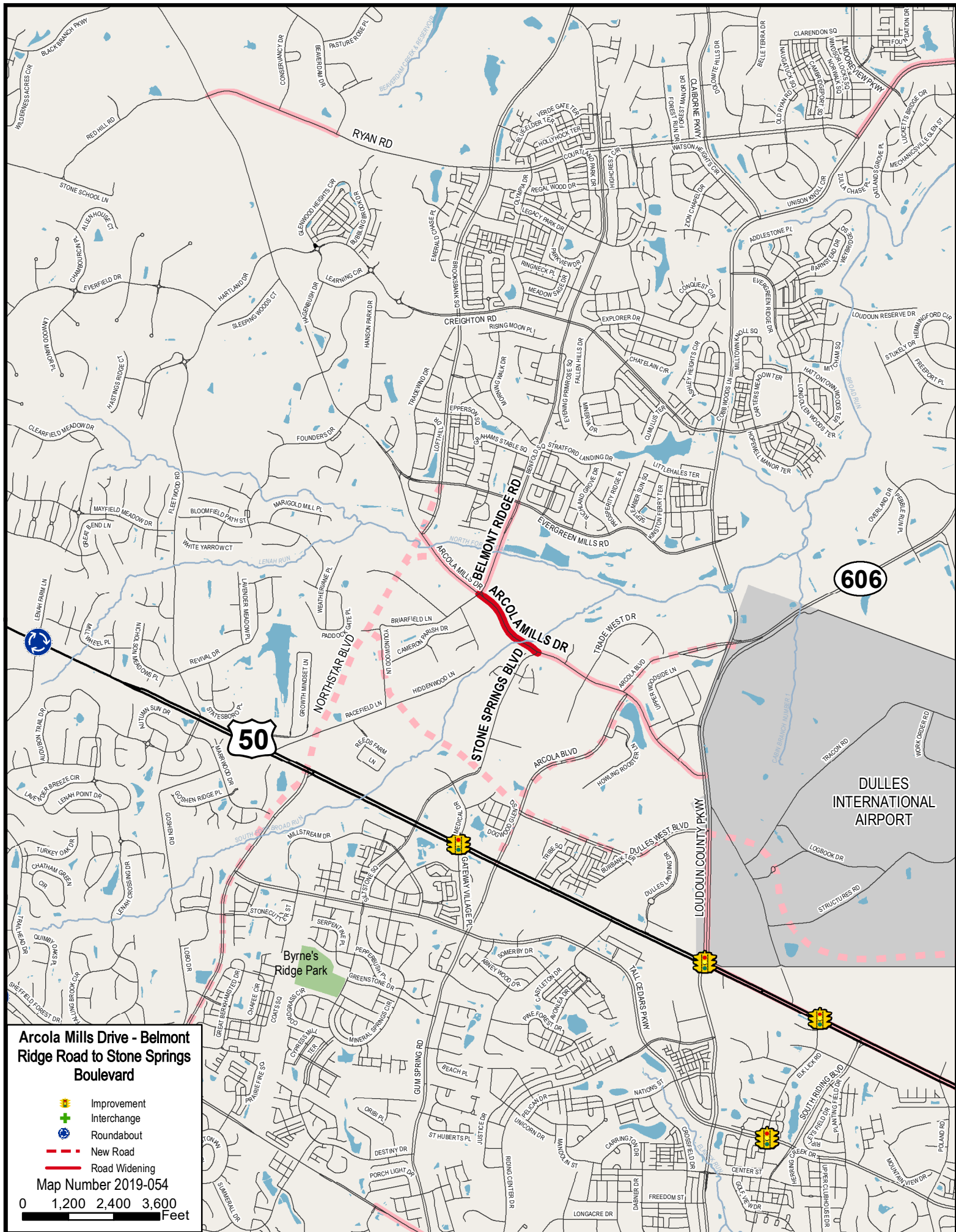
Arcola Mills Drive - Belmont Ridge Road to Stone Springs Boulevard

Details:**Project Number:** C02459**Election District (2022):** Dulles**Election District (2011):** Blue Ridge**Length:** 1.1 miles**Project Type:** Reconstruction and Widening with Intersection Improvements**Estimated Completion Year:** FY 2030**Referendum:** November 2026**Phase Costs in Millions****Background:**

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

Project Phase Timeline by FY

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	-	-	-	6,415	2,590	-	28,768	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	-	20,366	3,276	-	29,454	57,640	-	57,640
Local Tax Funding Roads	-	3,865	-	-	-		13,344	17,209	-	17,209
General Obligation Bonds	-	-	-	-	-	-	15,610	15,610	-	15,610
Cash Proffers	-	679	-	-	686	-	500	1,866	-	1,866
Revenue Sharing	-	-	-	2,366	2,590	-	-	4,956	-	4,956
NVTA 70% Regional	-	-	-	18,000	-	-	-	18,000	-	18,000
Total – Funding Sources	-	4,544	-	20,366	3,276	-	29,454	57,640	-	57,640





Braddock Road / Trailhead Drive Roundabout

Details:

Project Number: C02516

Election District (2022): Little River

Election District (2011): Blue Ridge

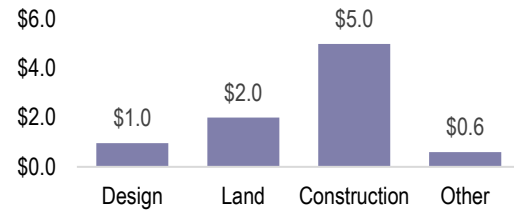
Length: 0.5 mile

Project Type: New Roundabout

Estimated Completion Year: FY 2030

Referendum: November 2024

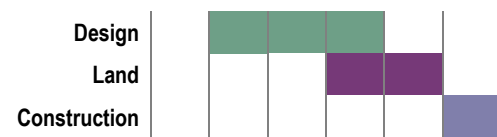
Phase Costs in Millions



Background:

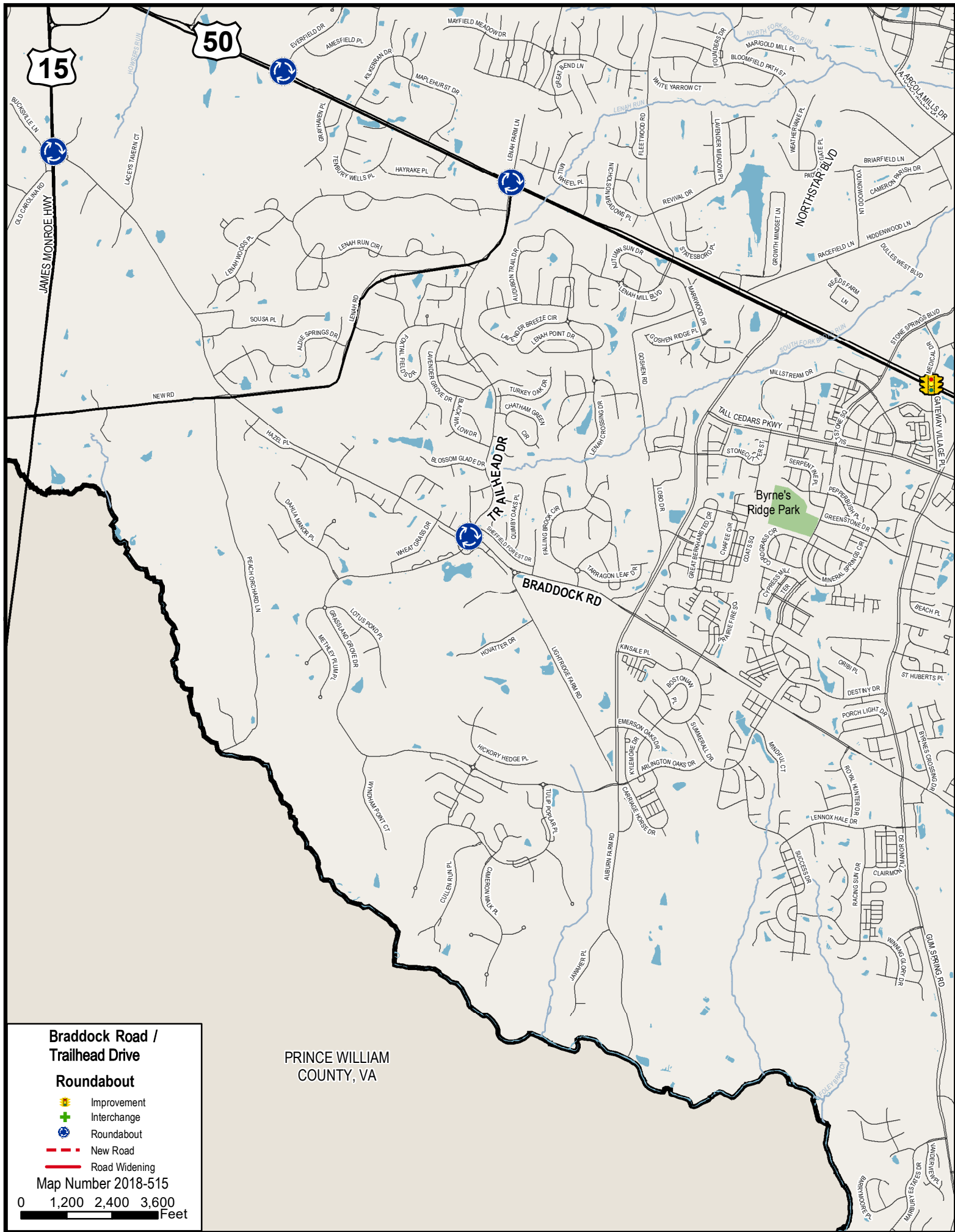
This project provides for the planning, design, right-of-way acquisition, and construction of a roundabout at the intersection of Trailhead Drive (Route 3395) and Braddock Road (Route 705).

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	-	-	964	-	-	-	-	964	-	964
Land	-	-	-	-	2,000	-	-	2,000	-	2,000
Construction	-	-	-	-	-	-	4,985	4,985	-	4,985
Personnel	-	-	36	-	-	-	-	36	-	36
Contingency	-	-	200	-	200	-	200	600	-	600
Project Mgmt. Consultant	-	-	16	-	-	-	-	16	-	16
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 (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	42	219	261
Total – Impact	-	-	-	-	42	219	261



**Braddock Road /
Trailhead Drive**

Roundabout

- Improvement
- Interchange
- Roundabout

- New Road
- Road Widening

Map Number 2018-515

0 1,200 2,400 3,600
Feet

PRINCE WILLIAM
COUNTY, VA



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

Details:

Project Number: C02430

Election District (2022): Dulles

Election District (2011): Dulles

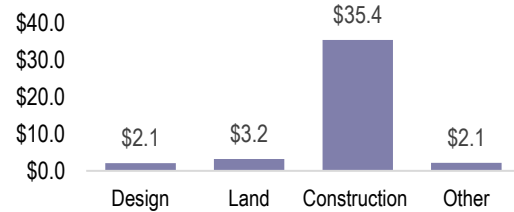
Length: 0.8 mile

Project Type: Roadway Widening

Estimated Completion Year: FY 2030

Referendum: November 2025

Phase Costs in Millions



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.

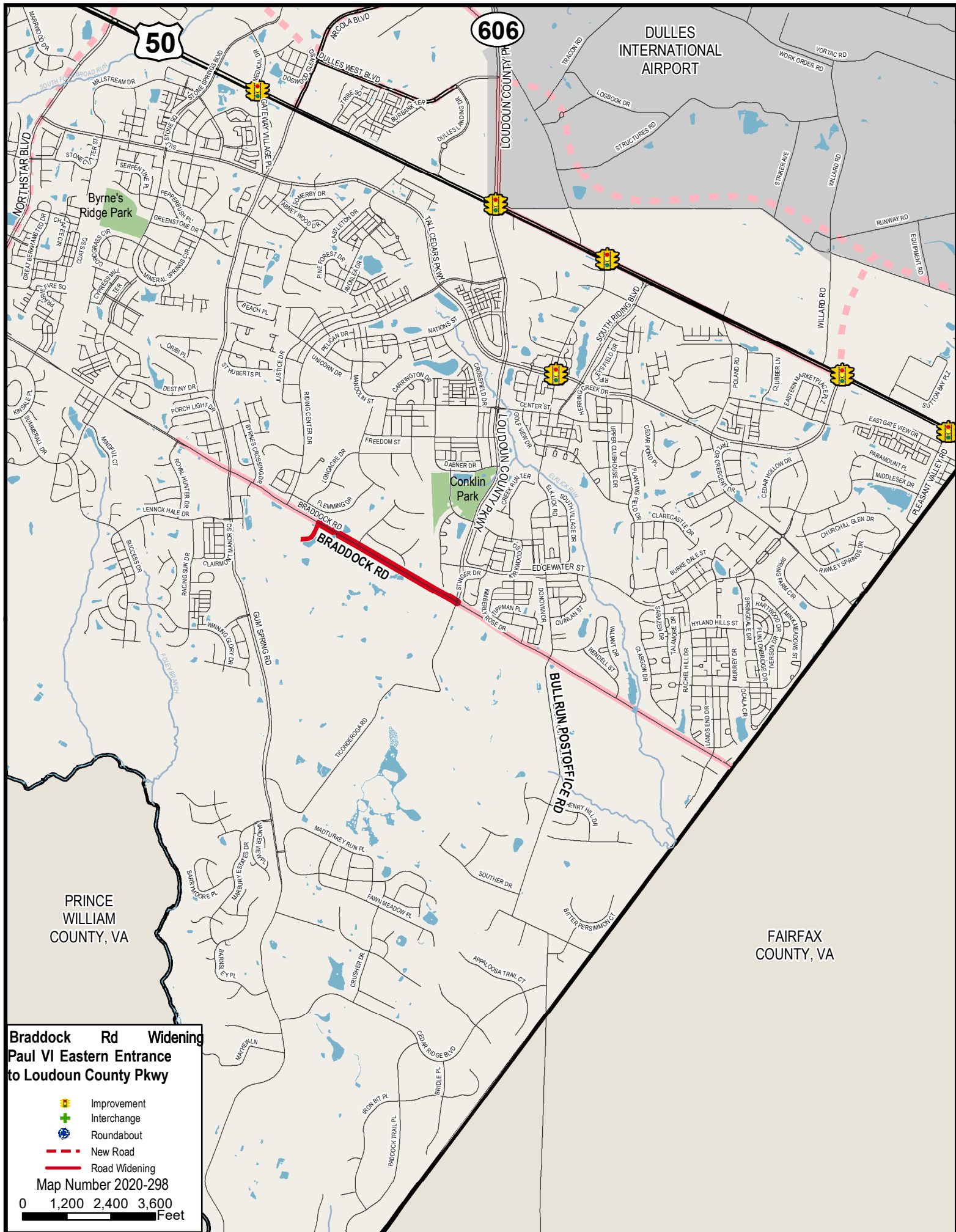
The scope and budget for this project were originally included in the FY 2021 CIP project entitled *Braddock Road, Segment 2 – Paul VI Eastern Entrance to Bull Run Post Office Road* which was re-segmented to more effectively administer.

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	-	-	1,013	1,100	-	-	-	2,113	-	2,113
Construction	-	-	-	-	-	35,408	-	35,408	-	35,408
Personnel	-	15	46	-	-	-	-	61	-	61
Contingency	-	524	507	94	414	507	-	2,045	-	2,045
Project Mgmt. Consultant		33	21	-	-	-	-	54	-	54
Total – Costs	750	1,881	1,587	1,193	1,348	35,915	-	41,924	-	42,674
Local Tax Funding	750	-	-	-	165	-	-	165	-	915
Local Tax Funding Roads	-	1,476	-	1,193	1,183	-	-	3,852	-	3,852
General Obligation Bonds	-	-	-	-	-	20,415	-	20,415	-	20,415
Cash Proffers	-	404	1,587	-	-	500	-	2,491	-	2,491
Revenue Sharing	-	-	-	-	-	5,000	-	5,000	-	5,000
Other Federal Grants	-	-	-	-	-	10,000	-	10,000	-	10,000
Total – Funding Sources	750	1,881	1,587	1,193	1,348	35,915	-	41,924	-	42,674

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	-	808	808
Total – Impact	-	-	-	-	-	808	808





Croson Lane Widening – Claiborne Parkway to Old Ryan Road

Details:

Project Number: C02315

Election District (2022): Broad Run

Election District (2011): Broad Run, Dulles

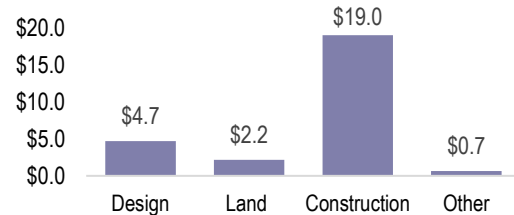
Length: 0.9 miles

Project Type: Roadway Widening

Estimated Completion Fiscal Year: FY 2027

Referendum: November 2024

Phase Costs in Millions



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.

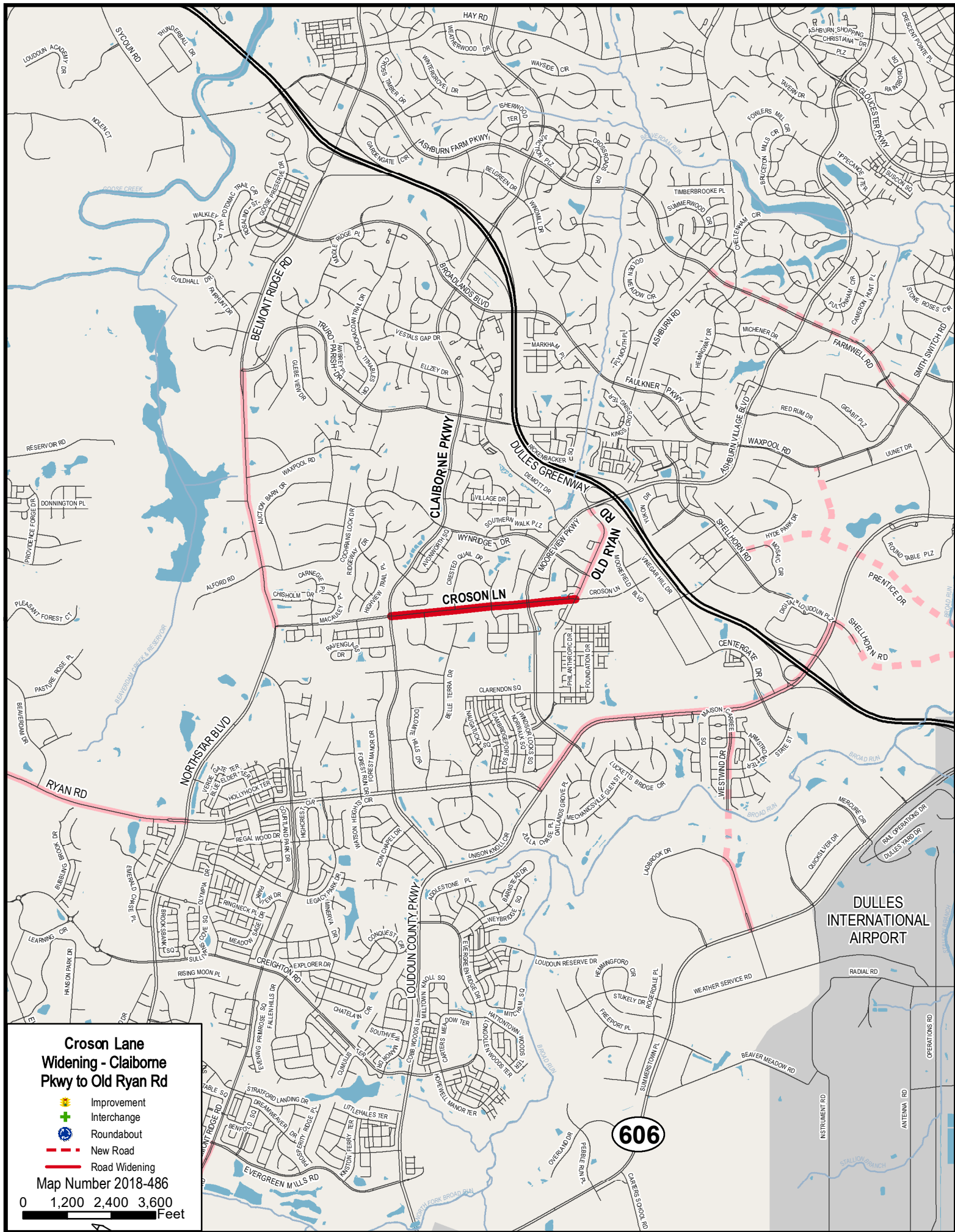
The Revenue Sharing funding that was programmed in FY 2025 and FY 2026 as reflected in the Adopted FY 2023 Budget Document was revised and reallocated to align with VDOT's SYIP and the project's development schedule. In addition, the project's budget was increased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	1,500	1,301	-	-	-	-	2,801	-	4,719
Utility Relocation	-	-	-	700	-	-	-	700	-	700
Land	-	-	1,470	-	-	-	-	1,470	-	1,470
Construction	-	-	-	-	19,020	-	-	19,020	-	19,020
Personnel	388	-	4	-	-	-	-	4	-	392
Contingency	125	-	-	-	-	-	-	-	-	125
Project Mgmt. Consultant	147	-	2	-	-	-	-	2	-	149
Total – Costs	2,579	1,500	2,777	700	19,020	-	-	23,997	-	26,576
Local Tax Funding	1	-	-	-	-	-	-	-	-	1
Local Tax Funding Roads	497	-	-	-	-	-	-	-	-	497
General Obligation Bonds	-	-	-	-	17,705	-	-	17,705	-	17,705
Cash Proffers	2,081	-	123	700	1,315	-	-	2,138	-	4,218
Revenue Sharing	-	1,500	2,654	-	-	-	-	4,154	-	4,154
Total – Funding Sources	2,579	1,500	2,777	700	19,020	-	-	23,997	-	26,576

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	351	872	1,223
Total – Impact	-	-	-	-	351	872	1,223





Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway

Details:

Project Number: C02317

Election District (2022): Leesburg

Election District (2011): Catoctin

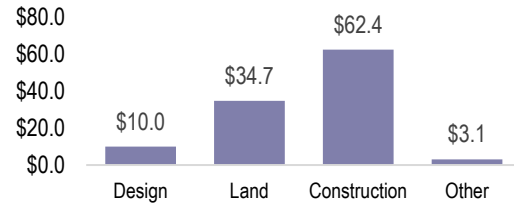
Length: 3,000 feet

Project Type: New Roadway

Estimated Completion Year: FY 2028

Referendum: November 2022 & November 2023

Phase Costs in Millions



Background:

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

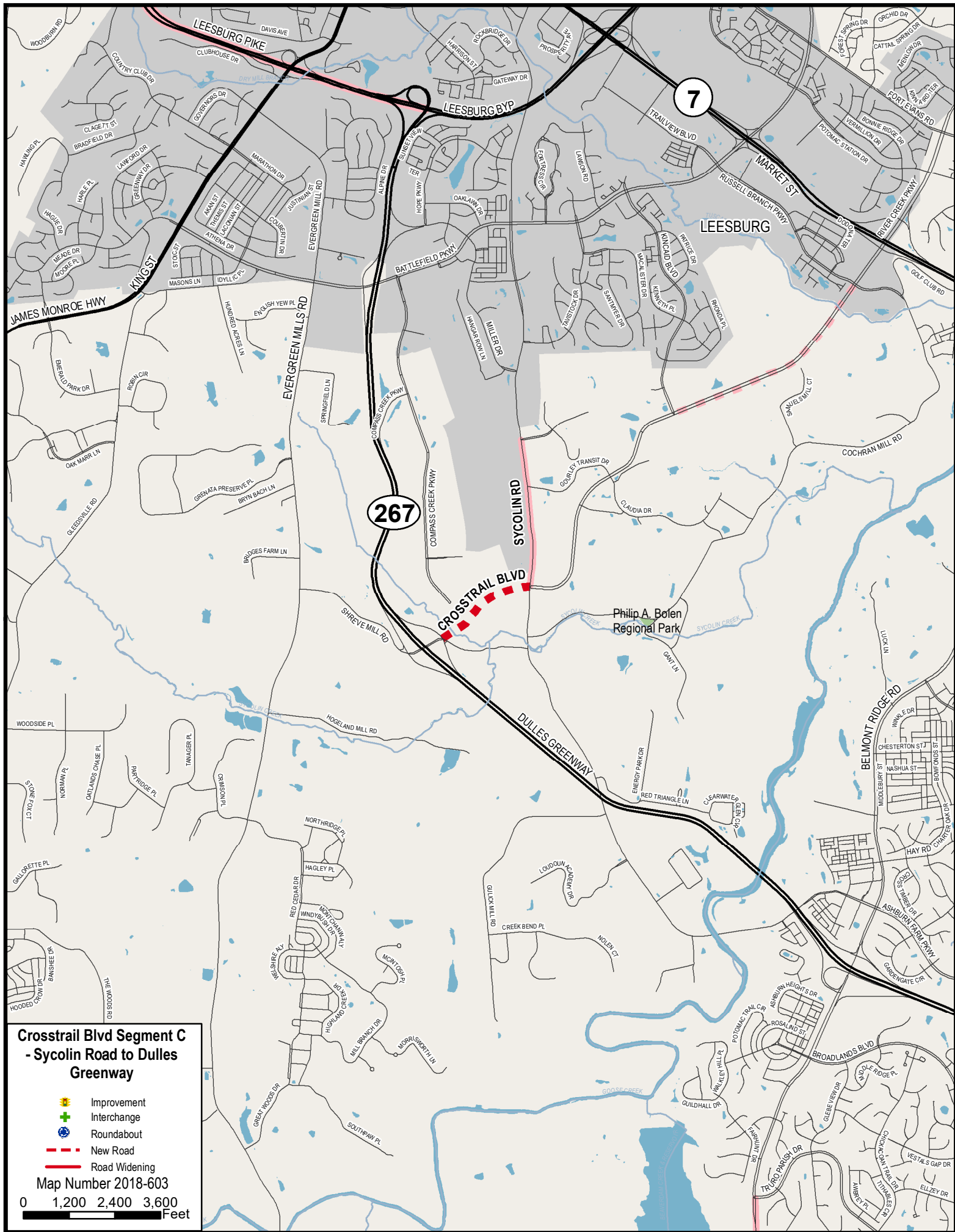
The project's budget was increased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	6,137	-	3,840	-	-	-	-	3,840	-	9,977
Utility Relocation	-	1,066	-	-	-	-	-	1,066	-	1,066
Owner Costs	36	-	-	-	-	-	-	-	-	36
Land	-	16,157	17,497	-	-	-	-	33,654	-	33,654
Construction	-	-	37,215	25,155	-	-	-	62,370	-	62,370
Personnel	120	147	666	-	-	-	-	813	-	933
Contingency	451	1,053	-	-	-	-	-	1,053	-	1,504
Project Mgmt. Consultant		334	300	-	-	-	-	634	-	634
Total – Costs	6,744	18,757	59,518	25,155	-	-	-	103,429	-	110,173
Local Tax Funding	3	-	-	-	-	-	-	-	-	3
Local Tax Funding Roads	6,259	18,743	4,913	-	-	-	-	23,656	-	29,915
General Obligation Bonds	-	-	17,875	25,155	-	-	-	43,030	-	43,030
Cash Proffers	482	13	-	-	-	-	-	13	-	495
NVTA 70% Regional	-	-	36,730	-	-	-	-	36,730	-	36,730
Total – Funding Sources	6,744	18,757	59,518	25,155	-	-	-	103,429	-	110,173

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	712	1,771	2,690	3,108	8,282
Total – Impact	-	-	712	1,771	2,690	3,108	8,282





Dulles West Boulevard – Northstar Boulevard to Arcola Boulevard

Details:

Project Number: C02213

Election District (2022): Dulles

Election District (2011): Blue Ridge

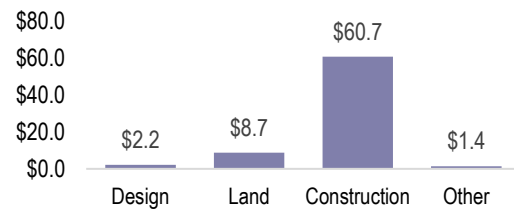
Length: 1.9 miles

Project Type: New Roadway

Estimated Completion Year: FY 2028

Referendum: November 2023

Phase Costs in Millions

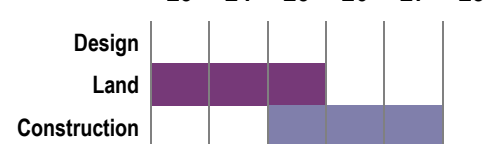


Background:

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

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

Project Phase Timeline by FY



The project's budget was decreased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	2,162	-	-	-	-	-	-	-	-	2,162
Utility Relocation	2,000	-	-	-	-	-	-	-	-	2,000
Land	1,560	5,158	-	-	-	-	-	5,158	-	6,718
Construction	41,442	-	-	18,446	-	-	-	18,446	-	59,888
Personnel	248	50	-	-	-	-	-	50	-	298
Contingency	-	999	-	-	-	-	-	999	-	999
Project Mgmt. Consultant	-	112	-	-	-	-	-	112	-	112
Total – Costs	47,412	6,319	-	18,446	-	-	-	24,764	-	72,176
Local Tax Funding	29	-	-	-	-	-	-	-	-	29
Local Tax Funding Roads	-	6,319	-	1,526	-	-	-	7,844	-	7,844
General Obligation Bonds	-	-	-	16,920	-	-	-	16,920	-	16,920
Cash Proffers	2,693	-	-	-	-	-	-	-	-	2,693
NVTA 70% Regional	44,690	-	-	-	-	-	-	-	-	44,690
Total – Funding Sources	47,412	6,319	-	18,446	-	-	-	24,764	-	72,176

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	339	1,179	1,658	3,176
Total – Impact	-	-	-	339	1,179	1,658	3,176



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

Details:

Project Number: n/a

Election District (2022): Catoctin

Election District (2011): Catoctin

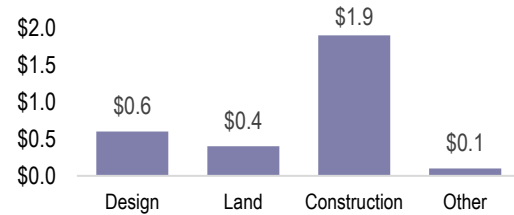
Length: 0.5 miles

Project Type: Safety Audit and Improvements

Estimated Completion Year: FY 2031

Referendum: November 2023

Phase Costs in Millions



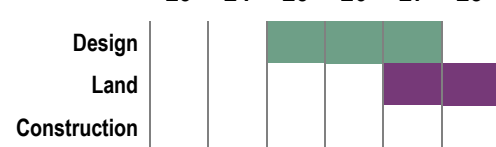
Background:

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.

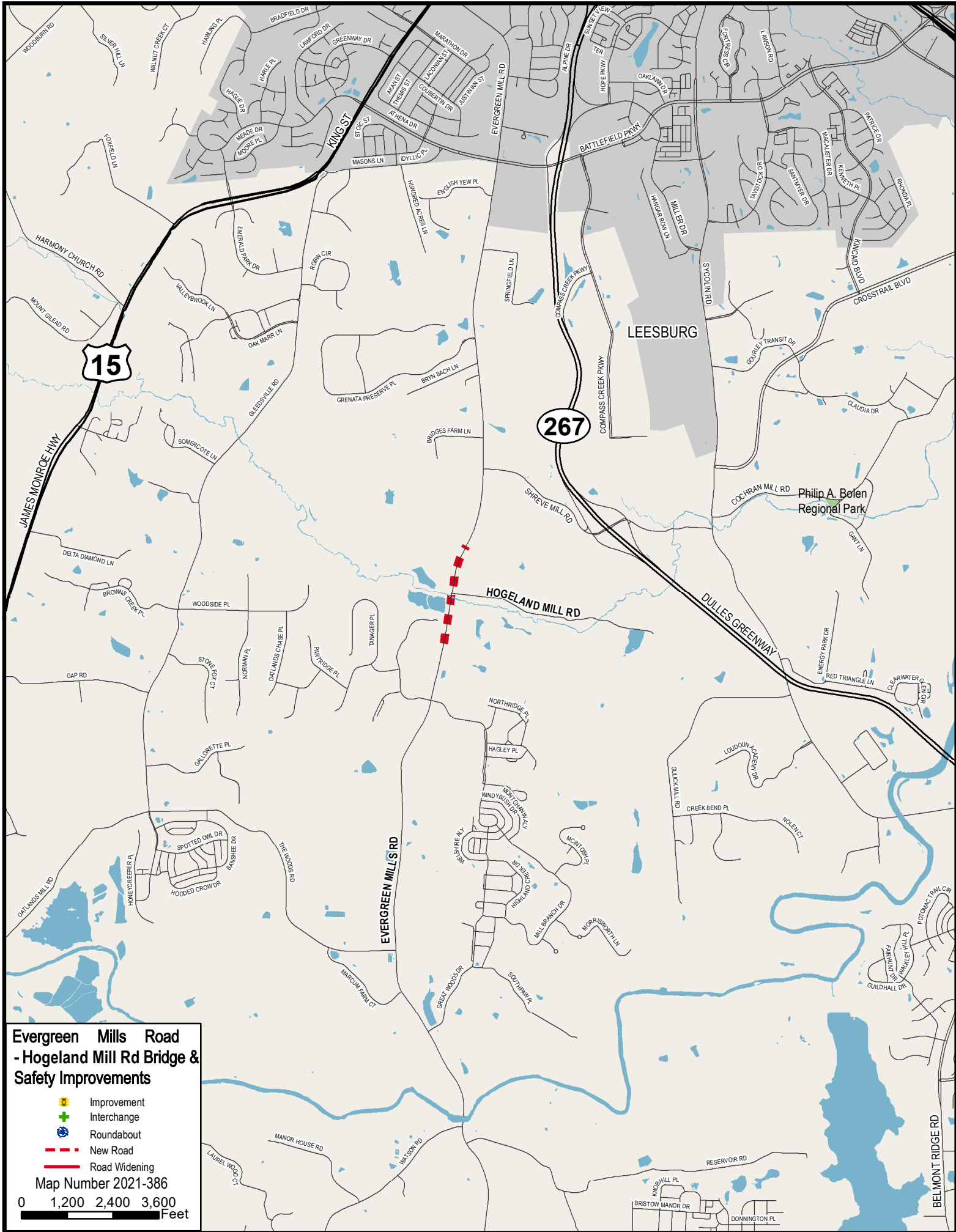
The project name was changed from *Safety Improvements – Evergreen Mills Road: Bridge and Pavement Modifications Near Hogeland Mill Road* to *Evergreen Mills Road / Hogeland Mill Road – Bridge and Safety Improvements* during the FY 2024 CIP budget development process.

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 (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	68	67	83	218
Total – Impact	-	-	-	68	67	83	218





Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement

Details:

Project Number: C02209

Election District (2022): Little River

Election District (2011): Blue Ridge

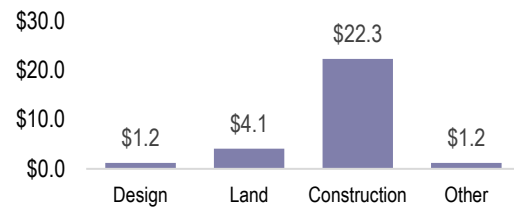
Length: 0.2 miles

Project Type: Intersection Realignment

Estimated Completion Year: FY 2027

Referendum: November 2021 & November 2024

Phase Costs in Millions

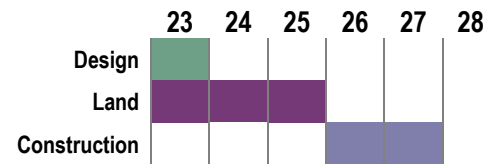


Background:

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

The project's budget was increased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	1,160	-	-	-	-	-	-	-	-	1,160
Planning	100	-	-	-	-	-	-	-	-	100
Utility Relocation	2,941	-	-	-	-	-	-	-	-	2,941
Land	1,110	-	-	-	-	-	-	-	-	1,110
Construction	11,690	5,815	-	-	4,774	-	-	10,589	-	22,279
Personnel	445	325	-	-	-	-	-	325	-	770
Contingency	-	287	-	-	-	-	-	287	-	287
Project Mgmt. Consultant	49	111	-	-	-	-	-	111	-	160
Total – Costs	17,495	6,539	-	-	4,774	-	-	11,313	-	28,808
Local Tax Funding	51	-	-	-	-	-	-	-	-	51
Local Tax Funding Roads	1,261	-	-	-	-	-	-	-	-	1,261
General Obligation Bonds	-	6,495	-	-	4,774	-	-	11,269	-	11,269
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	-	-	4,774	-	-	11,313	-	28,808

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	130	127	314	594	1,165
Total – Impact	-	-	130	127	314	594	1,165





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

Details:

Project Number: n/a

Election District (2022): Catoctin

Election District (2011): Catoctin

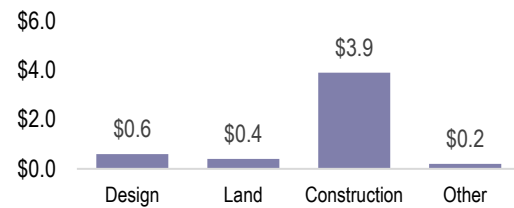
Length: n/a

Project Type: Safety Improvements

Estimated Completion Year: FY 2030

Referendum: November 2023

Phase Costs in Millions



Background:

This project provides for the design, land acquisition, utility relocation, and construction of Tier II corridor safety improvements. The scope of work includes 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.

Project Phase Timeline by FY



The project name was changed from *Safety Improvements – Evergreen Mills Road: Westbound Left-Turn Lane at the Sportsplex* to *Evergreen Mills Road / Revolution Sportsplex – Westbound Left-Turn Lane* during the FY 2024 CIP 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
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	108	116	293
Total – Impact	-	-	-	70	108	116	293



Farmwell Road Intersection Improvements

Details:

Project Number: C02087

Election District (2022): Broad Run

Election District (2011): Ashburn, Broad Run

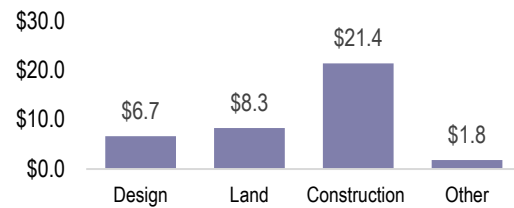
Length: 1.3 miles

Project Type: Intersection Improvements

Estimated Completion Year: FY 2027

Referendum: November 2018 & November 2021

Phase Costs in Millions



Background:

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

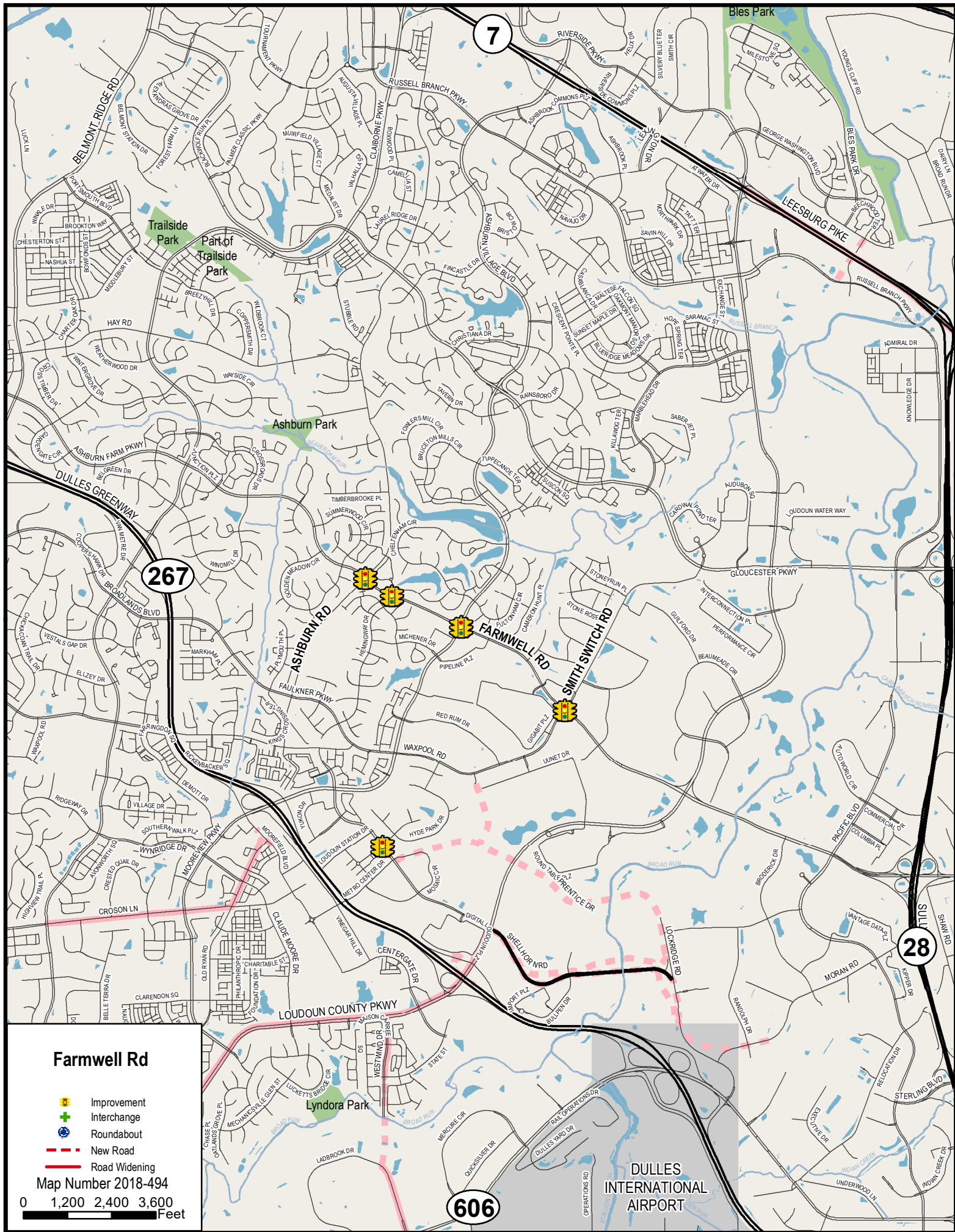
The project's budget was decreased during the FY 2024 CIP budget development process based on the most recent cost estimate. In addition, the Revenue Sharing funding that was programmed in FY 2025 as reflected in the Adopted FY 2023 Budget Document was reallocated to align with VDOT's SYIP funding allocation for this project.

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	1,645	-	-	-	-	-	1,645	-	6,231
Planning	419	-	-	-	-	-	-	-	-	419
Land	310	4,651	3,354	-	-	-	-	8,005	-	8,315
Construction	2,095	-	-	19,302	-	-	-	19,302	-	21,397
Personnel	75	257	-	-	-	-	-	257	-	332
Payments to State	4	-	-	-	-	-	-	-	-	4
Contingency	981	417	-	-	-	-	-	417	-	1,398
Project Mgmt. Consultant	-	92	-	-	-	-	-	92	-	92
Total – Costs	8,470	7,062	3,354	19,302	-	-	-	29,718	-	38,188
Local Tax Funding	1	-	-	-	-	-	-	-	-	1
Local Tax Funding Roads	550	-	-	-	-	-	-	-	-	550
General Obligation Bonds	-	5,082	-	19,302	-	-	-	24,384	-	24,384
Cash Proffers	919	335	-	-	-	-	-	335	-	1,254
Revenue Sharing	3,500	1,645	3,354	-	-	-	-	4,999	-	8,499
NVTA 30% Local	3,500	-	-	-	-	-	-	-	-	3,500
Total – Funding Sources	8,470	7,062	3,354	19,302	-	-	-	29,718	-	38,188

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	101	869	1,619	1,966	4,554
Total – Impact	-	-	101	869	1,619	1,966	4,554





Intelligent Transportation System

Details:

Project Number: C02203

Election District (2022): Countywide

Election District (2011): Countywide

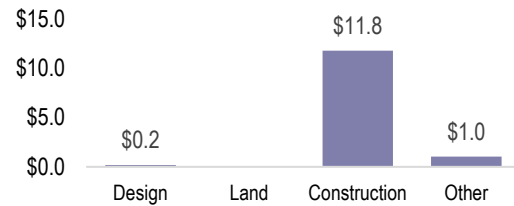
Length: n/a

Project Type: Traffic Mitigation and Safety Improvements

Estimated Completion Year: Ongoing

Referendum: n/a

Phase Costs in Millions

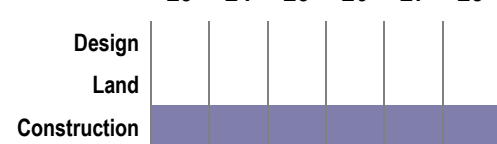


Background:

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.

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

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	-	-	1,223	-	2,500	-	4,000	7,723	4,000	11,723
Personnel	27	-	37	-	-	-	-	37	-	65
Payments to State	1,008	-	-	-	-	-	-	-	-	1,008
Project Mgmt. Consultant	-	-	17	-	-	-	-	17	-	17
Total – Costs	1,220	-	1,277	-	2,500	-	4,000	7,777	4,000	12,997
Local Tax Funding	1,201	-	-	-	-	-	-	-	-	1,201
Local Tax Funding Roads	-	-	1,277	-	-	-	-	1,277	-	1,277
Cash Proffers	20	-	-	-	-	-	-	-	-	20
RSTP	-	-	-	-	-	-	4,000	4,000	2,000	6,000
CMAQ	-	-	-	-	-	-	-	-	2,000	2,000
NVTA 70% Regional	-	-	-	-	2,500	-	-	2,500	-	2,500
Total – Funding Sources	1,220	-	1,277	-	2,500	-	4,000	7,777	4,000	12,997





Lake Drive Improvements

Details:

Project Number: C02483

Election District (2022): Algonkian

Election District (2011): Sterling

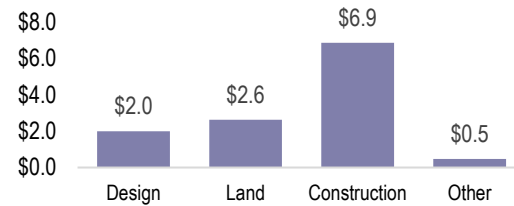
Length: 0.25 miles

Location: Lake Drive

Estimated Completion Year: FY 2026

Referendum: November 2024

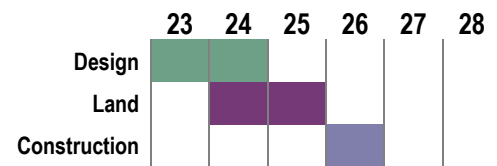
Phase Costs in Millions



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.

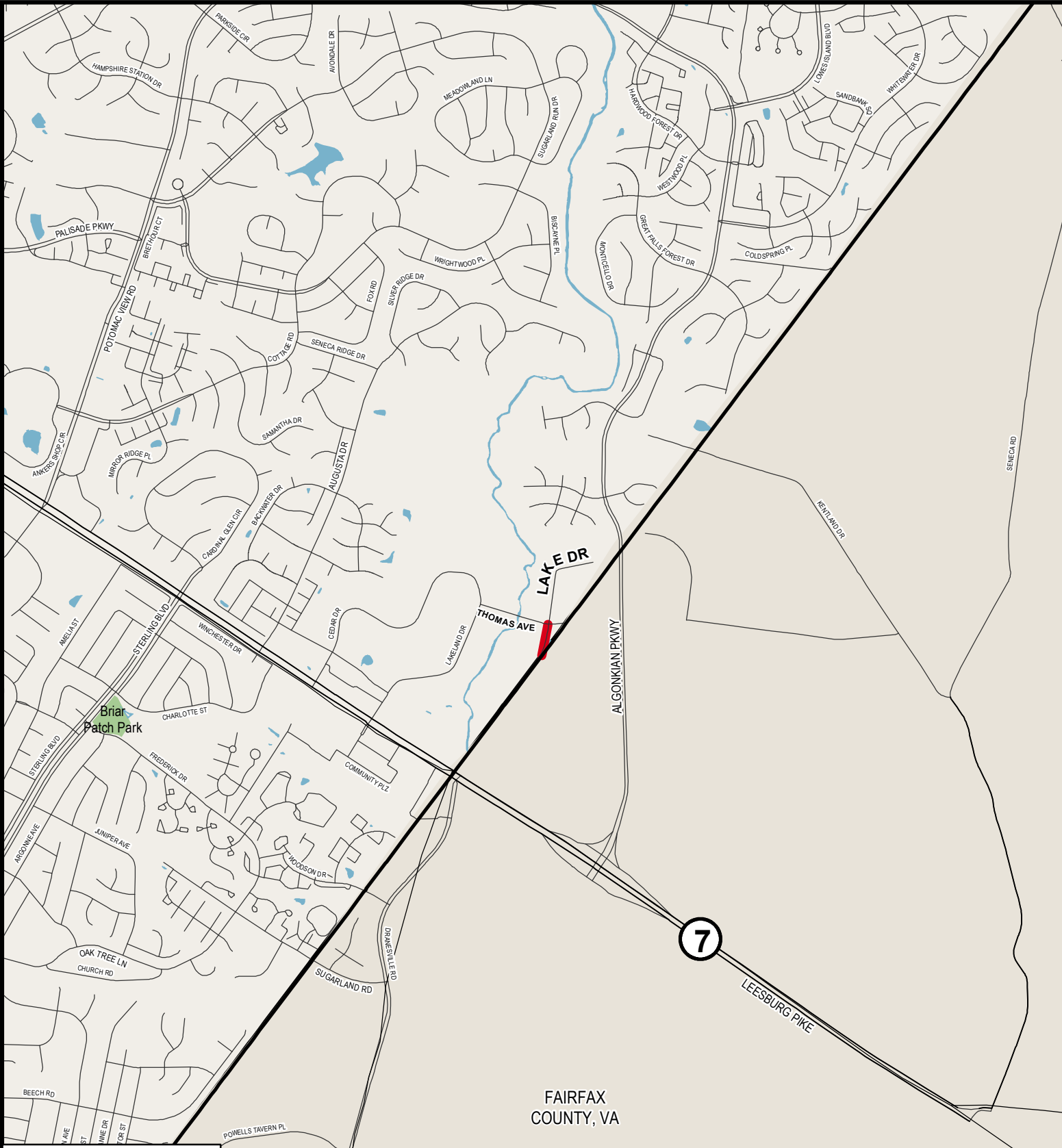
Project Phase Timeline by FY



Funding previously allocated to the Dam Safety Contingency account was utilized to provide funding for the design phase 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
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	-	-	-	-	-	2,765	-	2,765
General Obligation Bonds	-	-	-	-	7,229	-	-	7,229	-	7,229
Total – Funding Sources	-	2,765	-	-	7,229	-	-	9,994	-	9,994

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	290	714	1,004
Total – Impact	-	-	-	-	290	714	1,004



Lake Drive Improvements

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

Map Number 2022-005

0 750 1,500 2,250 Feet



Northstar Boulevard Widening – Tall Cedars Parkway to Braddock Road

Details:

Project Number: C02375

Election District (2022): Dulles

Election District (2011): Dulles

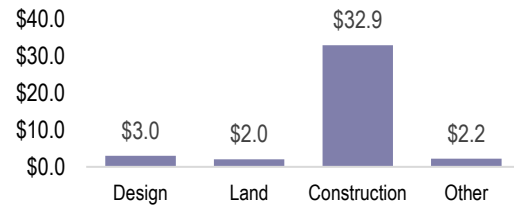
Length: 1.1 miles

Project Type: Roadway Widening

Estimated Completion Year: FY 2030

Referendum: November 2026

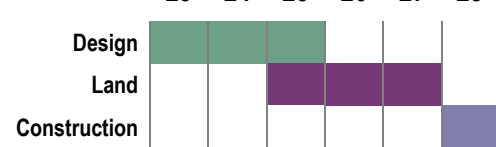
Phase Costs in Millions



Background:

This project provides for the planning, design, right-of-way acquisition, and construction of 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.

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	-	-	-	909	-	-	-	909	-	909
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	-	1,387	1,626	-	33,373	36,877	-	40,175
Local Tax Funding	-	13	-	-	-	-	-	13	-	13
Local Tax Funding Roads	1,840	-	-	-	-	-	784	784	-	2,624
General Obligation Bonds	-	-	-	-	-	-	16,289	16,289	-	16,289
Cash Proffers	1,458	478	-	595	836	-	1,300	3,209	-	4,667
Revenue Sharing	-	-	-	792	790	-	5,000	6,582	-	6,582
Other Federal Grants	-	-	-	-	-	-	10,000	10,000	-	10,000
Total – Funding Sources	3,298	491	-	1,387	1,626	-	33,373	36,877	-	40,175



Old Ox Road Widening - Shaw Road to Oakgrove Road

Details:

Project Number: C02461

Election District (2022): Sterling

Election District (2011): Broad Run

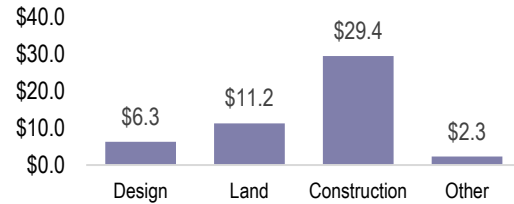
Length: 0.85 miles

Project Type: Roadway Widening

Estimated Completion Year: FY 2031

Referendum: n/a

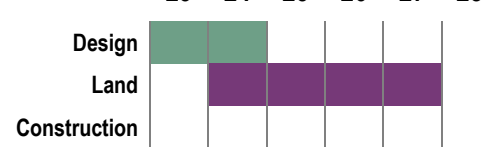
Phase Costs in Millions



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 Rock Hill Road to include shared use paths on both sides of the roadway.

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	6,297	-	-	-	-	-	-	-	-	6,297
Utility Relocation	-	-	7,074	-	-	-	-	7,074	-	7,074
Land	2,825	-	1,009	-	-	-	-	1,009	-	3,834
Construction	-	-	-	-	-	-	-	-	29,446	29,446
Personnel	-	-	283	-	-	-	-	283	-	283
Contingency	554	-	1,182	-	-	-	-	1,182	554	2,289
Project Mgmt. Consultant	-	-	127	-	-	-	-	127	-	127
Total – Costs	9,675	-	9,675	-	-	-	-	9,675	30,000	49,350
Local Tax Funding Roads	-	-	-	-	-	-	-	-	15,000	15,000
General Obligation Bonds	-	-	-	-	-	-	-	-	15,000	15,000
Cash Proffers	9,675	-	9,675	-	-	-	-	9,675	-	19,350
Total – Funding Sources	9,675	-	9,675	-	-	-	-	9,675	30,000	49,350



Prentice Drive - Loudoun County Parkway to Lockridge Road

Details:

Project Number: C02316

Election District (2022): Sterling

Election District (2011): Broad Run

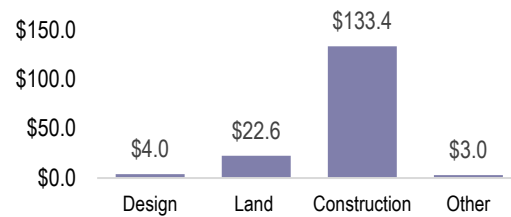
Length: 1.1 miles

Project Type: New Roadway and Improvements

Estimated Completion Year: FY 2031

Referendum: November 2018 & November 2024

Phase Costs in Millions



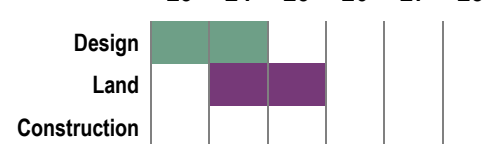
Background:

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 construction phase and funding were delayed until FY 2029. This action resulted from the scenario approved by the FGOEDC during the FY 2024 CIP budget work session.

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	-	-	-	-	-	-	-	-	-	-
Land	22,604	-	-	-	-	-	-	-	-	22,604
Construction	-	-	-	-	-	-	-	-	133,420	133,420
Personnel	1,022	-	-	-	-	-	-	-	-	1,022
Contingency	1,577	-	-	-	-	-	-	-	-	1,577
Project Mgmt. Consultant	431	-	-	-	-	-	-	-	-	431
Total – Costs	29,655	-	-	-	-	-	-	-	133,420	163,075
Local Tax Funding	2	-	-	-	-	-	-	-	-	2
Local Tax Funding Roads	13,663	-	-	-	-	-	-	-	-	13,663
General Obligation Bonds	8,068	-	-	-	-	-	-	-	133,420	141,488
Cash Proffers	603	-	-	-	-	-	-	-	-	603
NVTA 30% Local	7,319	-	-	-	-	-	-	-	-	7,319
Total – Funding Sources	29,655	-	-	-	-	-	-	-	133,420	163,075



Route 7 Eastbound Widening - Loudoun County Parkway to Route 28

Details:

Project Number: C02569

Election District (2022): Algonkian

Election District (2011): Broad Run

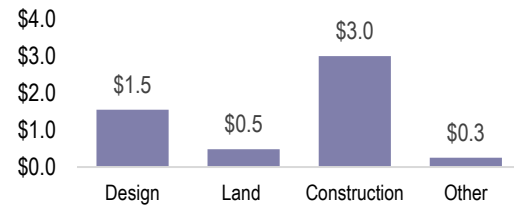
Length: 2,500 feet

Project Type: Roadway Widening

Estimated Completion Year: FY 2031

Referendum:

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.

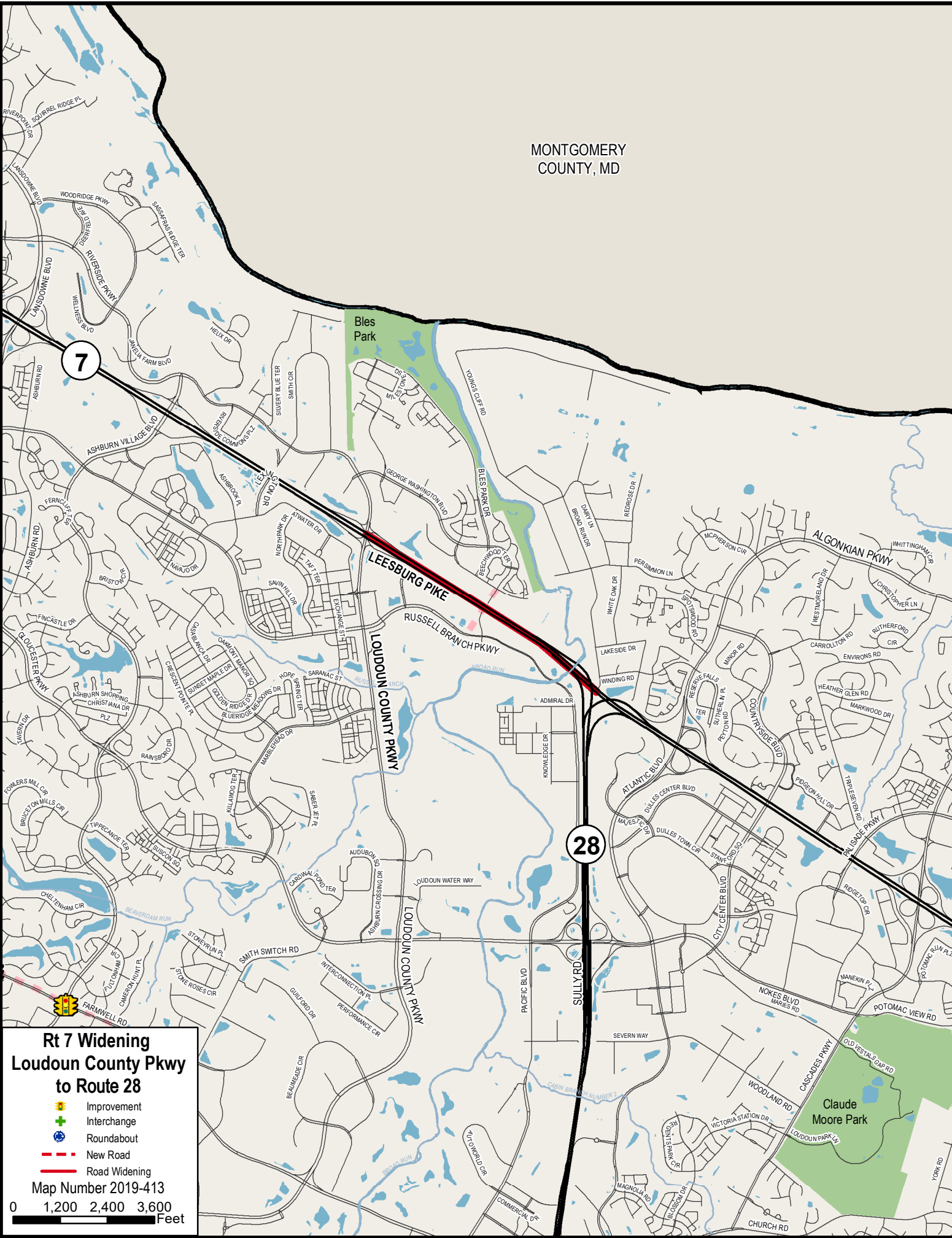
The project was accelerated by one year because the recommended delay of Prentice Drive – Loudoun County Parkway to Lockridge Road by the FGOEDC during the FY 2024 CIP work session resulted in the ability to accelerate this project.

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	-	-	-	-	-	-	-	-	3,058	3,058
Cash Proffers	-	-	1,612	-	296	312	312	2,221	-	2,221
Total – Funding Sources	-	-	1,612	-	296	312	312	2,221	3,058	5,279

MONTGOMERY
COUNTY, MD



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

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

Map Number 2019-413
0 1,200 2,400 3,600 Feet



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

Details:

Project Number: C02467

Election District (2022): Catoctin, Leesburg

Election District (2011): Catoctin, Leesburg

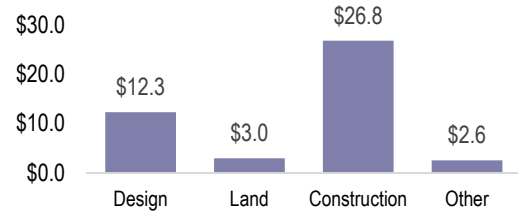
Length: 0.75 miles

Project Type: Roadway Widening

Estimated Completion Year: FY 2029

Referendum: November 2022 & November 2026

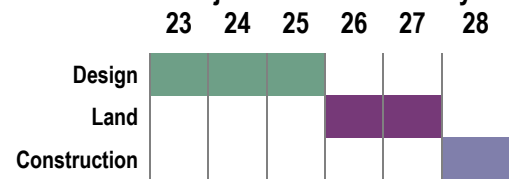
Phase Costs in Millions



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, it 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. 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.

Project Phase Timeline by FY

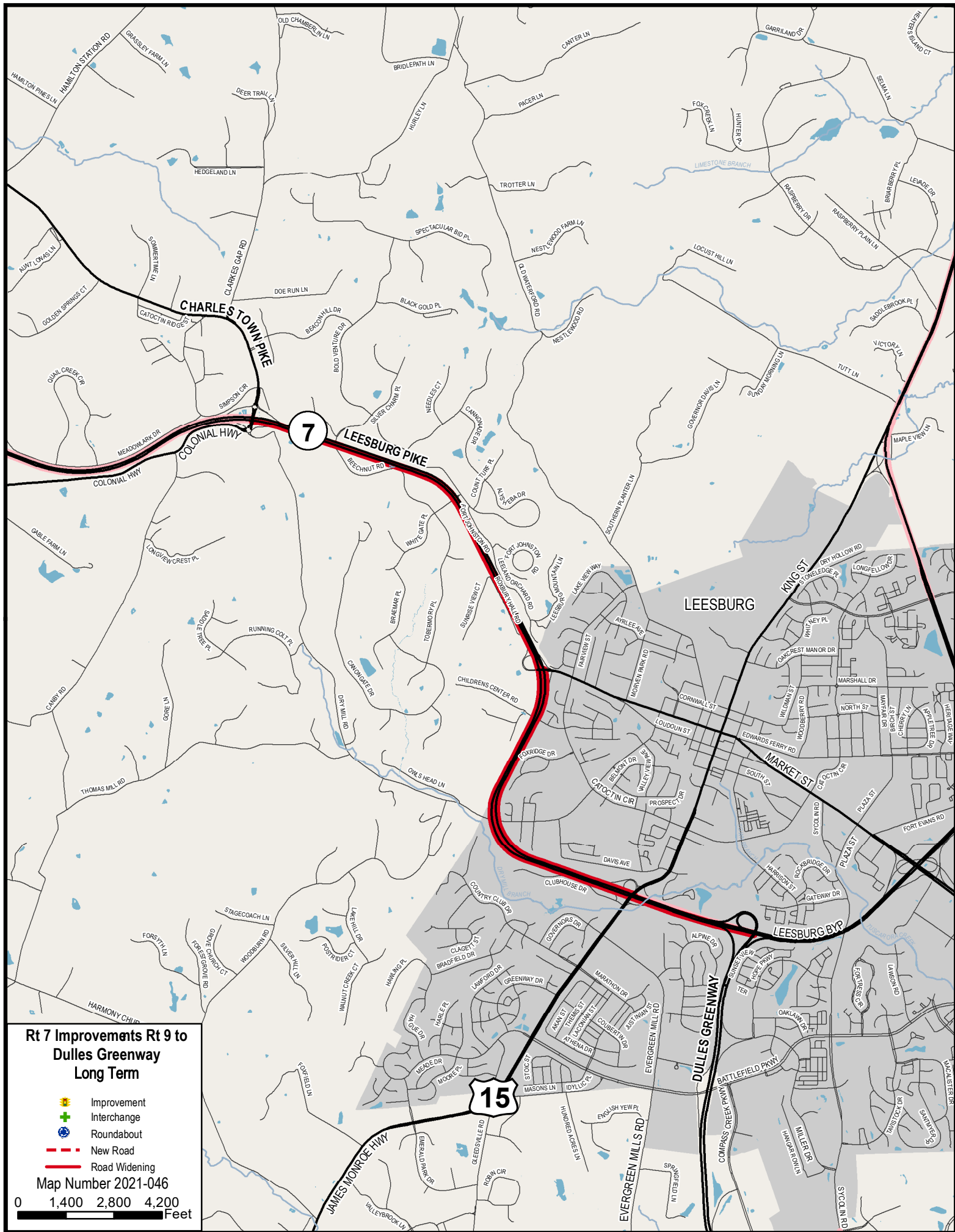


The scope of work and budget for this project was originally included in the FY 2021 CIP project entitled *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway*. The project was re-segmented to more effectively administer in FY 2022.

The project name was changed from *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 2* to *Route 7 Improvements – Route 9 to Dulles Greenway – Long Term Improvements* during the FY 2024 CIP budget development process. In addition, \$2,000,000 was transferred into this project from the Short-Term Improvement segment to pay for the NEPA review work.

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	-	7,023	5,316	-	-	-	-	12,339	-	12,339
Utility Relocation	-	-	-	-	-	2,500	-	2,500	-	2,500
Land	-	-	-	-	480	-	-	480	-	480
Construction	-	-	-	-	22,539	1,273	2,968	26,780	-	26,780
Personnel	-	296	113	-	-	-	-	409	-	409
Contingency	-	506	-	-	-	-	1,518	2,024	-	2,024
Project Mgmt. Consultant		101	51	-	-	-	-	152	-	152
Total – Costs	-	7,926	5,480	-	23,019	3,773	4,486	44,684	-	44,684
Local Tax Funding Roads	-	-	123	-	-	-	179	302	-	302
General Obligation Bonds	-	5,926	3,750	-	-	-	4,307	13,983	-	13,983
RSTP	-	-	-	-	3,019	3,773	-	6,792	-	6,792
NVTA 70% Regional	-	-	-	-	20,000	-	-	20,000	-	20,000
NVTA 30% Local	-	2,000	1,607	-	-	-	-	3,607	-	3,607
Total – Funding Sources	-	7,926	5,480	-	23,019	3,773	4,486	44,684	-	44,684

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	389	606	586	576	2,156
Total – Impact	-	-	389	606	586	576	2,156





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

Details:

Project Number: C02314

Election District (2022): Catoctin, Leesburg

Election District (2011): Catoctin, Leesburg

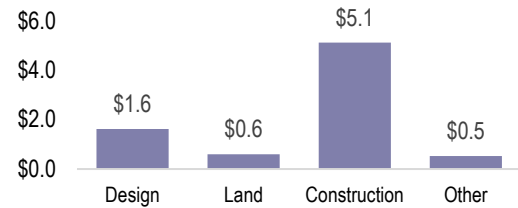
Length: 0.75 miles

Project Type: Roadway Widening

Estimated Completion Year: n/a

Referendum: n/a

Phase Costs in Millions



Background:

This project provides for the design, right-of-way acquisition, utility relocation, and construction of an acceleration lane on eastbound Route 7 at the Route 9 Interchange.

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

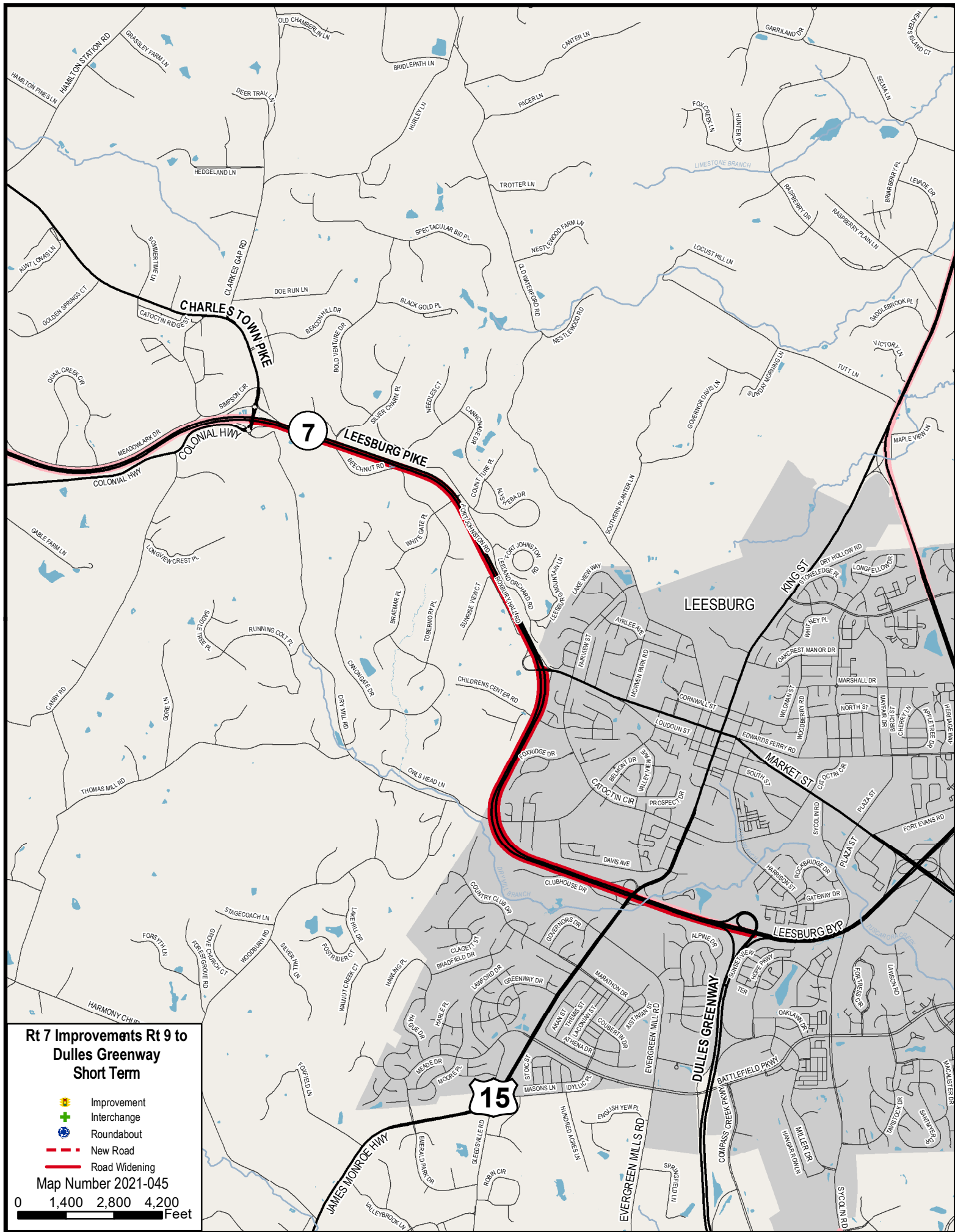
Project Phase Timeline by FY



The project name was changed from *Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segment 1* to *Route 7 Improvements – Route 9 to Dulles Greenway – Short Term Improvements* during the FY 2024 CIP budget development process. In addition, \$2,000,000 was transferred from this project to the Long-Term Improvement segment to pay for the NEPA review work that is included in the scope for the Long-Term segment project.

The original project number (C02314) was retained for this segment of the 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
Professional Services	1,620	-	-	-	-	-	-	-	-	1,620
Land	-	-	600	-	-	-	-	600	-	600
Construction	-	-	1,370	3,750	-	-	-	5,120	-	5,120
Personnel	56	-	-	-	-	-	-	-	-	56
Contingency	-	-	235	235	-	-	-	470	-	470
Total – Costs	1,676	-	2,205	3,985	-	-	-	6,190	-	7,866
Local Tax Funding	15	-	-	-	-	-	-	-	-	15
Local Tax Funding Roads	-	-	-	3,985	-	-	-	3,985	-	3,985
Cash Proffers	40	-	-	-	-	-	-	-	-	40
NVTA 30% Local	1,620	-	2,205	-	-	-	-	2,205	-	3,825
Total – Funding Sources	1,676	-	2,205	3,985	-	-	-	6,190	-	7,866





Route 7 / Route 287 Interchange Improvements

Details:

Project Number: C02206

Election District (2022): Catoctin

Election District (2011): Blue Ridge

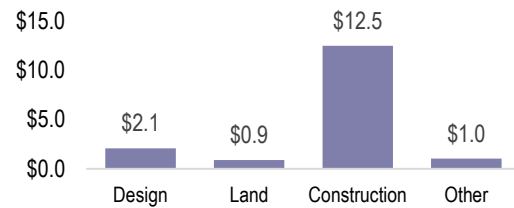
Length: n/a

Project Type: Interchange Improvements

Estimated Completion Year: FY 2026

Referendum: n/a

Phase Costs in Millions



Background:

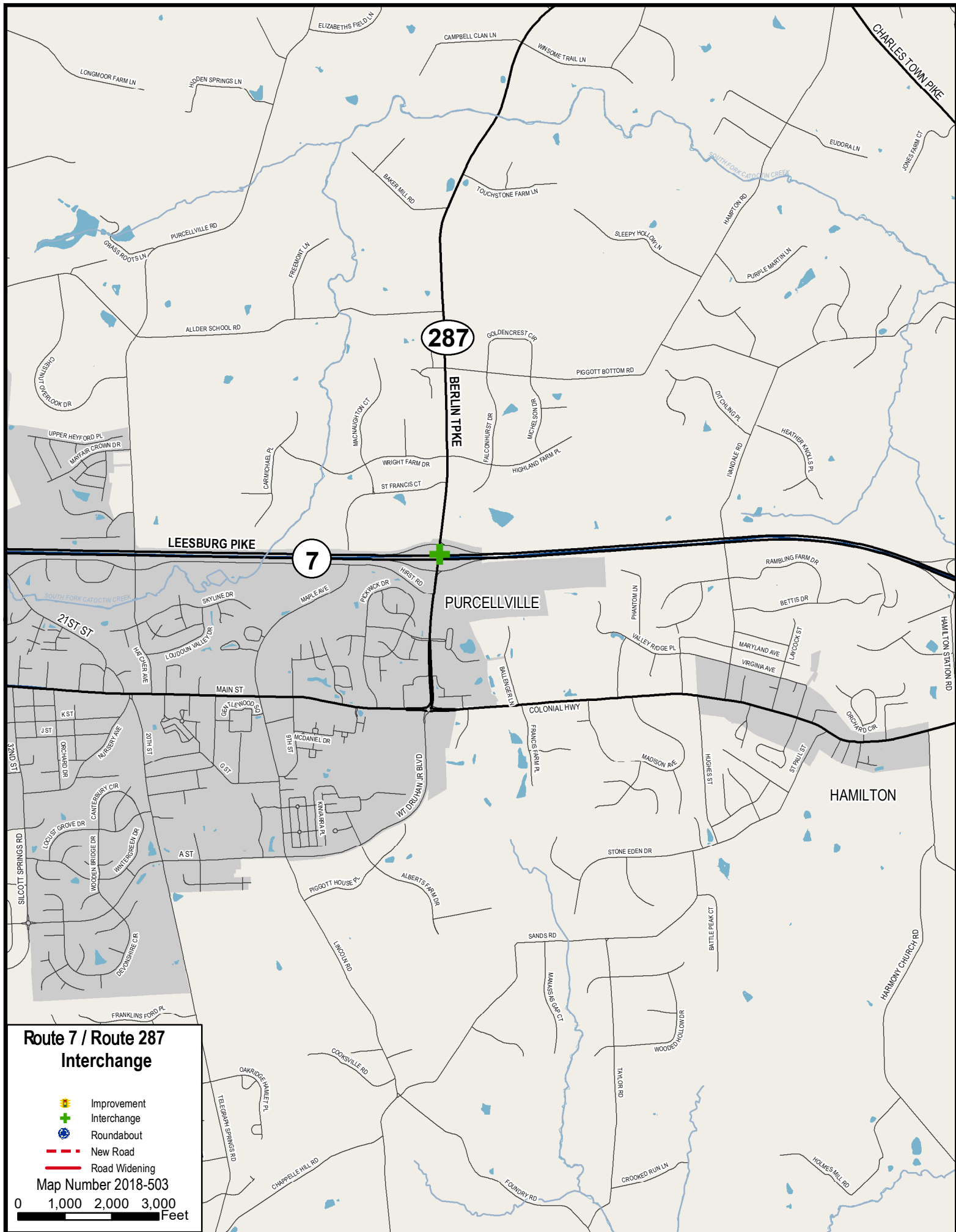
This project provides for the planning, design, right-of-way acquisition, and construction of improvements for Route 7 at the Berlin Turnpike (Route 287) Interchange. The scope of work includes lengthening and widening ramps, channelizing turn lanes, expanding turn lanes and through lanes, expanding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

The Smart Scale funding that was programmed in FY 2023 and FY 2024 as reflected in the Adopted FY 2023 Budget Document was revised and reallocated to align with VDOT's SYIP and the project's development schedule. In addition, the project's budget was decreased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	93	-	-	-	-	-	93	-	2,163
Utility Relocation	-	117	-	-	-	-	-	117	-	117
Construction	37	-	4,226	8,131	-	-	-	12,357	-	12,393
Personnel	33	9	113	-	-	-	-	122	-	155
Contingency	-	-	477	238	-	-	-	715	-	715
Project Mgmt. Consultant	-	4	51	-	-	-	-	55	-	55
Total – Costs	2,140	223	4,867	8,369	-	-	-	13,458	-	15,598
Local Tax Funding	1	-	-	-	-	-	-	-	-	1
Local Tax Funding Roads	115	223	3,873	-	-	-	-	4,095	-	4,210
Cash Proffers	24	-	-	-	-	-	-	-	-	24
Smart Scale	2,000	-	994	8,369	-	-	-	9,363	-	11,363
Total – Funding Sources	2,140	223	4,867	8,369	-	-	-	13,458	-	15,598





Route 7 / Route 690 (Hillsboro Road) Interchange

Details:

Project Number: C00196

Election District (2022): Catoctin

Election District (2011): Blue Ridge

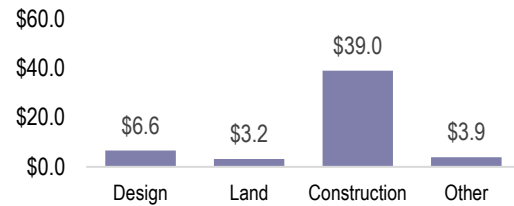
Length: n/a

Project Type: New Interchange

Estimated Completion Year: FY 2028

Referendum: November 2019 & November 2022

Phase Costs in Millions



Background:

This project provides for design, land acquisition, utility relocation, and construction of a compressed, urban diamond interchange at Route 7 at Hillsboro Road (Route 690) west of Purcellville, 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.

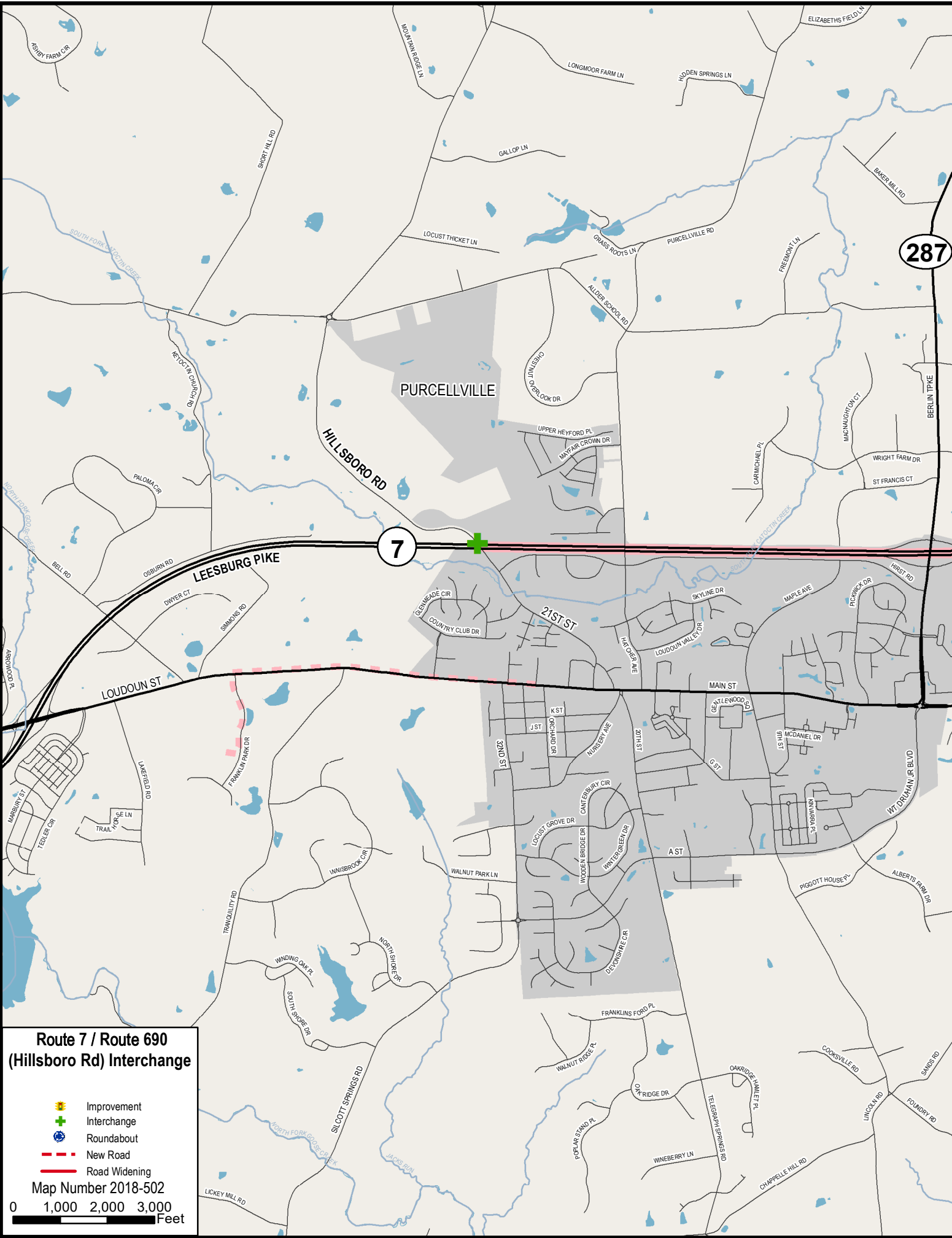
Project Phase Timeline by FY



This project was awarded \$4,000,000 in FY 2023 Federal Earmark Funding from the passage of the FY 2023 Omnibus Spending Bill.

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
Utility Relocation	-	2,222	-	-	-	-	-	2,222	-	2,222
Land	971	6	-	-	-	-	-	6	-	977
Construction	9,400	29,598	-	-	-	-	-	29,598	-	38,998
Personnel	567	1,570	-	-	-	-	-	1,570	-	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	26,681	-	-	-	-	-	26,681	-	32,681
Cash Proffers	132	-	-	-	-	-	-	-	-	132
Smart Scale	5,500	4,065	-	-	-	-	-	4,065	-	9,565
Other Federal Grants	-	4,000	-	-	-	-	-	4,000	-	4,000
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	-	-	500	1,277	1,855	1,965	5,597
Total – Impact	-	-	500	1,277	1,855	1,965	5,597





Route 9 / Route 287 Roundabout

Details:

Project Number: C02095

Election District (2022): Catoctin

Election District (2011): Blue Ridge, Catoctin

Length: 1.0 mile

Project Type: New Roundabout

Estimated Completion Year: FY 2027

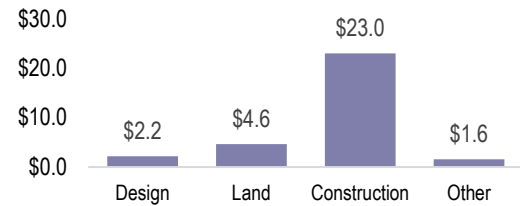
Referendum: November 2018, November 2021 & November 2023

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 budget was increased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	5,766	-	-	-	-	12,432	-	22,758
Personnel	301	374	176	-	-	-	-	550	-	851
Contingency	350	309	-	-	-	-	-	309	-	659
Project Mgmt. Consultant	90	127	79	-	-	-	-	207	-	297
Total – Costs	17,891	7,476	6,021	-	-	-	-	13,497	-	31,388
Local Tax Funding	2	-	-	-	-	-	-	-	-	2
Local Tax Funding Roads	3,129	-	-	-	-	-	-	-	-	3,129
General Obligation Bonds	13,255	7,475	6,021	-	-	-	-	13,497	-	26,752
Cash Proffers	292	-	-	-	-	-	-	-	-	292
NVTA 30% Local	1,213	-	-	-	-	-	-	-	-	1,213
Total – Funding Sources	17,891	7,476	6,021	-	-	-	-	13,497	-	31,388

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	240	1,163	1,701	1,652	4,756
Total – Impact	-	-	240	1,163	1,701	1,652	4,756





Route 15 / Braddock Road Roundabout

Details:

Project Number: C02515

Election District (2022): Little River

Election District (2011): Blue Ridge

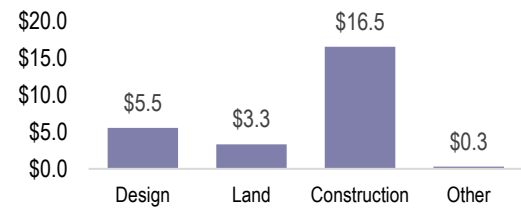
Length: 0.3 miles

Project Type: New Roundabout

Estimated Completion Year: FY 2029

Referendum: November 2022 & November 2023

Phase Costs in Millions



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).

The project's budget was increased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	-	-	5,536	-	-	-	-	5,536	-	5,536
Utility Relocation	-	-	-	-	1,932	-	-	1,932	-	1,932
Land	-	-	-	-	1,376	-	-	1,376	-	1,376
Construction	-	-	-	-	1,482	5,013	10,019	16,514	-	16,514
Personnel	-	-	169	-	52	-	-	221	-	221
Project Mgmt. Consultant	-	-	76	-	-	-	-	76	-	76
Total – Costs	-	-	5,781	-	4,842	5,013	10,019	25,655	-	25,655
General Obligation Bonds	-	-	5,781	-	-	-	-	5,781	-	5,781
RSTP	-	-	-	-	718	4,932	-	5,650	-	5,650
Smart Scale	-	-	-	-	-	-	10,019	10,019	-	10,019
CMAQ	-	-	-	-	4,124	81	-	4,205	-	4,205
Total – Funding Sources	-	-	5,781	-	4,842	5,013	10,019	25,655	-	25,655

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	579	565	550	536	2,229
Total – Impact	-	-	579	565	550	536	2,229



Route 15 / Lovettsville Road Intersection Improvement

Details:

Project Number: C02360

Election District (2022): Catoctin

Election District (2011): Catoctin

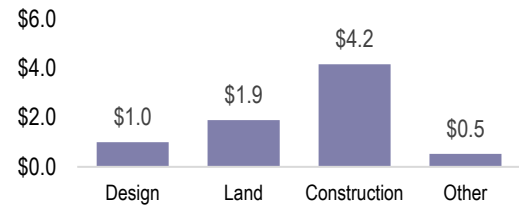
Length: 0.2 miles

Project Type: Intersection and Safety Improvements

Estimated Completion Year: FY 2027

Referendum: n/a

Phase Costs in Millions

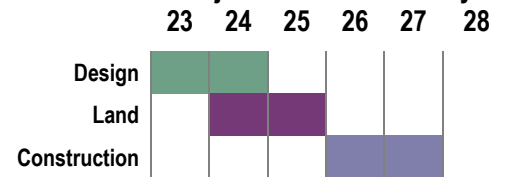


Background:

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 Montessor 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.

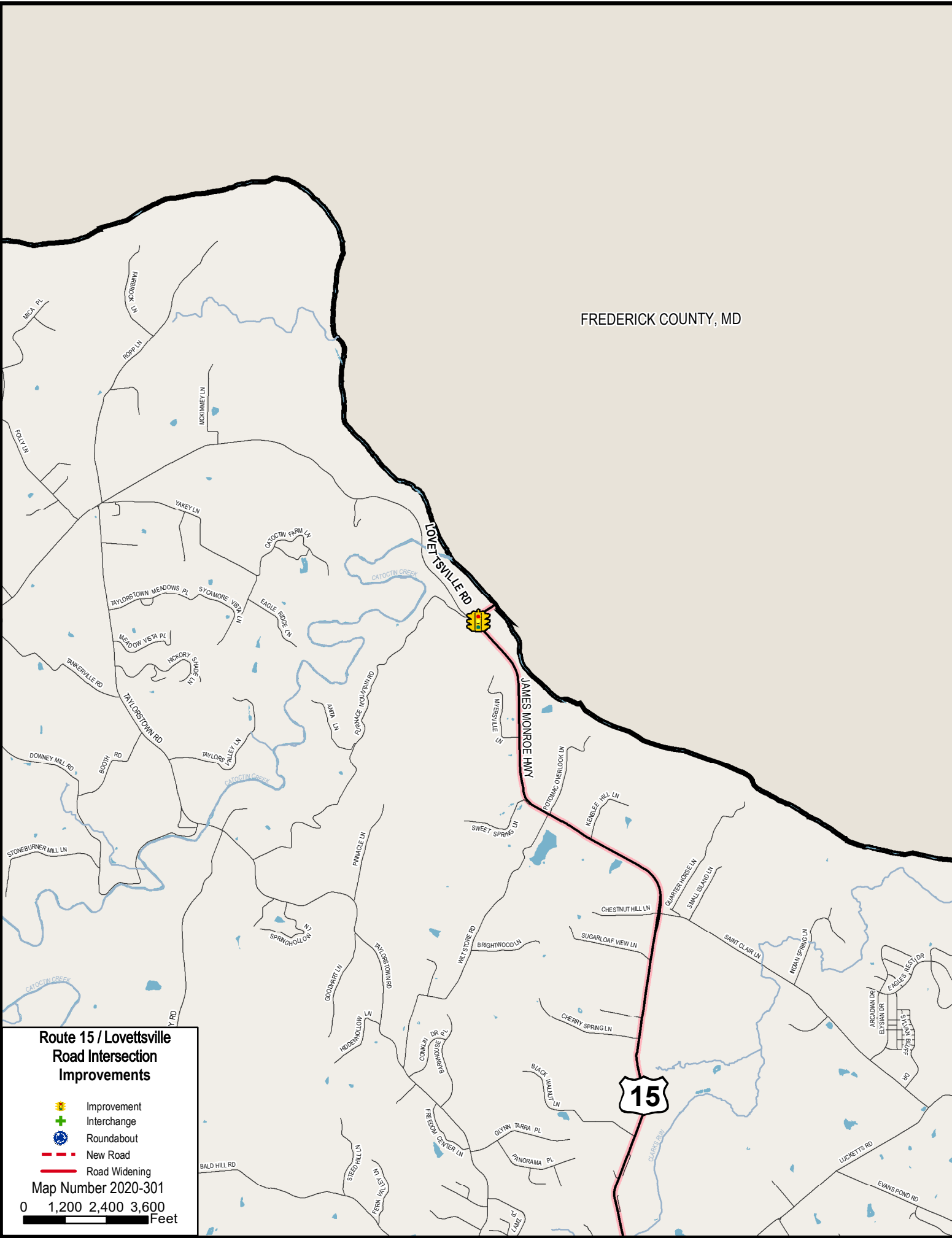
Project Phase Timeline by FY



The project name was changed from *Route 15 Improvements: Montessor to Point of Rocks, Phase 2* to *Route 15 / Lovettsville Road Intersection Improvement* during the FY 2024 CIP 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
Professional Services	975	-	-	-	-	-	-	-	-	975
Utility Relocation	-	-	-	242	-	-	-	242	-	242
Land	-	-	1,656	-	-	-	-	1,656	-	1,656
Construction	-	-	-	-	4,161	-	-	4,161	-	4,161
Personnel	61	-	51	-	-	-	-	51	-	112
Contingency	252	-	15	-	89	-	-	104	-	356
Project Mgmt. Consultant	36	-	23	-	-	-	-	23	-	59
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

**Route 15 / Lovettsville
Road Intersection
Improvements**

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

Map Number 2020-301

0 1,200 2,400 3,600
Feet



Route 15 Lucketts Bypass

Details:

Project Number: C02559

Election District (2022): Catoctin

Election District (2011): Catoctin

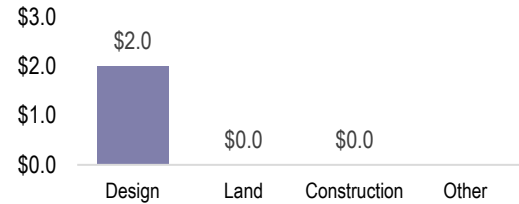
Length: TDB

Project Type: New Roadway

Estimated Completion Year: 2033

Referendum: n/a

Phase Costs in Millions



Background:

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

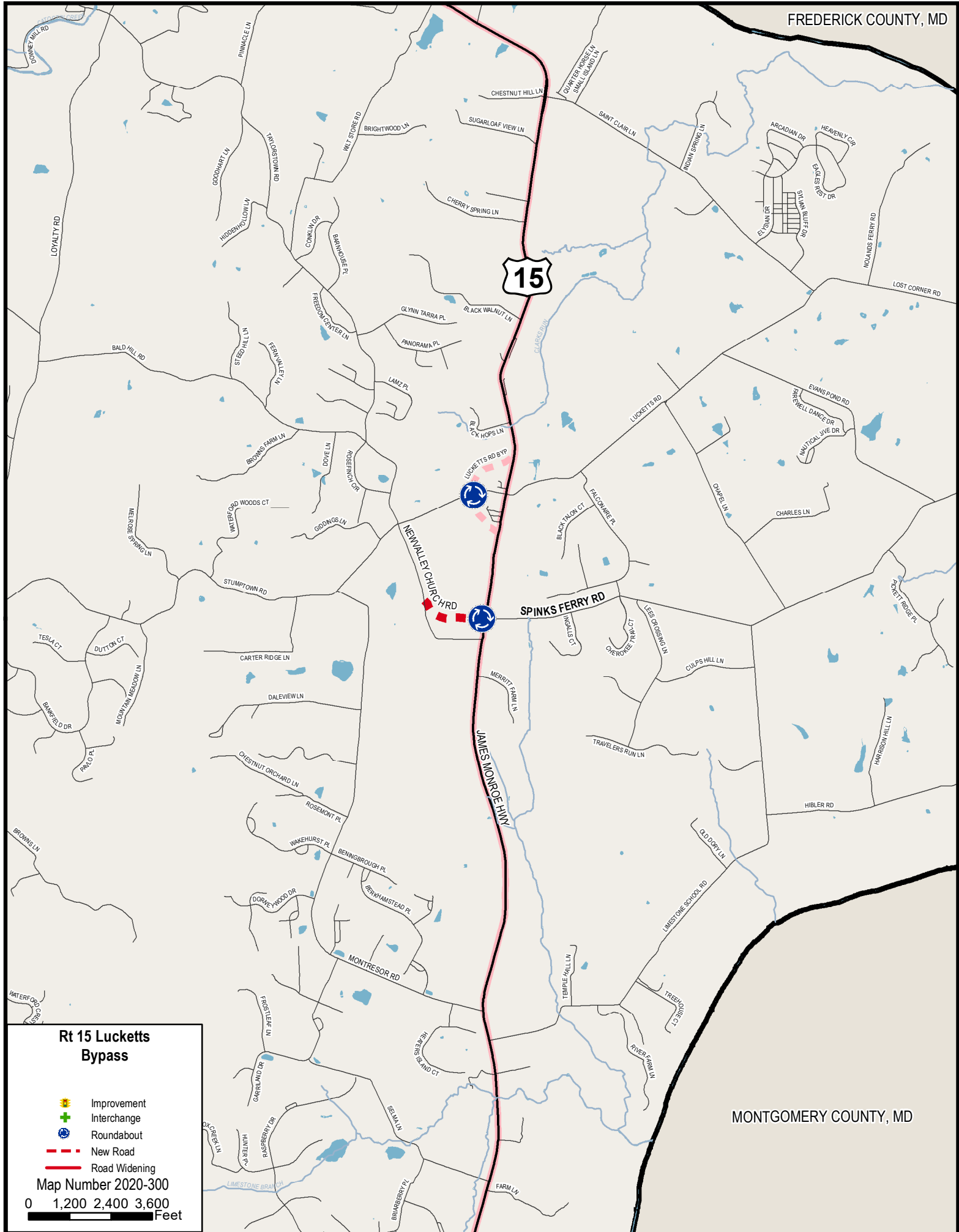
Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

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 segment associated with this scope of work was named *Route 15 Improvements: Montresor to Point of Rocks, Phase 3* and the project was moved to the Projects Identified for Future Development section of the CIP during the FY 2023 CIP budget development process.

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

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	-	-	2,000	-	-	-	-	2,000	-	2,000
Total – Costs	-	-	2,000	-	-	-	-	-	-	2,000
Local Tax Funding	-	-	2,000	-	-	-	-	2,000	-	2,000
Total – Funding Sources	-	-	2,000	-	-	-	-	2,000	-	2,000





Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout

Details:

Project Number: C02300

Election District (2022): Catoctin

Election District (2011): Catoctin

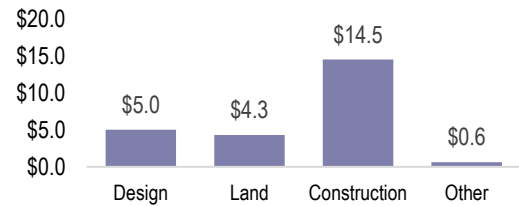
Length: 0.6 miles

Project Type: Intersection and Safety Improvements

Estimated Completion Year: FY 2028

Referendum: November 2020

Phase Costs in Millions



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.

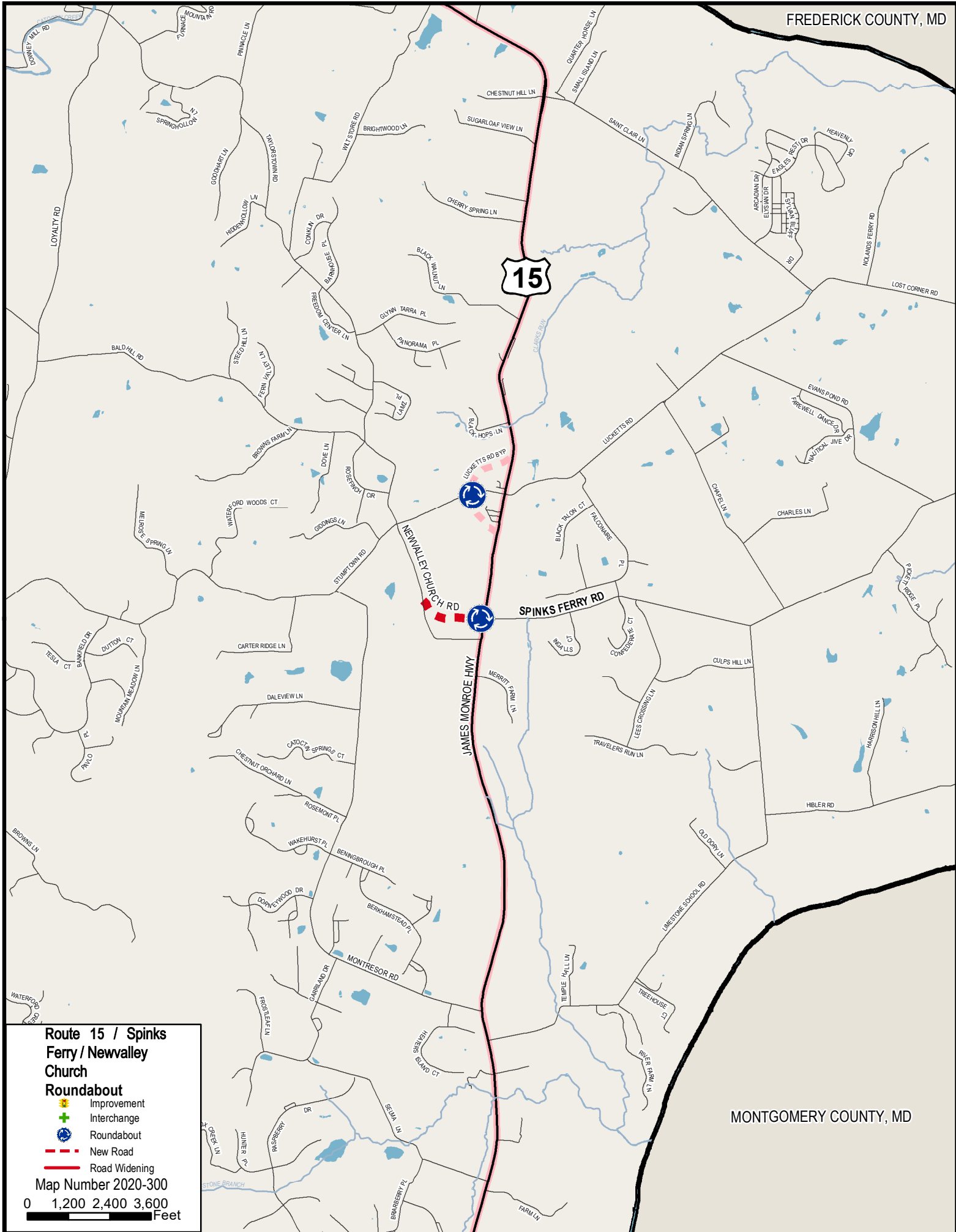
Project Phase Timeline by FY



The project name was changed from *Route 15 Improvements: Montresor to Point of Rocks, Phase 1 to Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout* during the FY 2024 CIP budget development process, and the project's budget was decreased based on the most recent cost estimate.

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	-	2,296	-	-	-	-	2,296	-	4,913
Planning	102	-	-	-	-	-	-	-	-	102
Land	-	-	4,298	-	-	-	-	4,298	-	4,298
Construction	-	-	-	-	14,507	-	-	14,507	-	14,507
Personnel	-	3	201	-	-	-	-	204	-	204
Contingency	-	327	-	-	-	-	-	327	-	327
Project Mgmt. Consultant	-	6	91	-	-	-	-	96	-	96
Total – Costs	2,718	336	6,886	-	14,507	-	-	21,729	-	24,447
Local Tax Funding	2,718	175	-	-	-	-	-	175	-	2,893
Local Tax Funding Roads	-	-	6,886	-	-	-	-	6,886	-	6,886
General Obligation Bonds	-	-	-	-	14,507	-	-	14,507	-	14,507
Cash Proffers	-	161	-	-	-	-	-	161	-	161
Total – Funding Sources	2,718	336	6,886	-	14,507	-	-	21,729	-	24,447

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	580	1,146	1,726
Total – Impact	-	-	-	-	580	1,146	1,726





Route 15 Widening - Battlefield Parkway to Whites Ferry Road

Details:

Project Number: C02212

Election District (2022): Catoctin, Leesburg

Election District (2011): Catoctin, Leesburg

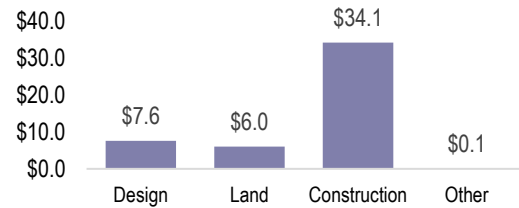
Length: 3.5 miles

Project Type: Roadway Widening and Intersection Improvements

Estimated Completion Year: FY 2027

Referendum: n/a

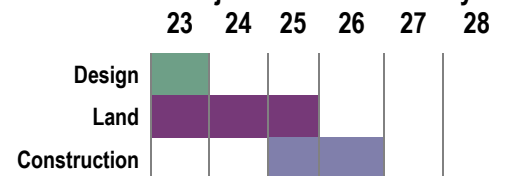
Phase Costs in Millions



Background:

This project provides funding for the planning, design, right-of-way acquisition, and widening of Route 15 from two to four lanes from Battlefield Parkway in the Town of Leesburg to Whites Ferry Road. The scope of work also includes intersection improvements at North King Street; traffic signal modifications at Whites Ferry Road (Route 655) / Raspberry Drive; and the construction of shared-use paths on the west side of Route 15 from North King Street to Whites Ferry Road, and at the north side of North King Street from Dry Hollow Road to Route 15.

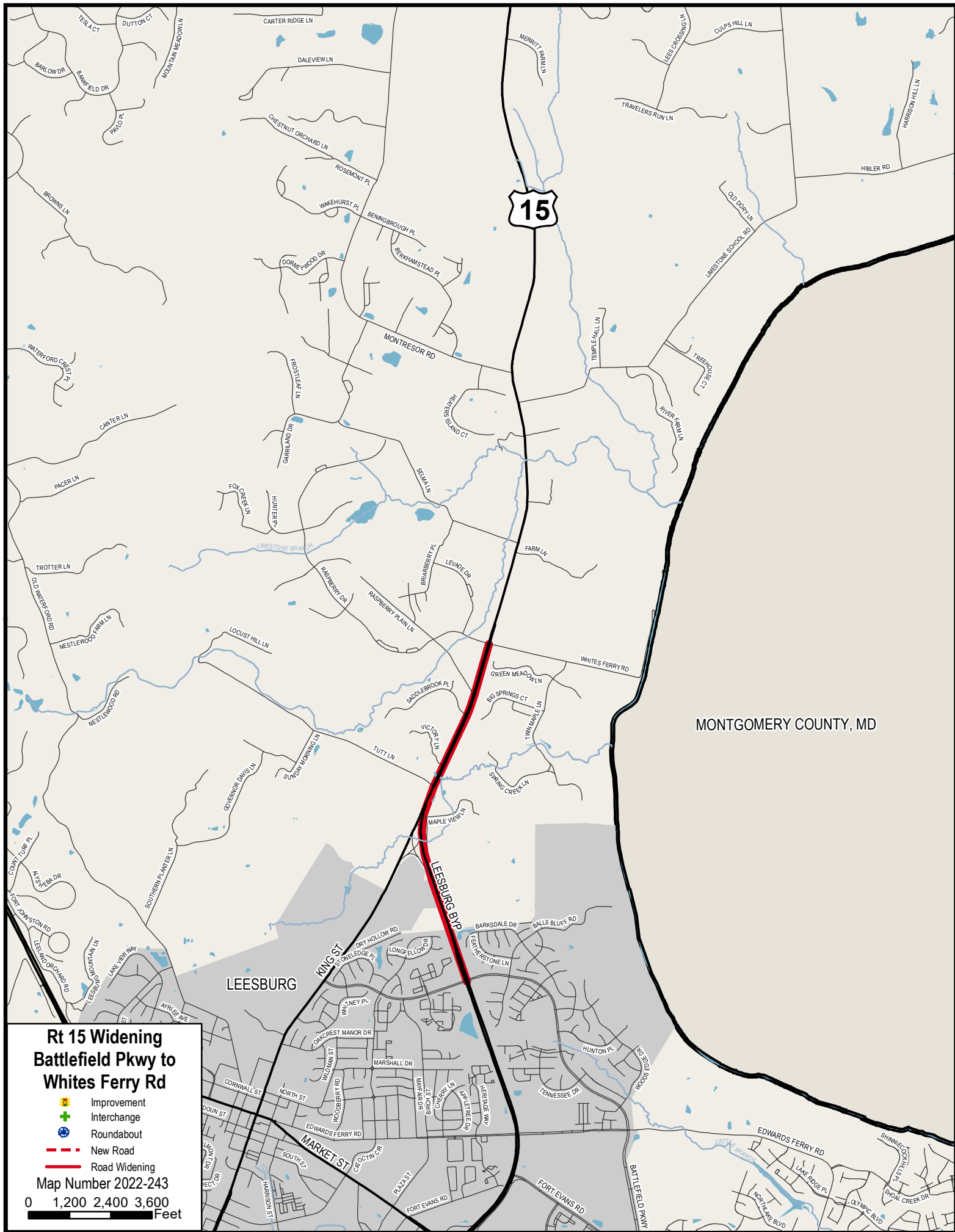
Project Phase Timeline by FY



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

The original project number (C02212) was retained for this segment.

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	5,977	-	-	-	-	-	-	-	-	5,977
Planning	1,608	-	-	-	-	-	-	-	-	1,608
Land	6,010	-	-	-	-	-	-	-	-	6,010
Construction	34,125	-	-	-	-	-	-	-	-	34,125
Personnel	54	-	-	-	-	-	-	-	-	54
Total – Costs	47,774	-	-	-	-	-	-	-	-	47,774
Local Tax Funding	1	-	-	-	-	-	-	-	-	1
Local Tax Funding Roads	3,500	-	-	-	-	-	-	-	-	3,500
Cash Proffers	39	-	-	-	-	-	-	-	-	39
NVTA 70% Regional	44,234	-	-	-	-	-	-	-	-	44,234
Total – Funding Sources	47,774	-	-	-	-	-	-	-	-	47,774





Route 15 Widening - Whites Ferry Road to Montresor Road

Details:

Project Number: C02521

Election District (2022): Catoctin

Election District (2011): Catoctin

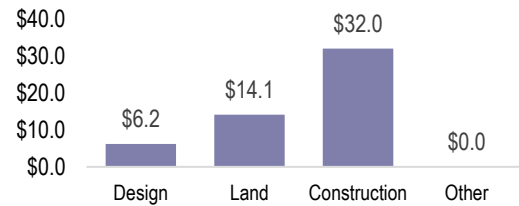
Length: 3.5 miles

Project Type: Roadway Widening and Intersection Improvements

Estimated Completion Year: FY 2029

Referendum: November 2025

Phase Costs in Millions

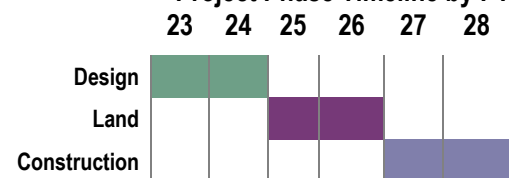


Background:

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

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

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	-	6,195	-	-	-	-	-	6,195	-	6,195
Utility Relocation	-	-	-	-	2,099	-	-	2,099	-	2,099
Land	-	3,571	-	8,502	-	-	-	12,073	-	12,073
Construction	-	-	-	-	-	31,974	-	31,974	-	31,974
Total – Costs	-	9,766	-	8,502	2,099	31,974	-	52,341	-	52,341
Local Tax Funding Roads	-	-	-	5,001	-	-	-	5,001	-	5,001
General Obligation Bonds	-	-	-	-	-	31,974	-	31,974	-	31,974
NVTA 70% Regional	-	9,766	-	-	-	-	-	9,766	-	9,766
NVTA 30% Local	-	-	-	3,501	2,099	-	-	5,600	-	5,600
Total – Funding Sources	-	9,766	-	8,502	2,099	31,974	-	52,341	-	52,341

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	-	320	320
Total – Impact	-	-	-	-	-	320	320



Route 50 / Everfield Drive Roundabout

Details:

Project Number: C02517

Election District (2022): Little River

Election District (2011): Blue Ridge

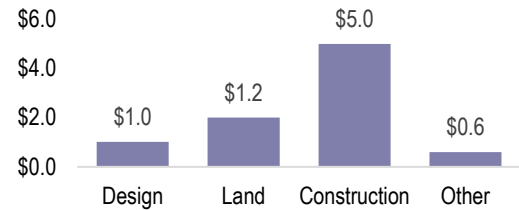
Length: 0.3 miles

Project Type: New Roundabout

Estimated Completion Year: FY 2029

Referendum: November 2022

Phase Costs in Millions



Background:

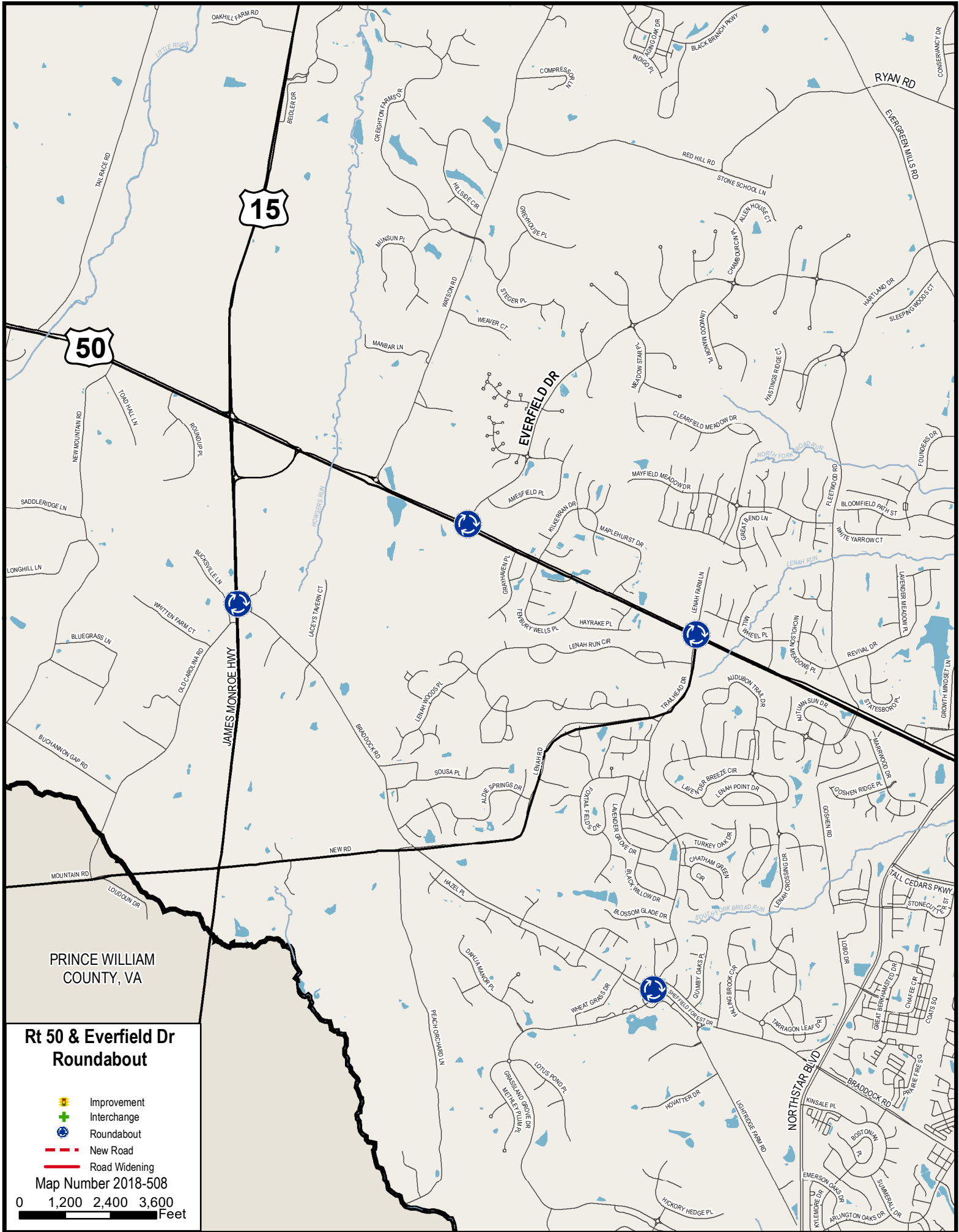
This project provides for the planning, design, right-of-way acquisition, and construction of a roundabout at the intersection of Route 50 and Everfield Drive (Route 3423).

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	-	-	964	-	-	-	-	964	-	964
Land	-	-	-	-	1,222	-	-	1,222	-	1,222
Construction	-	-	-	-	-	4,985	-	4,985	-	4,985
Personnel	-	-	36	-	-	-	-	36	-	36
Contingency	-	-	200	-	200	200	-	600	-	600
Project Mgmt. Consultant	-	-	16	-	-	-	-	16	-	16
Total – Costs	-	-	1,215	-	1,422	5,185	-	7,822	-	7,822
Local Tax Funding Roads	-	-	-	-	-	801	-	801	-	801
General Obligation Bonds	-	-	857	-	672	4,384	-	5,913	-	5,913
Cash Proffers	-	-	358	-	750	-	-	1,108	-	1,108
Total – Funding Sources	-	-	1,215	-	1,422	5,185	-	7,822	-	7,822

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	88	86	152	321	646
Total – Impact	-	-	88	86	152	321	646





Route 50 / Loudoun County Parkway Interchange

Details:

Project Number: C02458

Election District (2022): Dulles

Election District (2011): Blue Ridge, Dulles

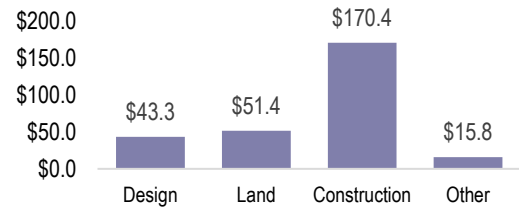
Length: 2.0 miles

Project Type: New Interchange

Estimated Completion Year: FY 2034

Referendum: November 2026

Phase Costs in Millions

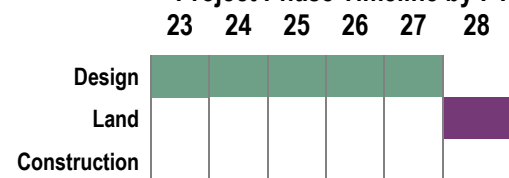


Background:

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

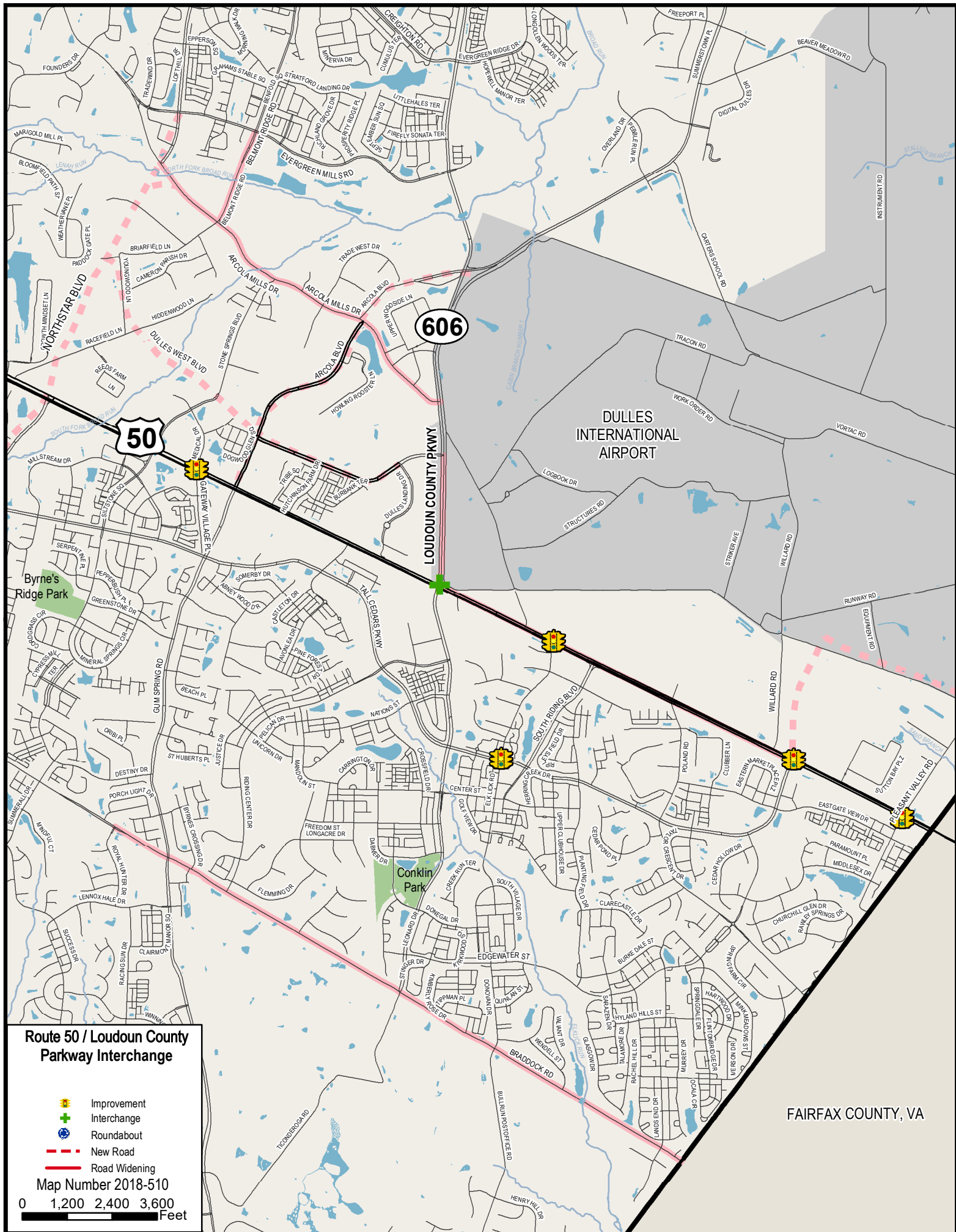
In addition, it includes the construction of a ten-foot wide, shared use path on the west side of Loudoun County Parkway between Riding Center Drive and Evergreen Mills Road which was previously included in the scope for the *Loudoun County Parkway – Shared Use Path* project that was presented in the Sidewalks, Traffic Signals, and Traffic Calming section of the FY 2023 Adopted Budget Document. During the FY 2024 CIP budget development process, the scope associated with the *Loudoun County Parkway – Shared Use Path* project was incorporated into this project and the *Loudoun County Parkway – Shared Use Path* project page was removed from the CIP document.

Project Phase Timeline by FY



During the FY 2024 CIP budget development process, prior year NVTa 70% funding was removed and new NVTa 70% funding totaling \$35,250,000 was awarded for this project and is programmed in FY 2025 and FY 2026. In addition, \$25.8M of programmed funding for land acquisition was moved from future fiscal years to FY 2028 because the recommended delay of Prentice Drive – Loudoun County Parkway to Lockridge Road by the FGOEDC during the FY 2024 CIP budget work session resulted in available debt capacity in FY 2028, and it is advantageous to acquire specific parcels to preserve the County's ability to develop the interchange.

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	-	-	18,750	13,269	-	-	32,019	10,740	43,259
Utility Relocation	-	-	-	-	-	-	-	-	18,435	18,435
Owner Costs	-	-	-	-	-	-	-	-	2,925	2,925
Land	-	-	-	-	-	-	32,559	32,559	394	32,953
Construction	-	-	-	-	-	-	-	-	170,387	170,387
Contingency	-	-	-	-	3,231	-	-	3,231	9,692	12,923
Total – Costs	500	-	-	18,750	16,500	-	32,559	67,809	212,574	280,883
Local Tax Funding Roads	-	-	-	-	-	-	679	679	2,770	3,449
General Obligation Bonds	-	-	-	-	-	-	31,880	31,880	194,804	226,684
Other Federal Grants	-	-	-	-	-	-	-	-	15,000	15,000
NVTa 70% Regional	-	-	-	18,750	16,500	-	-	35,250	-	35,250
NVTa 30% Local	500	-	-	-	-	-	-	-	-	500
Total – Funding Sources	500	-	-	18,750	16,500	-	32,559	67,809	212,574	280,883





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

Details:

Project Number: C02335

Election District (2022): Dulles

Election District (2011): Dulles

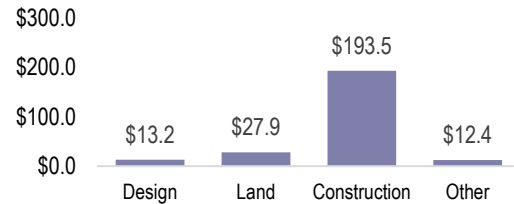
Length: 3.0 miles

Project Type: New Roadway

Estimated Completion Year: FY 2033

Referendum: November 2020

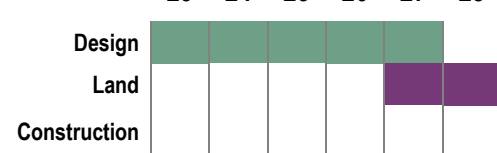
Phase Costs in Millions



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.

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	6,846	-	-	-	6,312	-	-	6,312	-	13,158
Utility Relocation	-	-	-	-	-	-	-	-	3,544	3,544
Land	-	-	-	-	-	2,936	22,061	24,997	-	24,997
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	2,936	25,000	36,160	202,899	247,568
Local Tax Funding	86	-	-	-	-	-	-	-	-	86
Local Tax Funding Roads	226	-	-	-	-	-	-	-	-	226
General Obligation Bonds	8,198	-	-	-	5,159	-	-	5,159	202,899	216,255
RSTP	-	-	-	-	3,065	2,936	-	6,001	-	6,001
NVTA 70% Regional	-	-	-	-	-	-	25,000	25,000	-	25,000
Total – Funding Sources	8,510	-	-	-	8,224	2,936	25,000	36,160	202,899	247,568

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	162	158	256	457	1,033
Total – Impact	-	-	162	158	256	457	1,033



Ryan Road Widening - Evergreen Mills Road to Beaverdam Drive

Details:

Project Number: C02376

Election District (2022): Ashburn

Election District (2011): Blue Ridge

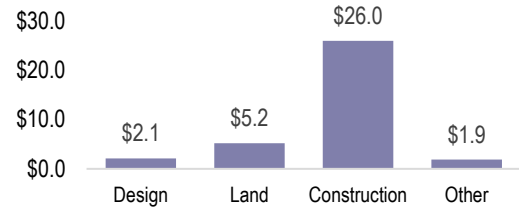
Length: 0.7 miles

Project Type: Roadway Lane Widening

Estimated Completion Year: FY 2030

Referendum: November 2024

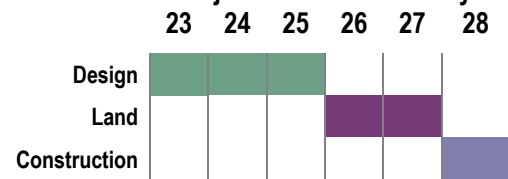
Phase Costs in Millions



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.

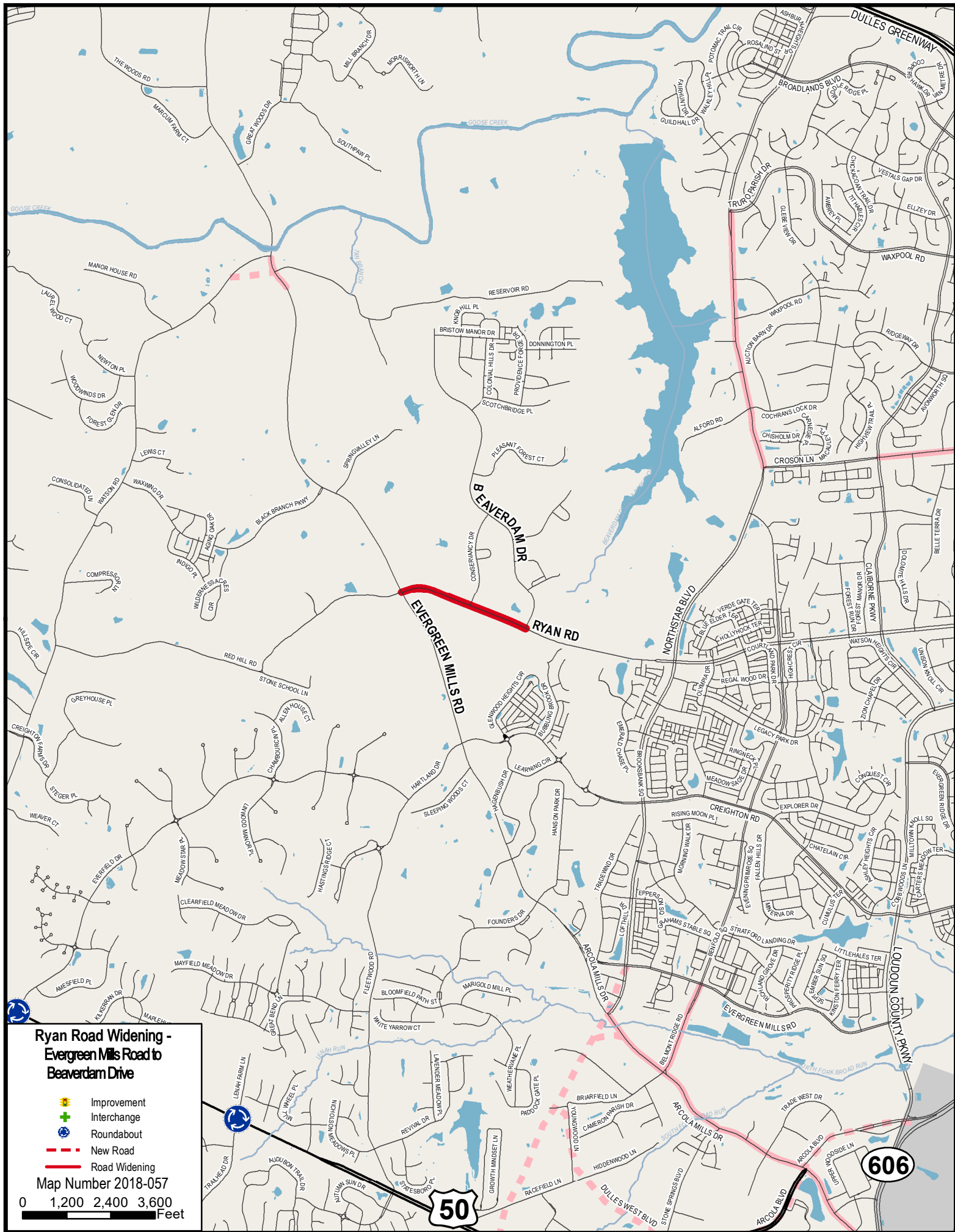
Project Phase Timeline by FY



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.

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	-	-	-	790	2,713	-	-	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	-	790	3,131	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	-	-	-	-	2,339	2,000	10,493	14,832	-	14,832
Cash Proffers	-	241	-	-	-	-	-	241	-	241
Revenue Sharing	-	-	-	790	792	-	-	1,582	-	1,582
NVTA 70% Regional	-	-	-	-	-	16,000	-	16,000	-	16,000
NVTA 30% Local	138	-	-	-	-	-	-	-	-	138
Total – Funding Sources	2,163	569	-	790	3,131	18,000	10,493	32,983	-	35,146

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	48	276	324
Total – Impact	-	-	-	-	48	276	324





Shellhorn Road – East of Loudoun County Parkway to Bullpen Drive / Thumb Drive

Details:

Project Number: C02363

Election District (2022): Broad Run

Election District (2011): Broad Run

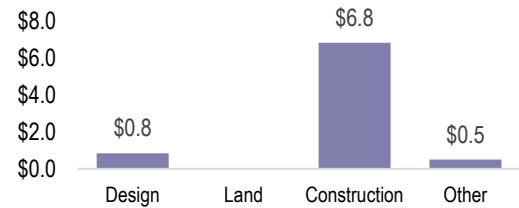
Length: 0.3 miles

Project Type: New Roadway

Estimated Completion Year: 2025

Referendum: November 2021

Phase Costs in Millions



Background:

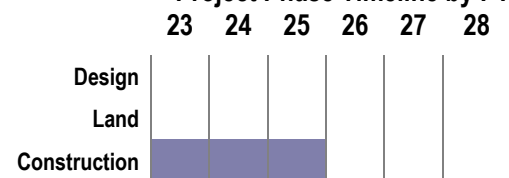
This project provides for the design, right-of-way acquisition, utility relocation, and construction of Shellhorn Road from a point approximately 1,500 feet east of Loudoun County Parkway (the eastern limit of the improvements proffered by Project Nova – Sentinel Data Centers - SDC) to Bullpen Drive/Thumb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

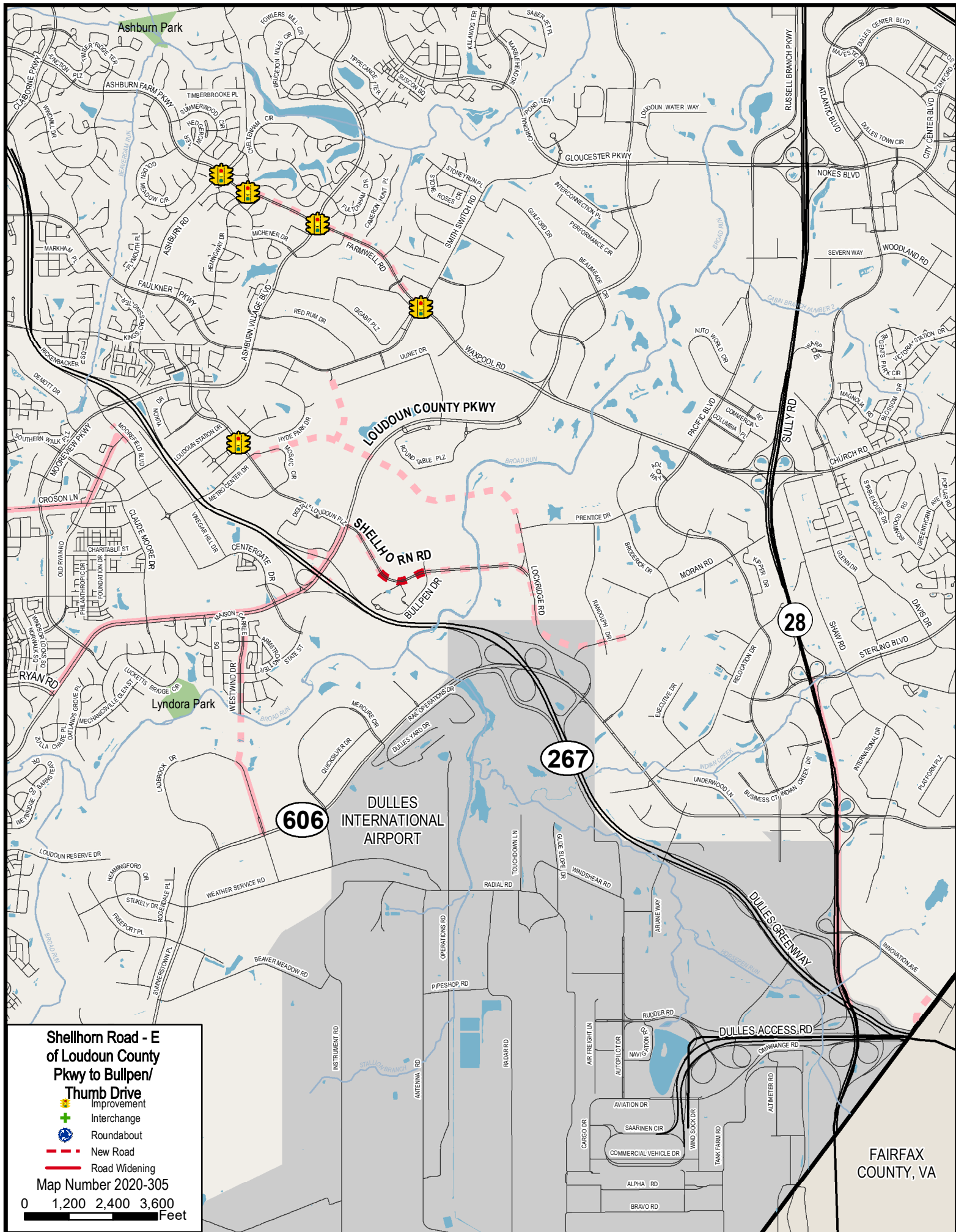
The scope of work and budget for the project was originally included in the FY 2021 CIP project entitled *Shellhorn Road – Loudoun County Parkway to Randolph Drive*. The project was re-segmented to administer more effectively, and the planned funding that made up the original project budget was reallocated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

The project name was changed from *Shellhorn Road (Loudoun County Parkway to MWAA Property – SDC Property to Silver District West)* to *Shellhorn Road – East of Loudoun County Parkway to Bullpen Drive / Thumb Drive* during the FY 2024 CIP budget development process.

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 Boundary to Moran Road

Details:

Project Number: C02125

Election District (2022): Sterling

Election District (2011): Broad Run

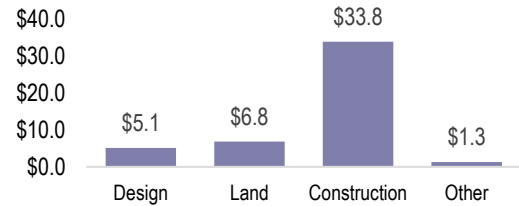
Length: 1.0 miles

Project Type: New Roadway

Estimated Completion Year: 2028

Referendum: November 2021

Phase Costs in Millions



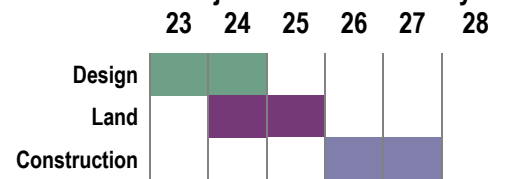
Background:

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

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

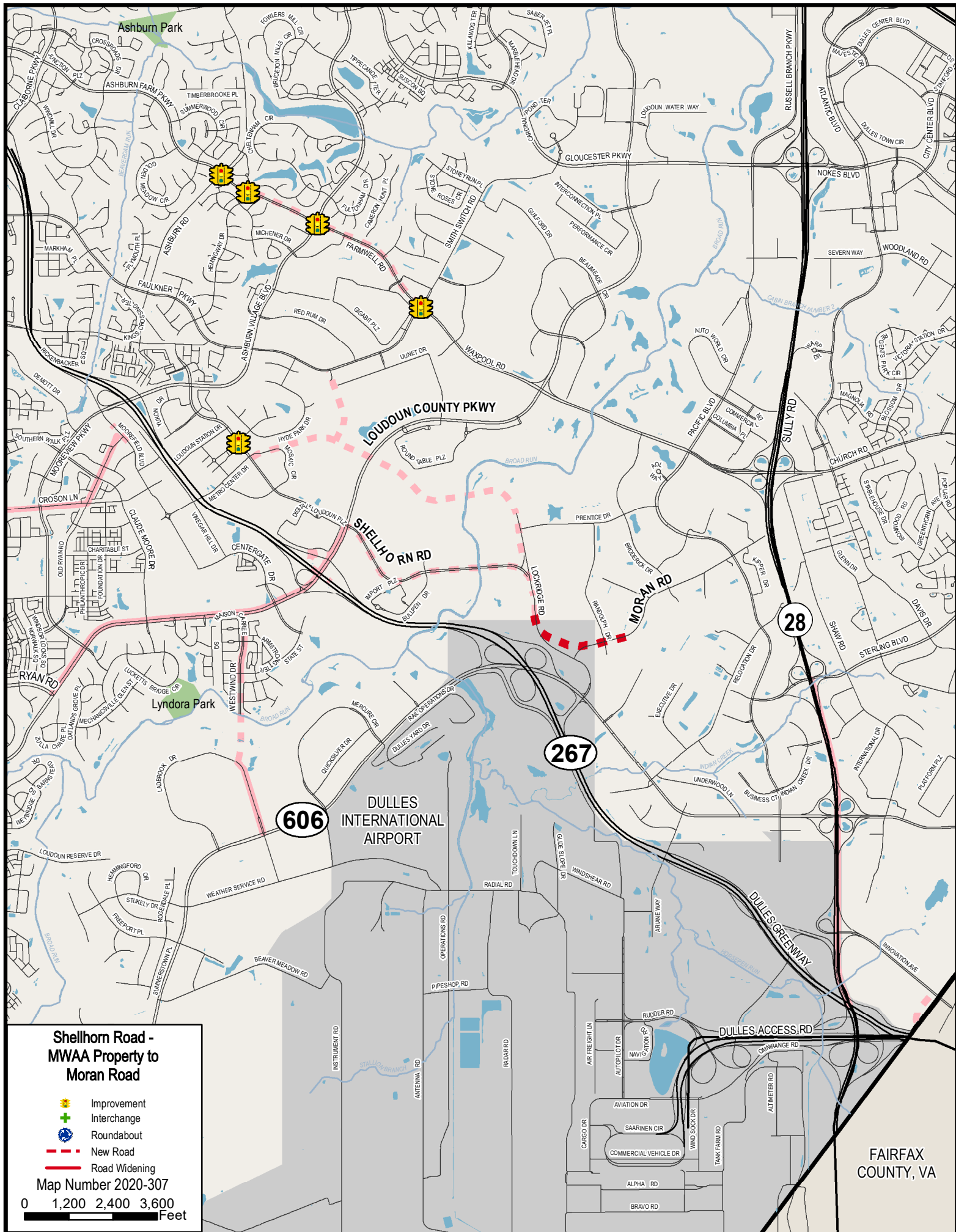
The project was accelerated by one year because the recommended delay of Prentice Drive – Loudoun County Parkway to Lockridge Road by the FGOEDC during the FY 2024 CIP budget work session resulted in the ability to accelerate this project.

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	-	2,500	-	-	-	-	2,500	-	5,659
Construction	-	-	-	-	33,837	-	-	33,837	-	33,837
Personnel	226	-	316	-	-	-	-	316	-	542
Contingency	-	-	-	534	534	-	-	1,067	-	1,067
Project Mgmt. Consultant	-	-	143	-	-	-	-	143	-	143
Total – Costs	8,495	-	2,959	1,701	34,371	-	-	39,031	-	47,526
Local Tax Funding	63	-	-	-	-	-	-	-	-	63
Local Tax Funding Roads	266	-	-	-	-	-	-	-	-	266
General Obligation Bonds	5,110	-	-	111	32,871	-	-	32,982	-	38,092
Cash Proffers	163	-	2,959	1,590	1,500	-	-	6,049	-	6,212
NVTA 70% Regional	2,894	-	-	-	-	-	-	-	-	2,894
Total – Funding Sources	8,495	-	2,959	1,701	34,371	-	-	39,031	-	47,526

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	11	1,212	3,064	4,286
Total – Impact	-	-	-	11	1,212	3,064	4,286





Sycolin Road Widening – Loudoun Center Place to Crosstrail Boulevard

Details:

Project Number: C02512

Election District (2022): Leesburg

Election District (2011): Catoctin

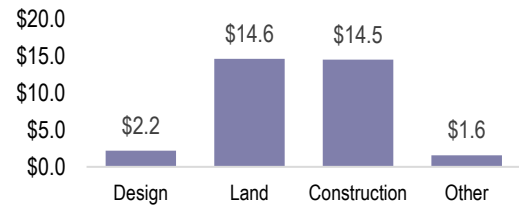
Length: 1.0 miles

Project Type: Roadway Widening

Estimated Completion Year: FY 2030

Referendum: n/a

Phase Costs in Millions

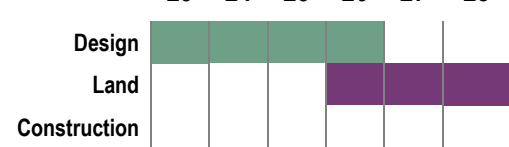


Background:

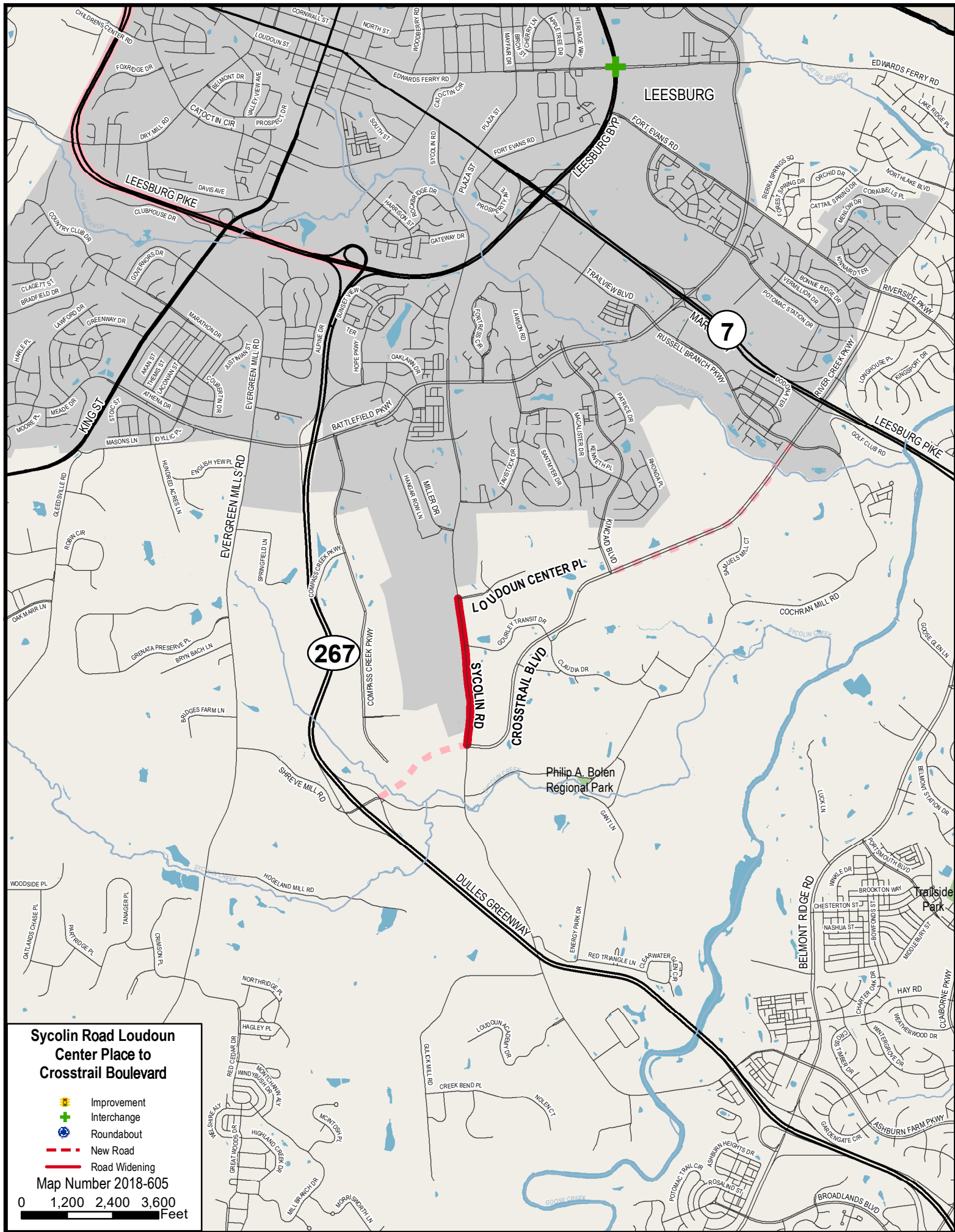
This project provides for the planning, design, right-of-way acquisition, and construction to widen Sycolin Road to a four-lane, median divided roadway between Loudoun Center Place and Crosstrail Boulevard. The new roadway will be developed as a suburban, controlled access facility per the Joint Land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

The Smart Scale funding that was programmed in FY 2025 as reflected in the Adopted FY 2023 Budget Document was reprogrammed to align with VDOT's SYIP allocation and the project's revised development schedule received during the FY 2024 CIP budget development process.

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	-	12,505	-	-	719	-	-	13,224	-	13,224
Construction	-	-	-	-	-	-	-	-	14,504	14,504
Contingency	-	391	-	-	391	-	391	1,174	391	1,565
Total – Costs	-	15,085	-	-	1,110	-	1,770	17,965	14,895	32,860
Local Tax Funding	-	-	-	-	1,110	-	-	1,110	-	1,110
Local Tax Funding Roads	-	-	-	-	-	-	1,770	1,770	-	1,770
General Obligation Bonds	-	-	-	-	-	-	-	-	14,895	14,895
Smart Scale	-	15,085	-	-	-	-	-	15,085	-	15,085
Total – Funding Sources	-	15,085	-	-	1,110	-	1,770	17,965	14,895	32,860





Waxpool Road / Loudoun County Parkway Intersection Improvements

Details:

Project Number: C02089

Election District (2022): Broad Run

Election District (2011): Broad Run

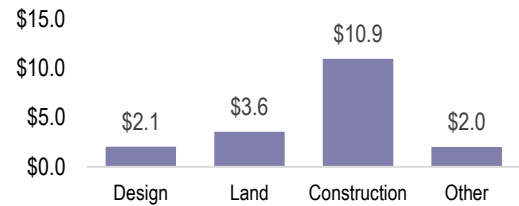
Length: 0.5 miles

Project Type: Widening and Intersection Improvements

Estimated Completion Year: FY 2026

Referendum: November 2021

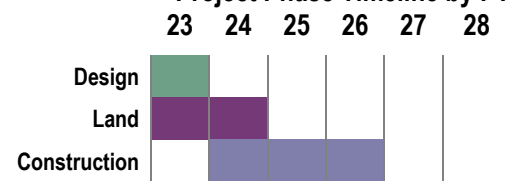
Phase Costs in Millions



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.

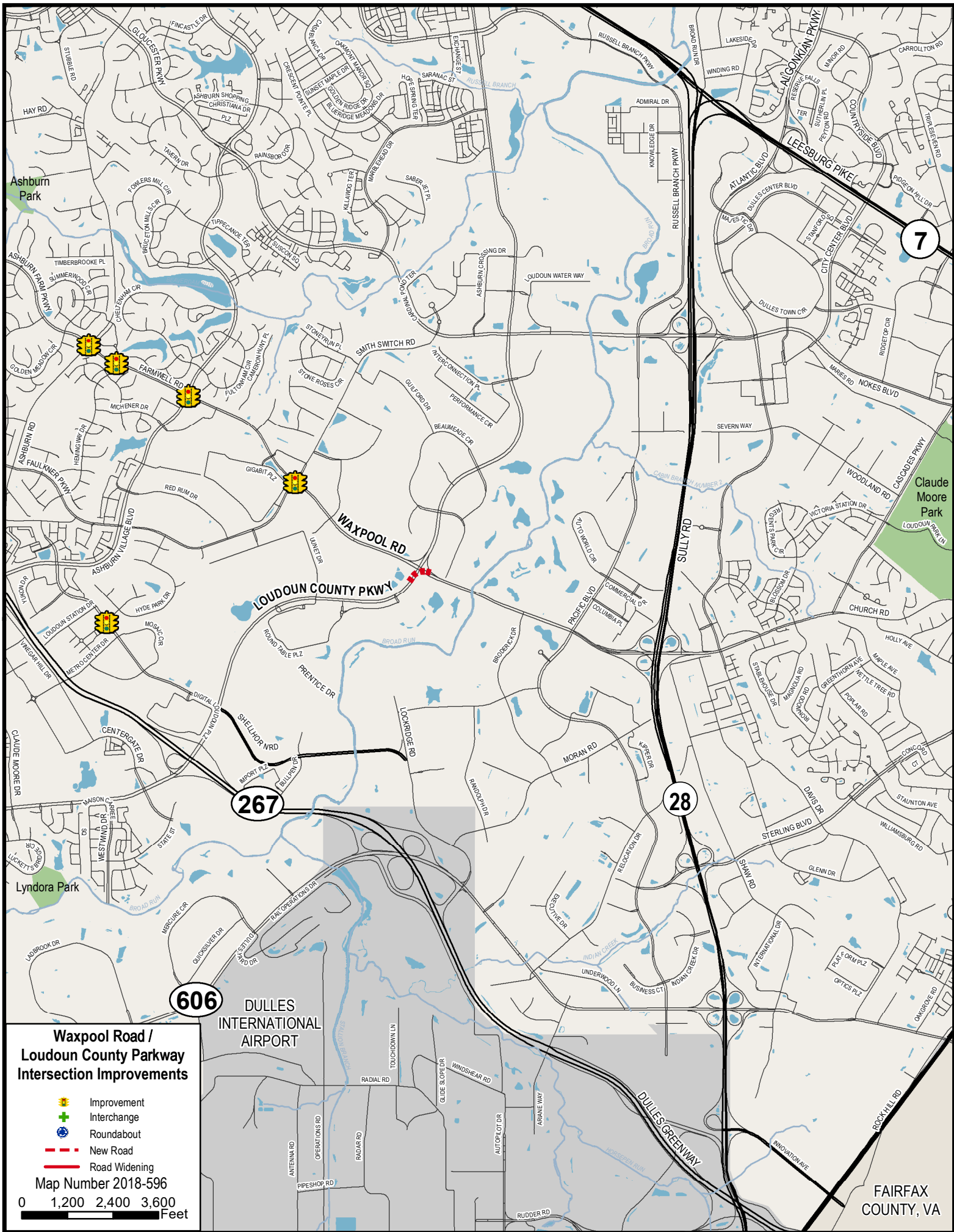
Project Phase Timeline by FY



The project's budget was increased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	1,614	-	384	-	-	-	-	384	-	1,998
Planning	33	-	-	-	-	-	-	-	-	33
Utility Relocation	-	-	-	1,020	-	-	-	1,020	-	1,020
Owner Costs	-	-	74	-	-	-	-	74	-	74
Land	1,503	-	1,034	-	-	-	-	1,034	-	2,538
Construction	2,565	2,842	-	5,540	-	-	-	8,382	-	10,947
Personnel	114	123	46	-	-	-	-	168	-	282
Payments to State	5	-	-	-	-	-	-	-	-	5
Contingency	1,407	229	-	-	-	-	-	229	-	1,637
Project Mgmt. Consultant	-	56	21	-	-	-	-	77	-	77
Total – Costs	7,241	3,250	1,558	6,560	-	-	-	11,369	-	18,610
Local Tax Funding	38	-	-	-	-	-	-	-	-	38
Local Tax Funding Roads	-	-	-	6,560	-	-	-	6,560	-	6,560
General Obligation Bonds	-	2,100	1,558	-	-	-	-	3,659	-	3,659
Cash Proffers	1,635	1,150	-	-	-	-	-	1,150	-	2,785
Smart Scale	277	-	-	-	-	-	-	-	-	277
CMAQ	3,291	-	-	-	-	-	-	-	-	3,291
Other Federal Grants	2,000	-	-	-	-	-	-	-	-	2,000
Total – Funding Sources	7,241	3,250	1,558	6,560	-	-	-	11,369	-	18,610

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	158	154	150	146	608
Total – Impact	-	-	158	154	150	146	608





Westwind Drive – Loudoun County Parkway to Old Ox Road

Details:

Project Number: C02210

Election District (2022): Sterling

Election District (2011): Dulles

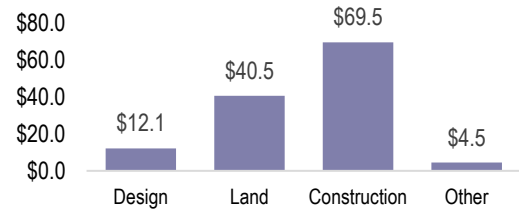
Length: 1.2 miles

Project Type: Widening and New Roadway

Estimated Completion Year: FY 2028

Referendum: November 2019

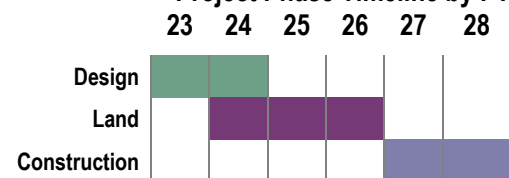
Phase Costs in Millions



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.

Project Phase Timeline by FY



The project's budget was increased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	-	6,808	-	-	-	-	6,808	-	12,126
Utility Relocation	-	-	-	-	3,380	-	-	3,380	-	3,380
Land	-	7,900	29,264	-	-	-	-	37,164	-	37,164
Construction	13,084	13,661	-	-	-	42,767	-	56,428	-	69,512
Personnel	547	542	1,101	-	-	-	-	1,643	-	2,190
Payments to State	600	-	-	-	-	-	-	-	-	600
Contingency	-	650	-	-	-	-	-	650	-	650
Project Mgmt. Consultant	154	405	496	-	-	-	-	901	-	1,055
Total – Costs	19,703	23,159	37,668	-	3,380	42,767	-	106,974	-	126,677
Local Tax Funding	488	-	-	-	-	-	-	-	-	488
Local Tax Funding Roads	10,807	-	-	-	-	-	-	-	-	10,807
General Obligation Bonds	-	8,550	31,409	-	3,380	42,767	-	86,106	-	86,106
Cash Proffers	131	-	6,259	-	-	-	-	6,259	-	6,390
Smart Scale	5,212	14,609	-	-	-	-	-	14,609	-	19,821
NVTA 30% Local	3,064	-	-	-	-	-	-	-	-	3,064
Total – Funding Sources	19,703	23,159	37,668	-	3,380	42,767	-	106,974	-	126,677

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	1,130	3,210	3,829	4,752	12,921
Total – Impact	-	-	1,130	3,210	3,829	4,752	12,921





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 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
Belmont Ridge Road / Legacy Park Drive Traffic Signal	-	-	303	-	291	1,092	-	1,686	-	1,686
Contingency - Sidewalk and Trails	6,440	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	16,440
Contingency - Traffic Calming	3,200	500	1,000	500	500	500	500	3,500	2,000	8,700
Contingency - Traffic Signal	5,930	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	15,930
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	20,379	15,299	15,835	14,235	16,235	16,235	16,235	94,074	65,740	180,193
River Creek Parkway Sidewalk	531	302	224	1,324	-	-	-	1,850	-	2,381
Route 7 Shared Use Path	1,631	624	8,375	1,204	7,721	-	-	17,924	-	19,555
Shellhorn Road / Central Station Drive / Hartley Place Intersection Improvements	-	-	-	268	-	-	-	268	-	268
Sidewalk and Trail Program	2,292	2,054	11,102	12,435	12,020	12,020	12,020	61,651	40,080	104,023
Sterling Boulevard / W&OD Trail Overpass	1,294	639	-	8,991	-	-	-	9,630	-	10,924
Traffic Sign Replacement Program	1,000	-	-	1,000	-	-	1,000	2,000	1,000	4,000
Village of Waterford Preserving the Landmark Infrastructure Improvements	-	500	-	-	-	-	-	500	1,858	2,358
W&OD At-Grade Crossing Improvements	1,696	347	-	-	-	-	-	347	-	2,043
Total – Costs	46,292	23,987	39,087	46,428	41,545	31,847	31,755	214,650	124,693	385,634
Funding Sources (\$ in 1000s)										
Local Tax Funding	5,252	756	240	-	-	-	-	996	15,196	21,444
Local Tax Funding Roads	18,564	2,500	7,614	8,123	26,777	28,319	13,884	87,217	11,000	116,782
General Obligation Bonds	16,126	18,097	24,617	31,489	2,778	-	7,371	84,352	84,482	184,959
Appropriation-Backed Bonds	1,257	-	-	-	-	-	-	-	-	1,257
Cash Proffers	564	8	303	-	-	-	-	311	-	875
RSTP	-	-	-	-	-	-	7,445	7,445	4,000	11,445
Smart Scale	-	-	-	-	-	-	-	-	6,015	6,015
Other State Grants	-	-	-	1,000	-	-	-	1,000	-	1,000



Sidewalk, Signals, and Traffic Calming

CMAQ	-	-	-	-	-	-	555	555	4,000	4,555
Other Federal Grants	1,070	1,000	-	-	2,000	-	-	3,000	-	4,070
NVTA 30% Local	3,420	1,626	6,314	5,816	9,990	3,528	2,500	29,774	-	33,194
Local Gas Tax	40	-	-	-	-	-	-	-	-	40
Total – Funding Sources	46,292	23,987	39,087	46,428	41,545	31,847	31,755	214,650	124,693	385,634





Sidewalks, Traffic Signals, and Traffic Calming

Belmont Ridge Road / Legacy Park Drive Traffic Signal

Details:

Project Number: C02518

Election District (2022): Little River

Election District (2011): Blue Ridge

Project Type: Traffic Signal

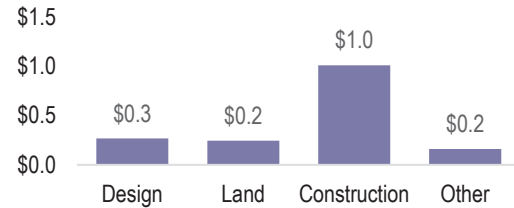
Estimated Completion Year: FY 2028

Referendum: n/a

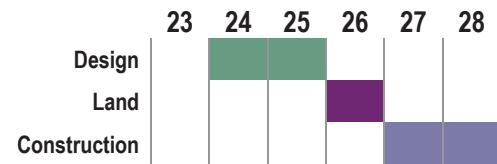
Background:

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	-	-	259	-	-	-	-	259	-	259
Utility Relocation	-	-	-	-	185	-	-	185	-	185
Land	-	-	-	-	60	-	-	60	-	60
Construction	-	-	-	-	-	1,009	-	1,009	-	1,009
Personnel	-	-	9	-	-	-	-	9	-	9
Contingency	-	-	31	-	46	83	-	160	-	160
Project Mgmt. Consultant	-	-	4	-	-	-	-	4	-	4
Total – Costs	-	-	303	-	291	1,092	-	1,686	-	1,686
Local Tax Funding Roads	-	-	-	-	291	1,092	-	1,383	-	1,383
Cash Proffers	-	-	303	-	-	-	-	303	-	303
Total – Funding Sources	-	-	303	-	291	1,092	-	1,686	-	1,686



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 (2022): Countywide

Election District (2011): Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

Background:

This project provides funding for the Sidewalks and Trails, Traffic Signals, and Traffic Calming Contingency projects. Funds are moved out of these projects throughout the year into projects in the Capital Projects Fund as necessary.

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, with the exception of FY 2024, in which \$1,000,000 was programmed. Funding will 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.

The Prior Years amount reflected in the financial table includes the Adopted fiscal year budget appropriations and Fund Balance transfers into the projects. Transfers out of the contingency projects into other capital projects are not reflected in the financial table.

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	15,570	2,500	3,000	2,500	2,500	2,500	2,500	15,500	10,000	41,070
Total – Costs	15,570	2,500	3,000	2,500	2,500	2,500	2,500	15,500	10,000	41,070
Local Tax Funding	1,961	-	240	-	-	-	-	240	-	2,201
Local Tax Funding Roads	12,105	2,500	2,760	2,500	2,500	2,500	2,500	15,260	10,000	37,365
NVTA 30% Local	1,464	-	-	-	-	-	-	-	-	1,464
Local Gas Tax	40	-	-	-	-	-	-	-	-	40
Total – Funding Sources	15,570	2,500	3,000	2,500	2,500	2,500	2,500	15,500	10,000	41,070



Sidewalks, Traffic Signals, and Traffic Calming

Franklin Park to Purcellville Trail

Details:

Project Number: C02036

Election District (2022): Catoctin

Election District (2011): Blue Ridge

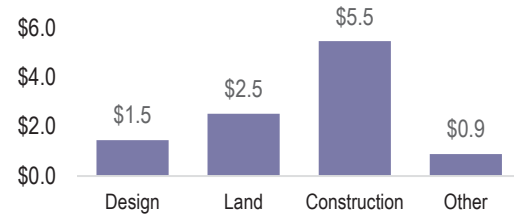
Length: 1.5 miles

Location: Town of Purcellville

Estimated Completion Year: FY 2030

Referendum: November 2024

Phase Costs in Millions



Background:

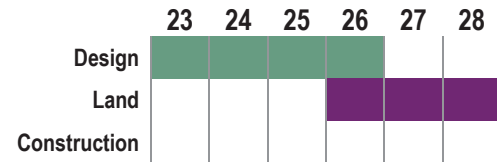
This project provides funding for design, construction, and easement acquisition to complete sidewalks and trails needed to connect Franklin Park to the Town of Purcellville.

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.

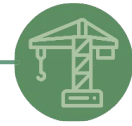
This project was awarded \$1,000,000 in FY 2023 Federal Earmark Funding from the passage of the FY 2023 Omnibus Spending Bill.

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	25	-	-	-	-	-	25	-	545
General Obligation Bonds	-	-	-	-	778	-	-	778	-	778
Smart Scale	-	-	-	-	-	-	-	-	6,015	6,015
Other Federal Grants	-	1,000	-	-	2,000	-	-	3,000	-	3,000
Total – Funding Sources	520	1,025	-	-	2,778	-	-	3,803	6,015	10,338

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	79	77	156
Total – Impact	-	-	-	-	79	77	156



Sidewalks, Traffic Signals, and Traffic Calming

Harmony Middle School Shared Use Path

Details:

Project Number: C02383

Election District (2022): Catoctin

Election District (2011): Catoctin

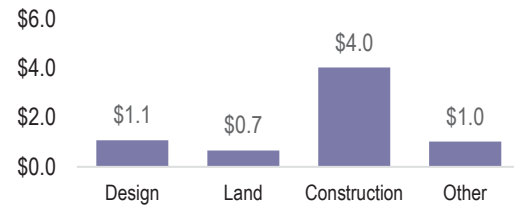
Length: 1 mile

Project Type: New Shared Use Path and Drainage Improvements

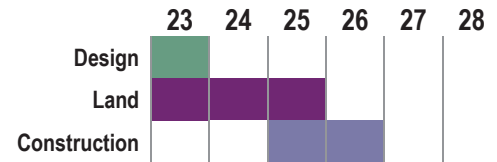
Estimated Completion Year: FY 2026

Referendum: November 2023

Phase Costs in Millions



Project Phase Timeline by FY



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.

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	-	-	-	-	-	17	-	71
General Obligation Bonds	-	-	-	3,471	-	-	-	3,471	-	3,471
Cash Proffers	72	-	-	-	-	-	-	-	-	72
Other State Grants	-	-	-	1,000	-	-	-	1,000	-	1,000
NVTA 30% Local	1,254	680	249	-	-	-	-	929	-	2,183
Total – Funding Sources	1,379	698	249	4,471	-	-	-	5,418	-	6,796

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	172	339	331	842
Total – Impact	-	-	-	172	339	331	842



Sidewalks, Traffic Signals, and Traffic Calming

Intersection Improvement Program

Details:

Project Number: C02204

Election District (2022): Countywide

Election District (2011): Countywide

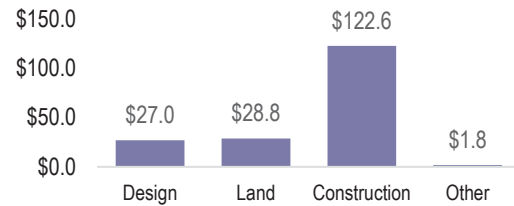
Length: 1 mile

Project Type: Traffic Signal/Channelization/Roundabout Construction

Estimated Completion Year: Ongoing

Referendum: November 2018 & November 2023

Phase Costs in Millions



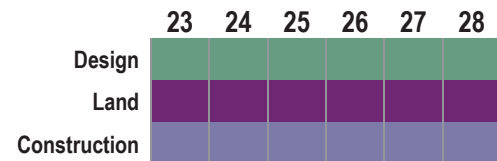
Background:

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

This program provides funding for planning, design, land acquisition, and construction of improvements for prioritized intersection projects. Once specific projects are identified, funds are moved to the project account. Prioritized project totals are for the list of projects prioritized 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. A list of prioritized projects is provided on the next page with estimated costs and durations.

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	7,619	1,900	1,900	1,900	1,900	1,900	1,900	11,400	8,000	27,019
Land	2,500	2,500	2,600	2,600	2,600	2,600	2,600	15,500	10,800	28,800
Construction	9,150	10,890	10,664	9,735	11,735	11,735	11,735	66,494	46,940	122,584
Furniture, Fixtures & Equip	8	-	-	-	-	-	-	-	-	8
Personnel	698	3	463	-	-	-	-	465	-	1,163
Project Mgmt. Consultant	404	6	208	-	-	-	-	215	-	619
Total – Costs	20,379	15,299	15,835	14,235	16,235	16,235	16,235	94,074	65,740	180,193
Local Tax Funding	1,487	9	-	-	-	-	-	9	10,332	11,828
Local Tax Funding Roads	4,927	-	4,854	810	11,966	14,181	2,364	34,175	-	39,102
General Obligation Bonds	13,965	15,290	10,981	13,426	2,000	-	7,371	49,068	51,408	114,441
RSTP	-	-	-	-	-	-	4,000	4,000	2,000	6,000
CMAQ	-	-	-	-	-	-	-	-	2,000	2,000
NVTA 30% Local	-	-	-	-	2,269	2,054	2,500	6,823	-	6,823
Total – Funding Sources	20,379	15,299	15,835	14,235	16,235	16,235	16,235	94,074	65,740	180,193

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	1,099	2,413	2,552	2,504	8,568
Total – Impact	-	-	1,099	2,413	2,552	2,504	8,568

**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 Boulevard (Route 846) and Glenn Drive - (C02408) Provides for design and installation of a traffic signal at the intersection with associated ADA compliant pedestrian improvement and connections to proposed pedestrian projects along the north and south sides of Sterling Boulevard.	2017-2	Broad Run/Sterling	FY 2022	FY 2028	\$2,725
Claiborne Parkway (Route 901) and Marshfield Drive - (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 Parkway / Wayside Circle intersection.	2017-4	Ashburn	FY 2022	FY 2025	\$1,947
Tall Cedars Parkway (Route 2200) and Nations Street (Route 2657) - (C02305) Provides for the permanent conversion of the intersection at Tall Cedars Parkway and Nations Street to a right-in, right-out, left-in configuration.	2017-5	Dulles	FY 2022	FY 2025	\$357
Ashburn Road (Route 641) and Faulkner Parkway - (C02409) Provides for the design, and installation of a traffic signal at the intersection of Ashburn Road and Faulkner Parkway, and creation of dedicated right and left turn lanes in the east and westbound directions of Faulkner Parkway. Additionally, provides vertical profile modification for improved sight distance on Faulkner Parkway.	2017-3	Ashburn	FY 2022	FY 2026	\$6,456
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	\$1,080
Old Ox Road (Route 606) and Dulles Summit Court (Route 1029) - (C02411) Provides for various improvements at the intersection including repositioning the stop bar, extending the median nose, modifying the curb ramps, and installing additional warning signs. The project will also include new curb and gutter, and mill and overlay pavement within the north side of the intersection.	2017-10	Broad Run/Dulles	FY 2022	FY 2025	\$457
Sugarland Road (Route 604) and East Church Road (Route 625) - (C02464) Provides for the design and construction of a mini roundabout at the intersection of Sugarland Road and Church Road/Frederick Drive. Additionally, related work will be required to reconfigure existing approach lanes and to provide ADA compliant upgrades to pedestrian ramps.	2017-20	Sterling	FY 2023	FY 2027	\$3,474
Claiborne Parkway (Route 901) and Dulles Greenway WB Ramps (Route 267 - (C02465) Provides for the design and installation of a traffic signal at the intersection, potential lane reconfigurations, and upgrades to the ADA pedestrian facilities.	2017-8	Ashburn	FY 2023	FY 2027	\$1,381
Sterling Boulevard (Route 846) and West Laurel Avenue - (C02466) Provides for the design and installation of a traffic signal at the intersection, upgrades existing ADA compliant pedestrian facilities, and related drainage modifications.	2017-15	Sterling	FY 2023	FY 2027	\$2,092
Waxpool Road (Route 2119) and Ashburn Road (Route 641) - (C02426) Provides for interim and long-term safety improvements at the intersection of Ashburn Road/Waxpool Road/Ryan Corner Place. Interim improvements include the installation of All Ways Stop (AWS) signage and minor pavement marking updates. Long-term improvements would include the installation of a traffic signal at the intersection.	2017-12	Broad Run	FY 2021	FY 2026	\$1,762
Algonkian Parkway (Route 1582) and Hardwood Forest Drive (Route 1671)/ Noble Terrace - (C02507) Provides for the design and installation of a traffic signal at the intersection of Algonkian Parkway and Hardwood Forest Drive / Noble Terrace.	2017-18	Algonkian/Sterling	FY 2023	FY 2027	\$946
Atlantic Boulevard (Route 1902) and Century Boulevard (Route 3431)/ Majestic Drive - (C02506) Provides for pavement marking modifications on eastbound Century Boulevard and westbound Majestic Drive. Also provides for vegetation trimming on the northwest, northeast, and southeast quadrants of the intersection to improve sight distances.	2017-17	Broad Run	FY 2023	FY 2026	\$464
Tall Cedars Parkway (Route 2200) and Edgewater Street (Route 2237) - (C02505) Provides modified lane configuration on Edgewater Street, converting the northbound left turn lane from a left-turn only lane to a shared, through-left turn lane.	2017-7	Dulles	FY 2023	FY 2025	\$207
East Church Road (Route 625) and Lincoln Ave (Route 1496) / Belfort Street (Route 1481) - (C02474) Provides for the design and construction of a 2-lane hybrid roundabout.	2020-1	Sterling	FY 2023	FY 2030	\$8,394
Pacific Boulevard (Route 1036) and Business Court (Route 1037) / Indian Creek Drive (Route 1038) - (C02475) Provides for the design and installation of a traffic signal and associated signing and marking as well as the installation of ADA compliant pedestrian ramps and bus pad.	2020-3	Broad Run	FY 2023	FY 2027	\$1,392
Sterling Boulevard (Route 846) and Williamsburg Road (Route 1437) / Chase Heritage Circle - (C02476) Provides for the conversion of the intersection to a right-in, right-out, left-in configuration.	2020-4	Sterling	FY 2023	FY 2027	\$2,375

Project IDs have been provided for those prioritized projects receiving funding in FY 2024 or that have previously received funding.



Sidewalks, Traffic Signals, and Traffic Calming

Ashburn Village Boulevard (Route 2020) and Shellhorn Road (Route 643)	2020-5	Broad Run	FY 2024	FY 2028	\$2,109
Provides for turn lane modifications, pedestrian improvements, existing traffic signal modifications/upgrades, and lighting improvements at the intersection.					
Gloucester Parkway (Route 2150) and Loudoun County Parkway (Route 607)	2020-6	Broad Run	FY 2024	FY 2027	\$943
Provides existing traffic signal modifications/upgrades, for signing and marking modifications, and lighting improvements at the intersection.					
Sterling Boulevard (Route 846) and Shaw Road (Route 636)	2020-7	Broad Run/Sterling	FY 2024	FY 2028	\$2,199
Provides for the addition of a right turn lane from westbound Sterling Boulevard to northbound Shaw Road and modifications to the existing traffic signal.					
Cascades Parkway (Route 1794) and Middlefield Drive (Route 1799)	2022-01	Algonkian	TBD	TBD	TBD
Improvements to be determined by future study.					
Ashburn Farm Parkway (Route 625) and Golden Meadow Circle / Summerwood Circle	2022-02	Ashburn	FY 2024	TBD	\$1,910
Provides for the design and installation of a traffic signal and upgraded ADA compliant pedestrian facilities at the intersection of Ashburn Farm Parkway and Golden Meadow Circle / Summerwood Circle.					
Berlin Turnpike (Route 287) and Morrisonville Road / Ash George Road (Route 693)	2022-03	Catoctin	TBD	TBD	TBD
Improvements to be determined by future study.					
City Center Boulevard (Route 1345) and Haleybird Drive	2022-04	Sterling	TBD	TBD	TBD
Improvements to be determined by future study.					
Pacific Boulevard (Route 1036) and Relocation Drive (Route 775)	2022-05	Sterling	FY 2024	TBD	\$1,614
Provides for the design and installation of a traffic signal and upgraded ADA compliant pedestrian facilities at the intersection of Pacific Boulevard and Relocation Drive.					
Pacific Boulevard (Route 1036) and Moran Road (Route 634)	2022-06	Sterling	TBD	TBD	TBD
Improvements to be determined by future study.					
Shellhorn Road (Route 643) and Ashburn Metro Drive	2022-07	Broad Run	TBD	TBD	TBD
Improvements to be determined by future study.					
James Monroe Highway (Route 15) and Lime Kiln Road (Route 733)	2022-08	Catoctin/Little River	TBD	TBD	TBD
Improvements to be determined by future study.					
Loudoun County Parkway (Route 607) and Dulles Greenway EB Ramp (Route 267)	2022-09	Broad Run/Sterling	TBD	TBD	TBD
Improvements to be determined by future study.					
South Riding Boulevard (Route 2201) and Defender Drive (Route 1272)	2022-10	Dulles	TBD	TBD	TBD
Improvements to be determined by future study.					
Old Ox Road (Route 606) and Pebble Run Place (Route 2963)	2022-11	Dulles/Sterling	TBD	TBD	TBD
Improvements to be determined by future study.					
Sterling Boulevard (Route 846) and Poplar Road (Route 1419)	2022-12	Sterling	TBD	TBD	TBD
Improvements to be determined by future study.					
Magnolia Road (Route 1525) and Blossom Drive (Route 3254)	2022-13	Sterling	TBD	TBD	TBD
Improvements to be determined by future study.					
Circle Drive / East Maple Avenue (Route 1401) and South Fillmore Avenue (Route 1535) / Providence Village Drive	2022-14	Sterling	TBD	TBD	TBD
Improvements to be determined by future study.					
Leesburg Pike (Route 7) and City Center Boulevard (Route 1345) / Countryside Boulevard (Route 1570)	2022-15	Algonkian/Sterling	TBD	TBD	TBD
Improvements to be determined by future study.					
Leesburg Pike (Route 7) and Palisade Parkway (Route 1795) / Loudoun Tech Drive (Route 1795)	2022-16	Algonkian/Sterling	TBD	TBD	TBD
Improvements to be determined by future study.					
Leesburg Pike (Route 7) and Loudoun County Parkway (Route 607)	2022-17	Algonkian/Broad Run	TBD	TBD	TBD
Improvements to be determined by future study.					

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

Belmont Ridge Road (Route 659) and Creighton Road (Route 774)	2022-18	Little River	TBD	TBD	TBD
Improvements to be determined by future study.					
Little River Turnpike (Route 50) and South Riding Boulevard (Route 2201)	2022-19	Dulles	TBD	TBD	TBD
Improvements to be determined by future study.					
Leesburg Pike (Route 7) and Potomac View Road² - (C02471)	RT 7-1	Algonkian/Sterling	FY 2023	FY 2027	\$2,326
Provides for extending Route 7 westbound left turn lane's storage length at the intersection with Potomac View Road.					
Leesburg Pike (Route 7) and Sterling Boulevard / Cardinal Glen Circle (Route 846) - (C02470)	RT 7-2	Algonkian/Sterling	FY 2024	FY 2029	\$3,944
Provides for improvements at the intersection of Route 7 and North Sterling Blvd/ Cardinal Glen Circle.					
Leesburg Pike (Route 7) and Augusta Drive - (C02469)	RT 7-3	Algonkian/Sterling	FY 2023	FY 2028	\$3,884
Provides for the conversion of the intersection to a right-in, right-out, left-in configuration at the existing signalized tee intersection of Route 7 and Augusta Drive.					
Leesburg Pike (Route 7) and Cedar Drive (Route 821)	RT 7-4	Algonkian/Sterling	FY 2024	FY 2028	\$1,993
Provides for the conversion of the intersection to a right-in, right-out at the intersection of Route 7 and Cedar Drive.					
Leesburg Pike (Route 7) and Lakeland Drive (Route 821) / Community Plaza	RT 7-5	Algonkian/Sterling	FY 2024	FY 2028	\$2,593
This project provides for improvements at the existing signalized intersection of Route 7 and Lakeland Drive/Community Plaza.					
Total Cost					\$59,024³

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*).

³ 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

River Creek Parkway Sidewalk

Details:

Project Number: C02384

Election District (2022): Ashburn

Election District (2011): Leesburg, Catoclin

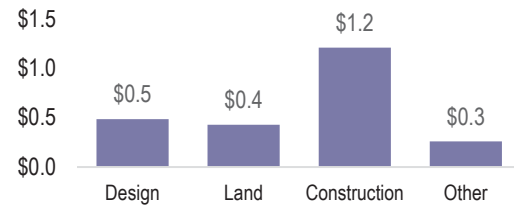
Length: 1,800 feet

Project Type: New Sidewalk

Estimated Completion Year: FY 2026

Referendum: November 2020

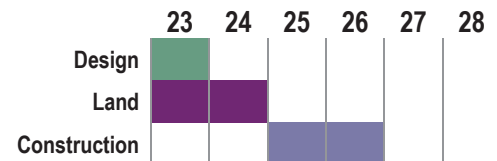
Phase Costs in Millions



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).

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	-	-	215	-	-	-	-	215	-	215
Land	-	214	-	-	-	-	-	214	-	214
Construction	-	-	-	1,209	-	-	-	1,209	-	1,209
Personnel	-	14	7	-	-	-	-	21	-	21
Contingency	46	69	-	115	-	-	-	184	-	230
Project Mgmt. Consultant	-	5	3	-	-	-	-	8	-	8
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 Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	21	152	148	144	466
Total – Impact	-	-	21	152	148	144	466



Sidewalks, Traffic Signals, and Traffic Calming

Route 7 Shared Use Path

Details:

Project Number: C02455

Election District (2022): Sterling

Election District (2011): Sterling

Length: n/a

Project Type: New Shared-Use Path

Estimated Completion Year: FY 2027

Referendum: November 2019 & November 2023

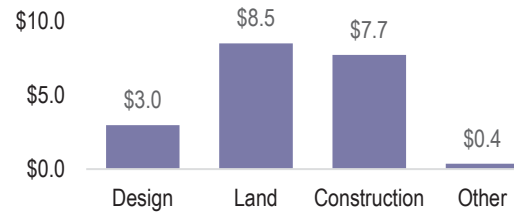
Background:

This 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).

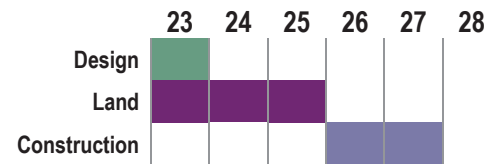
The scope of work and budget for this project were originally included in the FY 2022 CIP project entitled *Route 7 Pedestrian Crossings* project. The project was segmented to more effectively administer and deliver incremental improvements sooner.

The project's budget was increased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	-	1,492	-	-	-	-	1,492	-	2,970
Utility Relocation	-	608	-	1,204	-	-	-	1,812	-	1,812
Land	153	-	6,528	-	-	-	-	6,528	-	6,681
Construction	-	-	-	-	7,721	-	-	7,721	-	7,721
Personnel	-	5	245	-	-	-	-	249	-	249
Project Mgmt. Consultant	-	11	110	-	-	-	-	121	-	121
Total – Costs	1,631	624	8,375	1,204	7,721	-	-	17,924	-	19,555
Local Tax Funding	298	16	-	-	-	-	-	16	-	313
Local Tax Funding Roads	791	-	-	-	-	-	-	-	-	791
General Obligation Bonds	225	-	8,375	1,204	-	-	-	9,579	-	9,804
Appropriation-Backed Bonds	257	-	-	-	-	-	-	-	-	257
NVTA 30% Local	60	608	-	-	7,721	-	-	8,329	-	8,389
Total – Funding Sources	1,631	624	8,375	1,204	7,721	-	-	17,924	-	19,555

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	338	825	930	901	2,993
Total – Impact	-	-	338	825	930	901	2,993



Sidewalks, Traffic Signals, and Traffic Calming

Shellhorn Road / Central Station Drive / Hartley Place Intersection Improvements

Details:

Project Number: n/a

Election District (2022): Broad Run

Election District (2011): Broad Run

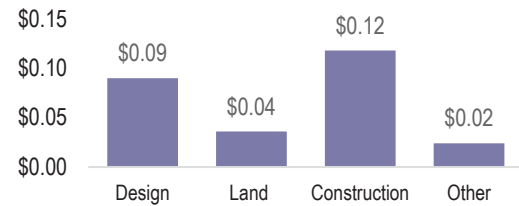
Length: n/a

Project Type: Intersection Improvement

Estimated Completion Year: FY 2026

Referendum: n/a

Phase Costs in Millions

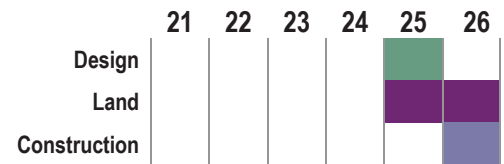


Background:

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.

This project was moved to the Sidewalks, Traffic Signals, and Traffic Calming section of the CIP from the Roads section during the FY 2023 CIP budget development process.

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 (2022): Countywide

Election District (2011): Countywide

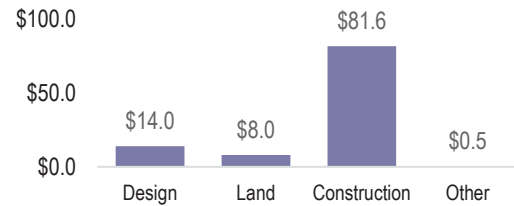
Length: 3-5 miles per year (average)

Project Type: New Sidewalk and Trail Construction

Estimated Completion Year: Ongoing

Referendum: November 2020

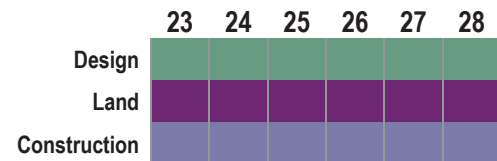
Phase Costs in Millions



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 are not limited to proximity to pedestrian generators such as school, parks, transit facilities, retail centers, and roadway and network characteristics, including traffic volume and crash records involving pedestrians and bicyclists.

Project Phase Timeline by FY



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

A list of prioritized projects is provided on the next page with estimated costs and durations. The prioritized project totals are for the list of projects prioritized 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.

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	2,030	1,155	1,200	1,200	1,200	1,200	1,200	7,155	4,800	13,985
Land	-	770	800	800	800	800	800	4,770	3,200	7,970
Construction	130	-	8,888	10,435	10,020	10,020	10,020	49,383	32,080	81,593
Personnel	106	96	147	-	-	-	-	243	-	349
Project Mgmt. Consultant	26	33	66	-	-	-	-	99	-	125
Total – Costs	2,292	2,054	11,102	12,435	12,020	12,020	12,020	61,651	40,080	104,023
Local Tax Funding	908	129	-	-	-	-	-	129	3,006	4,043
Local Tax Funding Roads	185	-	-	3,546	12,020	10,546	8,020	34,132	-	34,317
General Obligation Bonds	905	1,925	5,037	3,073	-	-	-	10,035	33,074	44,014
Cash Proffers	249	-	-	-	-	-	-	-	-	249
RSTP	-	-	-	-	-	-	3,445	3,445	2,000	5,445
CMAQ	-	-	-	-	-	-	555	555	2,000	2,555
NVTA 30% Local	45	-	6,065	5,816	-	1,474	-	13,355	-	13,400
Total – Funding Sources	2,292	2,054	11,102	12,435	12,020	12,020	12,020	61,651	40,080	104,023

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	502	798	778	758	2,835
Total – Impact	-	-	502	798	778	758	2,835



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 Boulevard (W&OD Trail to Glenn Drive; Glenn Drive to Shaw Road) - (C02416)	1	Sterling	FY 2022	FY 2027	\$5,797
Provides for the construction of 0.56 miles of sidewalk and shared use path links along the north side of Sterling Boulevard, including, 0.28 miles of shared use path between the W&OD Trail Crossing west to Glenn Drive, and 0.18 miles of sidewalk between Glenn Drive and Shaw Road. The project includes new or upgraded ADA-compliant pedestrian facilities at the existing intersections.					
Potomac View Road (South of River Meadows Terrace to Route 7) - (C02415)	2	Algonkian	FY 2022	FY 2028	\$6,776
Provides for the construction of 0.55 miles of shared use path along the west side of Potomac View Road. This includes 0.23 miles between south of River Meadows Terrace and South Cottage Road and 0.32 miles between South Cottage Road and Route 7. The project includes connections to recently upgraded ADA-compliant pedestrian facilities at Potomac View Road and Route 7.					
East Maple Avenue (Enterprise Street to Sterling Boulevard) - (C02414)	3	Sterling	FY 2022	FY 2026	\$912
Provides for the construction of 0.15 miles of sidewalk along the east side of East Maple Avenue between Enterprise Street and Sterling Boulevard. The project includes upgraded ADA-compliant pedestrian facilities and incorporates a new bus pad at Enterprise Street.					
Church Road (Magnolia Road to west of West Holly Avenue) - (C02424)	4	Sterling	FY 2022	FY 2027	\$961
Provides for the construction of 0.35 miles of sidewalk between Magnolia Road to west of West Holly Avenue.					
Ashburn Village Boulevard (Tippecanoe Terrace to the W&OD Trail Crossing) - (C02423)	5	Broad Run	FY 2023	FY 2027	\$780
Provides for the construction of 0.06 miles of shared use path along the east side of Ashburn Village Boulevard between Tippecanoe Terrace and the W&OD Trail.					
Waxpool Road (Claiborne Parkway to Faulkner Parkway) - (C02290)²	6	Ashburn, Broad Run	FY 2021	FY 2027	\$3,300
Provides for the construction of 0.69 miles of sidewalk and shared use path segments along the south side of Waxpool Road. This includes 0.53 miles of sidewalk between Faulkner Parkway and Liverpool Street, 0.04 miles between Pagoda Terrace and Demott Drive, and 0.12 miles of shared use path between Demott Drive and Claiborne Parkway.					
Ashburn Road (Within Ashburn Village to Gloucester Parkway) - (C02425)²	7	Ashburn, Broad Run	FY 2025	FY 2029	\$9,641
Provides for the construction of 0.53 miles of sidewalks and shared use paths along the Ashburn Road Corridor for 0.12 miles between the W&OD Trail and Gloucester Parkway on the west side of Ashburn Road. On the east side, 0.38 miles of shared use path and sidewalk will be constructed, and 0.03 miles of shared use path will be constructed between Ashburn Road to west of Amity Place.					
Blossom Drive (Victoria Station to Drive Magnolia Road) - (C02422)	8	Sterling	FY 2023	FY 2028	\$1,367
Provides for the construction of 0.33 miles of sidewalk along the west side of Blossom Drive between Victoria Station Drive and Magnolia Road. This includes 0.25 miles between Regents Park Circle and Magnolia Road and 0.08 miles between Victoria Station Drive and Regents Park Circle.					
Pacific Boulevard (Waxpool Road to W&OD Trail Connection) - (C02420)	9	Broad Run	FY 2023	FY 2029	\$2,848
Provides for the construction of 0.38 miles of shared use path along the east side of Pacific Boulevard between Waxpool Road and the W&OD Trail connection. This includes 0.07 miles between Towlern Place and the sidewalk south of the W&OD Crossing, 0.04 miles between Towlern Place and Commercial Drive, 0.11 miles between Commercial Drive and Columbia Place, and 0.16 miles between Columbia Place and Waxpool Road.					
Potomac View Road (Cascades Parkway to First Baptist Church Driveway) - (C02418)	10	Sterling	FY 2023	FY 2029	\$1,967
Provides for the construction of 0.35 miles of pedestrian facilities (type to be determined) along the south side of Potomac View Road between Cascades Parkway and the recently completed sidewalk by the Montebello Farm development. The project includes pedestrian improvements at the Cascades Parkway intersection (previously indicated as Project 10a).					

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 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.



Sidewalks, Signals, and Traffic Calming

Shellhorn Road (Blossom Hill Terrace to Ashburn Village Boulevard) - (C02417)	11	Broad Run	FY 2023	FY 2028	\$1,323
Provides for the construction of 0.29 miles of sidewalk segments along the east side of Shellhorn Road from south of Blossom Hill Terrace to Ashburn Village Boulevard. This includes 0.08 miles from south of Blossom Hill Terrace to Blossom Hill Terrace, 0.09 miles from Blossom Hill Terrace to Greenway Corporate Drive, and 0.12 miles from Greenway Corporate Drive to Ashburn Village Boulevard. The project includes the installation/upgrade of ADA-compliant ramps at the intersections as required.					
Davis Drive (Sterling Boulevard to W. Church Road)¹	12	Broad Run	FY 2025	FY 2030	\$8,083
Provides for the construction of 1.2 miles of sidewalk segments along Davis Drive. This includes 0.46 miles on the east side of Davis Drive from Sterling Boulevard to Great Trail Terrace and 0.73 miles on the west side of Davis Drive between Shaw Road and Sterling Boulevard.					
Claude Moore Drive (Old Ryan Road to Existing Sidewalk East of Mooreview Parkway) (C02477)	13	Broad Run	FY 2023	FY 2026	\$483
Provides for the construction of a 0.19-mile sidewalk segment along the north side of Claude Moore Drive from Old Ryan Road to existing pedestrian ramps at Mooreview Parkway.					
Leesburg Pike (Route 7) (City Center Boulevard to Loudoun Tech Drive)² (C02478)	14	Broad Run	FY 2023	FY 2028	\$4,457
Provides for the construction of 0.54 miles of shared-use path and sidewalk segments along Route 7 from City Center Boulevard to Loudoun Tech Drive and along Loudoun Tech Drive between Route 7 and Ridgetop Circle.					
Smith Switch Road (Gloucester Parkway to existing Shared-Use Path north of Chilum Place) (C02479)	15	Broad Run	FY 2023	FY 2030	\$3,423
Provides for the construction of 0.63 miles of shared-use path along the east side of Smith Switch Road from Gloucester Parkway to an existing asphalt path north of Chilum Place. This includes a crossing/connection to a realigned W&OD trail crossing at Smith Switch Road (designed under a separate project).					
Claiborne Parkway (Broadlands Boulevard to Vestals Gap Drive) (C02480)	16	Broad Run	FY 2023	FY 2026	\$1,063
This project constructs a 0.25-mile sidewalk along the east side of Claiborne Parkway between Broadlands Boulevard and Vestals Gap Drive.					
Ashburn Village Boulevard (Farmwell Road to Michener Drive) (C02481)	17	Ashburn	FY 2023	FY 2026	\$524
Provides for the construction of a 0.16-mile sidewalk along the west side of Ashburn Village Boulevard from Farmwell Road to Michener Drive. This includes the connection to upgraded ADA-compliant pedestrian ramps at Farmwell Road and new/upgraded ramps at Michener Drive.					
Sterling Boulevard (Shaw Road to Davis Drive)	18	Broad Run	FY 2025	FY 2030	\$3,731
Provides for the construction of 0.68 miles of sidewalk and shared use path along the south side of Sterling Boulevard from Shaw Road to Davis Drive. This includes new/upgraded ADA-compliant pedestrian ramps at three intersections, as required.					
Cascades Parkway (Nokes Boulevard/Potomac View Road to Woodshire Drive)	19	Broad Run/Sterling	FY 2025	FY 2029	\$5,394
Provides for the construction of 0.28 miles of shared use path along the west side of Cascades Boulevard from Nokes Boulevard/Potomac View Road to Woodshire Drive and approximately 0.2 miles of sidewalk segments along Woodshire Drive and Bartholomew Fair Drive from Spring Lake Court to the east Costco plaza entrance.					
Potomac View Road (Leesburg Pike to Existing Sidewalk South of Palisade Parkway)	20	Sterling	FY 2025	FY 2031	\$4,024
Provides for the construction of a 0.55-mile sidewalk along the east side of Potomac View Road between Leesburg Pike (Route 7) and an existing sidewalk connection south of Palisade Parkway.					
Millstream Drive (Village Center Plaza/Loudoun Park and Ride to Stone Carver Drive)	21	Dulles	FY 2025	FY 2028	\$576
Provides for the construction of a 0.07-mile sidewalk segment along the south side of Millstream Drive between Village Center Plaza / Loudoun Park and Ride to an existing sidewalk east of Stone Carver Drive.					
Benedict Drive (Potomac View Road to existing sidewalk east of Bartholomew Fair Drive)	22	Sterling	FY 2025	FY 2028	\$840
Provides for the construction of a 0.13-mile sidewalk segment along west side of Potomac View Road from Route 7 south to Benedict Drive and along the north side of Benedict Drive from Potomac View Road west 300 feet to an existing driveway entrance.					

¹ 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.

² 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*).

**Sidewalks, Signals, and Traffic Calming**

Cascades Parkway (Church Road to Victoria Station Drive)	23	Sterling	FY 2025	FY 2031	\$4,348
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Provides for the construction of 0.54 miles of shared use path along the west side of Cascades Parkway from Church Road north to Victoria Station Drive and sidewalk along the north side of Victoria Station Drive between Cascades Parkway and Indian Summer Terrace.

Total Cost					\$73,102¹
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¹ 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 (2022): Sterling

Election District (2011): Sterling

Length: 1,950 feet

Estimated Completion Year: FY 2027

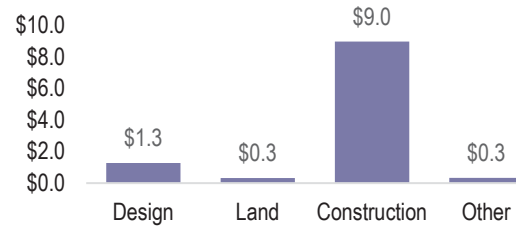
Referendum: November 2019 & November 2022

Background:

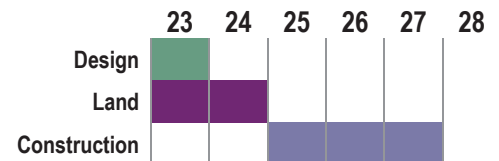
This project provides for the design, right-of-way acquisition, and construction of a shared-use path overpass across Sterling Boulevard (Route 846) at the W&OD Trail. This project will serve walkers, bicyclists, joggers, horseback riders, rollerblading, and other trail users. The overpass will separate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

The project's budget was decreased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	-	-	-	8,991	-	-	-	8,991	-	8,991
Personnel	17	30	-	-	-	-	-	30	-	47
Contingency	-	276	-	-	-	-	-	276	-	276
Project Mgmt. Consultant	-	10	-	-	-	-	-	10	-	10
Total – Costs	1,294	639	-	8,991	-	-	-	9,630	-	10,924
Local Tax Funding	5	40	-	-	-	-	-	40	-	45
Local Tax Funding Roads	556	-	-	-	-	-	-	-	-	556
General Obligation Bonds	500	599	-	8,991	-	-	-	9,590	-	10,090
Cash Proffers	233	-	-	-	-	-	-	-	-	233
Total – Funding Sources	1,294	639	-	8,991	-	-	-	9,630	-	10,924

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	360	711	873	1,943
Total – Impact	-	-	-	360	711	873	1,943



Sidewalks, Traffic Signals, and Traffic Calming

Traffic Sign Replacement Program

Details:

Project Number: C02382

Election District (2022): Countywide

Election District (2011): Countywide

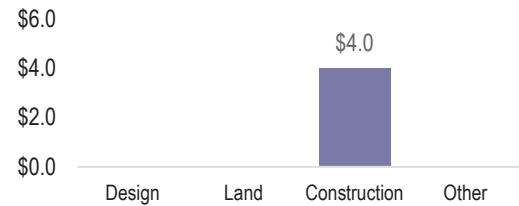
Length: n/a

Project Type: Traffic Sign Replacement

Estimated Completion Year: Ongoing

Referendum: n/a

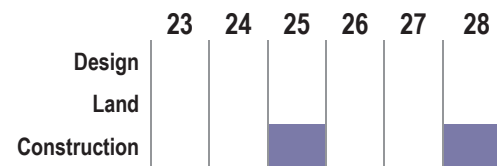
Phase Costs in Millions



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

Village of Waterford Preserving the Landmark Infrastructure Improvements

Details:

Project Number: C02500

Election District (2022): Catoctin

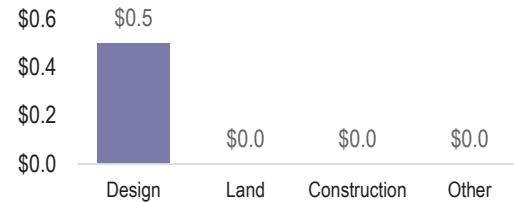
Election District (2011): Catoctin

Project Type: Various Improvements

Estimated Completion Year: n/a

Referendum: n/a

Phase Costs in Millions



Background:

This project provides initial funding for the preliminary programming and planning for methods to restore historic viewsheds, reduce and calm traffic, improve existing infrastructure, and add new utilities, all in the context of Waterford's status as a National Historic Landmark. Improvements may include traffic calming, designated parking areas, continuous pedestrian pathways, pedestrian level lighting, undergrounding of utilities, correcting drainage and managing stormwater, and coordination with the Village's potable water system.

Project Phase Timeline by FY

	23	24	25	26	27	28
Design						
Land						
Construction						

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



Sidewalks, Traffic Signals, and Traffic Calming

W&OD At-Grade Crossing Improvements

Details:

Project Number: C02313

Election District (2022): Countywide

Election District (2011): Countywide

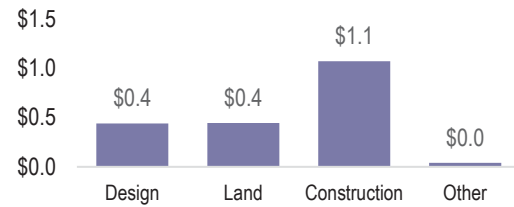
Length: n/a

Project Type: Shared Use Path Improvements

Estimated Completion Year: FY 2025

Referendum: n/a

Phase Costs in Millions

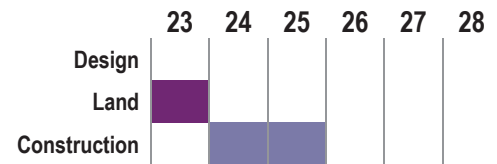


Background:

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 *Route 7 and Route 287 Interchange*, and the *Sterling Boulevard/W&OD Trail Overpass*.

Project Phase Timeline by FY



The project's budget was decreased during the FY 2024 CIP budget development process based on the most recent cost estimate.

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	487	-	-	-	-	-	-	-	-	487
Utility Relocation	-	338	-	-	-	-	-	338	-	338
Land	107	-	-	-	-	-	-	-	-	107
Construction	1,070	-	-	-	-	-	-	-	-	1,070
Personnel	24	3	-	-	-	-	-	3	-	26
Contingency	3	-	-	-	-	-	-	-	-	3
Project Mgmt. Consultant	6	6	-	-	-	-	-	6	-	12
Total – Costs	1,696	347	-	-	-	-	-	347	-	2,043
Local Tax Funding	21	-	-	-	-	-	-	-	-	21
Cash Proffers	9	8	-	-	-	-	-	8	-	17
Other Federal Grants	1,070	-	-	-	-	-	-	-	-	1,070
NVTA 30% Local	597	338	-	-	-	-	-	338	-	935
Total – Funding Sources	1,696	347	-	-	-	-	-	347	-	2,043





Capital Improvement Program Transit

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Transit

Capital Improvement Program										
Transit 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
Bus Shelter Program	-	-	507	844	1,942	2,049	2,049	7,392	4,718	12,110
Bus Stop Installation for New Routes	-	-	1,000	-	1,000	-	1,000	3,000	2,000	5,000
Electronic Farebox Equipment Replacement	-	-	4,600	-	-	-	-	4,600	-	4,600
Metro Capital Contribution	13,646	6,271	5,640	6,237	6,366	6,499	6,635	37,648	28,167	79,461
Western Loudoun Park and Ride Lot	6,694	1,633	-	-	-	-	-	1,633	-	8,327
Total – Costs	20,340	7,904	11,747	7,081	9,308	8,548	9,684	54,273	34,885	109,497
Funding Sources (\$ in 1000s)										
Local Tax Funding	685	-	-	-	-	-	-	-	-	685
Cash Proffers	38	-	-	-	-	-	-	-	-	38
Smart Scale	2,000	1,633	-	-	-	-	-	1,633	-	3,633
Other State Grants	-	-	3,128	-	-	-	-	3,128	-	3,128
CMAQ	3,971	-	-	-	-	-	-	-	-	3,971
Other Federal Grants	5,023	-	-	-	-	-	-	-	-	5,023
NVTA 30% Local	8,623	6,271	8,619	7,081	9,308	8,548	9,684	49,512	34,885	93,019
Total – Funding Sources	20,340	7,904	11,747	7,081	9,308	8,548	9,684	54,273	34,885	109,497



Transit

Bus Shelter Program

Details

Project Number: C02533

Election District (2022): County Wide

Election District (2011): County Wide

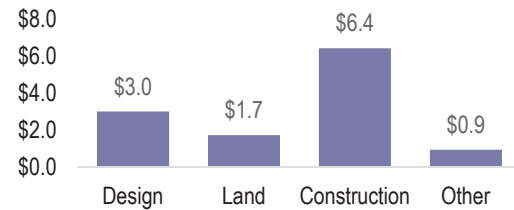
Square Feet: n/a

Location: County Wide

Estimated Completion Year: FY 2031

Referendum: n/a

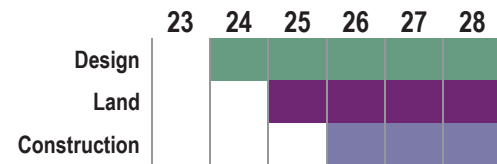
Phase Costs in Millions



Background

This project provides funding for the design and construction of 20 bus shelters along the local fixed-route bus routes per year with a three-year production schedule from commencement to completion.

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	-	-	507	507	507	507	507	2,535	507	3,042
Land	-	-	-	286	286	286	286	1,144	572	1,716
Construction	-	-	-	-	1,070	1,070	1,070	3,210	3,210	6,420
Contingency	-	-	-	51	79	186	186	503	429	932
Total – Costs	-	-	507	844	1,942	2,049	2,049	7,392	4,718	12,110
NVTA 30% Local	-	-	507	844	1,942	2,049	2,049	7,392	4,718	12,110
Total – Funding Sources	-	-	507	844	1,942	2,049	2,049	7,392	4,718	12,110



Transit

Bus Stop Installation for New Routes

Details

Project Number: C02532

Election District (2022): Countywide

Election District (2011): Countywide

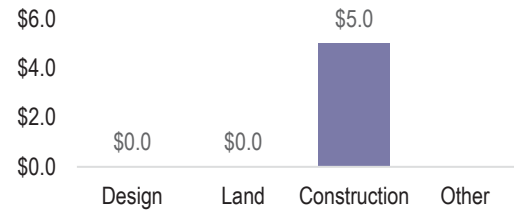
Square Feet: n/a

Location: Countywide

Estimated Completion Year: Ongoing

Referendum: n/a

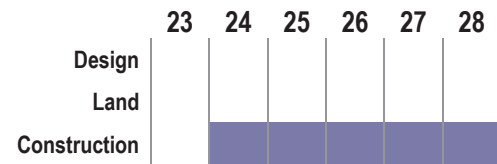
Phase Costs in Millions



Background

This project provides funding for the construction of bus stops for a maximum of two new routes annually. Each route will consist of approximately 30 ADA accessible bus stops.

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	3,000	2,000	5,000
Total – Costs	-	-	1,000	-	1,000	-	1,000	3,000	2,000	5,000
NVTA 30% Local	-	-	1,000	-	1,000	-	1,000	3,000	2,000	5,000
Total – Funding Sources	-	-	1,000	-	1,000	-	1,000	3,000	2,000	5,000



Transit

Electronic Farebox Equipment Replacement

Details

Project Number: C02531

Election District (2022): Countywide

Election District (2011): Countywide

Square Feet: n/a

Location: n/a

Estimated Completion Year: FY 2025

Referendum: n/a

Phase Costs in Millions



Background

This project provides funding for the complete replacement of the electronic fare collection equipment on 125 transit buses, fare collection computer, network switch, probe, and vaulting equipment that supports the regional fare collection system.

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	-	-	4,600	-	-	-	-	4,600	-	4,600
Total – Costs	-	-	4,600	-	-	-	-	4,600	-	4,600
Other State Grants	-	-	3,128	-	-	-	-	3,128	-	3,128
NVTA 30% Local	-	-	1,472	-	-	-	-	1,472	-	1,472
Total – Funding Sources	-	-	4,600	-	-	-	-	4,600	-	4,600



Transit

Metro Capital Contribution

Details:

Project Number: C02333

Election District: Countywide

Election District (2022): Countywide

Election District (2011): 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 through the issuance of credits applied to the County's payment obligation.¹ Those credits were fully expended in FY 2023. Additionally, revenue service for Metro began in mid FY 2023, and Loudoun County became eligible for the receipt of State funding assistance which is 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	6,271	5,640	6,237	6,366	6,499	6,635	37,648	28,167	79,461
Total – Costs	13,646	6,271	5,640	6,237	6,366	6,499	6,635	37,648	28,167	79,461
Other Federal Grants	5,023	-	-	-	-	-	-	-	-	5,023
NVTA 30% Local	8,623	6,271	5,640	6,237	6,366	6,499	6,635	37,648	28,167	74,438
Total – Funding Sources	13,646	6,271	5,640	6,237	6,366	6,499	6,635	37,648	28,167	79,461

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 (2022): Catoctin

Election District (2011): Blue Ridge

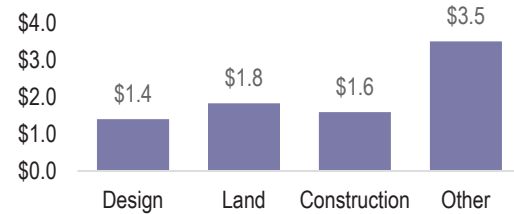
Square Feet: n/a

Location: A site adjacent to the proposed Fields Farm Park

Estimated Completion Year: FY 2025

Referendum: n/a

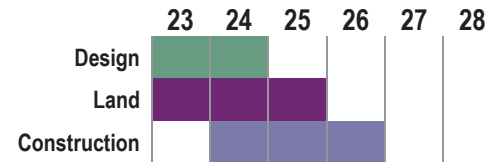
Phase Costs in Millions



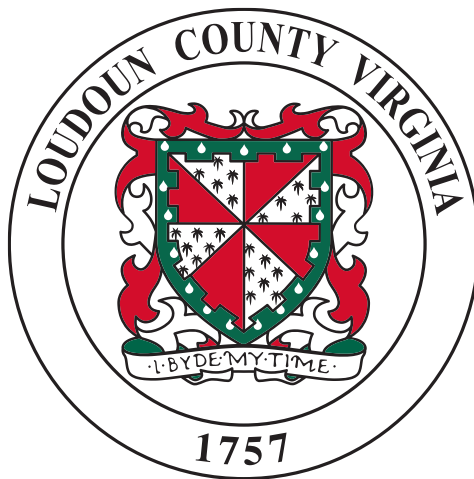
Background

This project provides funding for the design and construction of a surface park and ride lot with a minimum of 250 parking spaces.

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										
Costs (\$ 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	-	63,540	-	-	7,685	69,175	-	140,400	-	140,400
High Schools	-	-	21,755	249,245	-	-	-	271,000	-	271,000
Other School Facilities	184,169	78,240	100,424	263,541	46,449	66,165	77,473	632,291	367,265	1,183,725
Total – Costs	184,169	141,780	122,179	512,786	54,134	135,340	77,473	1,043,691	367,265	1,595,125
Funding Sources (\$ in 1000s)										
Local Tax Funding	37,494	16,850	2,865	4,000	12,519	20,000	7,000	63,234	80,000	180,728
General Obligation Bonds	120,065	116,175	113,948	499,041	31,335	104,495	59,033	924,027	224,610	1,268,702
Appropriation-Backed Bonds	26,610	8,755	5,366	9,745	10,280	10,845	11,440	56,431	62,655	145,696
Total – Funding Sources	184,169	141,780	122,179	512,786	54,134	135,340	77,473	1,043,691	367,265	1,595,125



Capital Improvement Program Elementary Schools

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Elementary Schools

Capital Improvement Program										
Elementary School 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
ES-32 Dulles South	-	63,540	-	-	-	-	-	63,540	-	63,540
ES-34 Dulles North	-	-	-	-	7,685	69,175	-	76,860	-	76,860
Total – Costs	-	63,540	-	-	7,685	69,175	-	140,400	-	140,400
Funding Sources (\$ in 1000s)										
Local Tax Funding	-	-	-	-	2,519	-	-	2,519	-	2,519
General Obligation Bonds	-	63,540	-	-	5,166	69,175	-	137,881	-	137,881
Total – Funding Sources	-	63,540	-	-	7,685	69,175	-	140,400	-	140,400



Elementary Schools

Elementary School (ES-32) Dulles South

Details:

Project Number: n/a

Election District (2022): Little River

Election District (2011): Blue Ridge

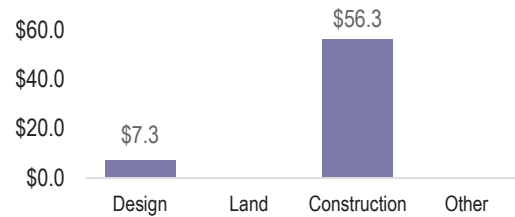
Square Feet: 100,000-115,000

LCPS Planning District: Dulles South

Estimated Completion Year: FY 2025

Referendum: November 2021

Phase Costs in Millions



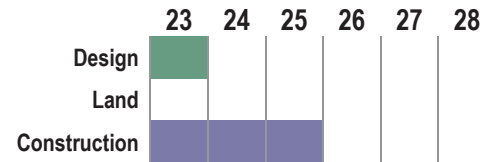
Background:

The elementary school will be built using a multi-story design. The estimated 100,000-115,000 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.

At the December 6, 2022, Board of Supervisors Business Meeting, construction for this project was accelerated from FY 2024 to FY 2023.

Project Phase Timeline by FY



Costs (\$ 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	-	63,540	-	-	-	-	-	63,540	-	63,540
General Obligation Bonds	-	63,540	-	-	-	-	-	63,540	-	63,540
Total – Funding Sources	-	63,540	-	-	-	-	-	63,540	-	63,540

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	3,703	4,201	4,085	3,963	15,952
Total – Impact	-	-	3,703	4,201	4,085	3,963	15,952



Elementary Schools

Elementary School (ES-34) Dulles North

Details:

Project Number: n/a

Election District (2022): Sterling

Election District (2011): Dulles

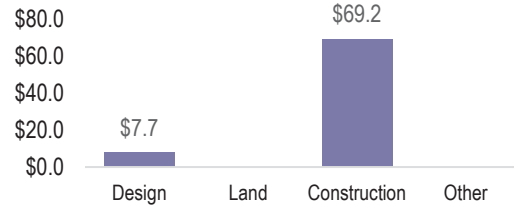
Square Feet: 100,000-115,000

LCPS Planning District: Dulles North

Estimated Completion Year: FY 2030

Referendum: November 2024

Phase Costs in Millions

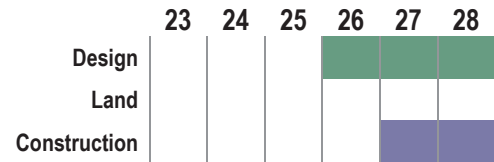


Background:

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.

Project Phase Timeline by FY



ES-34 is planned to be in the Dulles North Planning District, on a proffered site in the Silver District West development.

Costs (\$ 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	-	-	-	-	7,685	-	-	7,685	-	7,685
Construction	-	-	-	-	-	69,175	-	69,175	-	69,175
Total – Costs	-	-	-	-	7,685	69,175	-	76,860	-	76,860
Local Tax Funding	-	-	-	-	2,519	-	-	2,519	-	2,519
General Obligation Bonds	-	-	-	-	5,166	69,175	-	74,341	-	74,341
Total – Funding Sources	-	-	-	-	7,685	69,175	-	76,860	-	76,860

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	-	518	2,551	3,069
Total – Impact	-	-	-	-	518	2,551	3,069



Capital Improvement Program High Schools

Contents

High Schools Summary	11-7
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High Schools

Capital Improvement Program										
High School 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
High School (HS-14) Dulles North	-	-	21,755	249,245	-	-	-	271,000	-	271,000
Total – Costs	-	-	21,755	249,245	-	-	-	271,000	-	271,000
Funding Sources (\$ in 1000s)										
General Obligation Bonds	-	-	21,755	249,245	-	-	-	271,000	-	271,000
Total – Funding Sources	-	-	21,755	249,245	-	-	-	271,000	-	271,000



High Schools

High School (HS- 14) Dulles North

Details:

Project Number: n/a

Election District (2022): Little River

Election District (2011): Blue Ridge

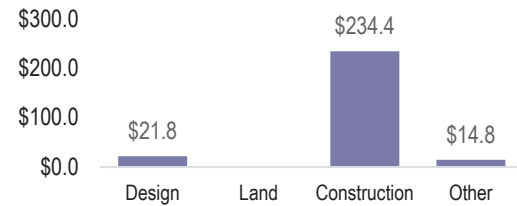
Square Feet: 330,000-345,000

LCPS Planning District: Dulles North

Estimated Opening Year: FY 2029

Referendum: November 2023

Phase Costs in Millions

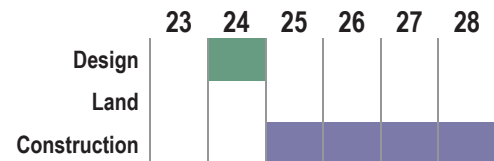


Background:

The high school will be built using a multi-story design. The estimated 330,000-345,000 square foot building will serve students in grades nine through twelve. With an anticipated capacity of 2,100, the high school will include classrooms, cafeteria, auditorium, media center, gymnasium, an auxiliary gymnasium, outdoor physical education fields, and other associated spaces to support the high school program. The football and track stadium at the high school will hold 6,000 spectators to host State Championship meets and events.

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

Project Phase Timeline by FY



Costs (\$ 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	-	-	21,755	-	-	-	-	21,755	-	21,755
Construction	-	-	-	234,406	-	-	-	234,406	-	234,406
Furniture, Fixtures & Equip	-	-	-	14,839	-	-	-	14,839	-	14,839
Total – Costs	-	-	21,755	249,245	-	-	-	271,000	-	271,000
General Obligation Bonds	-	-	21,755	249,245	-	-	-	271,000	-	271,000
Total – Funding Sources	-	-	21,755	249,245	-	-	-	271,000	-	271,000

Operating Impact (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	2,756	9,445	17,226	25,618	55,045
Total – Impact	-	-	2,756	9,445	17,226	25,618	55,045





Capital Improvement Program

Other School

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Other School

Capital Improvement Program										
Other School 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
Banneker ES Renovation/Addition	-	-	3,895	35,053	-	-	-	38,948	-	38,948
LCPS Facility Renewals and Alterations	65,720	49,425	48,634	17,210	18,092	55,320	66,033	254,714	304,610	625,044
Park View High School Replacement	-	-	22,169	199,524	-	-	-	221,693	-	221,693
School Bus Radio Replacements and UHF System Upgrade	10,420	-	-	-	-	-	-	-	14,375	24,795
School Bus Replacement and Acquisition	28,655	8,755	5,366	9,745	10,280	10,845	11,440	56,431	48,280	133,366
School Security Improvements	78,514	11,615	19,575	-	-	-	-	31,190	-	109,704
Student Welcome Center at Sterling ES	860	6,850	-	-	-	-	-	6,850	-	7,710
Valley Service Center Replacement	-	1,595	-	-	-	-	-	1,595	-	1,595
Valley Service Center Traffic Signal	-	-	785	-	-	-	-	785	-	785
Waterford ES Renovation and Addition	-	-	-	2,009	18,077	-	-	20,085	-	20,085
Total – Costs	184,169	78,240	100,424	263,541	46,449	66,165	77,473	632,291	367,265	1,183,725
Funding Sources (\$ in 1000s)										
Local Tax Funding	37,494	16,850	2,865	4,000	10,000	20,000	7,000	60,715	80,000	178,209
General Obligation Bonds	120,065	52,635	92,193	249,796	26,169	35,320	59,033	515,146	224,610	859,821
Appropriation-Backed Bonds	26,610	8,755	5,366	9,745	10,280	10,845	11,440	56,431	62,655	145,696
Total – Funding Sources	184,169	78,240	100,424	263,541	46,449	66,165	77,473	632,291	367,265	1,183,725



Other School Projects

Banneker Elementary School Renovation & Addition

Details:

Project Number: n/a

Election District (2022): Little River

Election District (2011): Blue Ridge

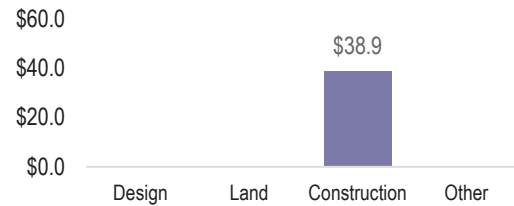
Square Feet: 61,000

LCPS Planning District: Western Loudoun

Estimated Opening Year: FY 2025

Referendum: November 2023

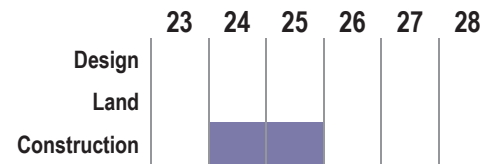
Phase Costs in Millions



Background:

This project provides funding to renovate and construct an estimated 61,000 square foot addition that will include a multipurpose room, five (5) classrooms, and other ancillary spaces. The multipurpose room will provide program space as a gymnasium and auditorium with associated storage and office space. The five-classroom addition will accommodate kindergarten classroom space; the project will also provide additional restrooms in the building. Renovation work will include the cafeteria, kitchen, and office areas. The project will also remove all modular classrooms from the school site.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	-	-	3,895	35,053	-	-	-	38,948	-	38,948
Total – Costs	-	-	3,895	35,053	-	-	-	38,948	-	38,948
General Obligation Bonds	-	-	3,895	35,053	-	-	-	38,948	-	38,948
Total – Funding Sources	-	-	3,895	35,053	-	-	-	38,948	-	38,948

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	232	2,836	3,816	3,718	10,602
Total – Impact	-	-	232	2,836	3,816	3,718	10,602



Other School Projects

LCPS Facility Renewals and Alterations

Details:

Project Number: n/a

Election District (2022): Countywide

Election District (2011): Countywide

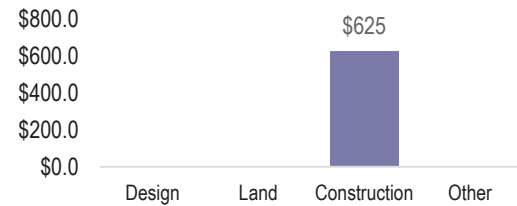
Square Feet: n/a

LCPS Planning District: Countywide

Estimated Opening Year: Ongoing

Referendum: Annually

Phase Costs in Millions



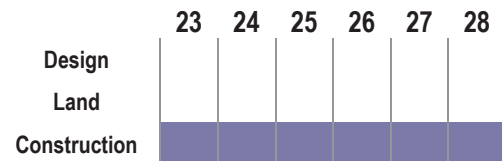
Background:

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.

Project Phase Timeline by FY



Costs (\$ 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	48,634	17,210	18,092	55,320	66,033	254,714	304,610	625,044
Total – Costs	65,720	49,425	48,634	17,210	18,092	55,320	66,033	254,714	304,610	625,044
Local Tax Funding	20,835	10,000	2,865	4,000	10,000	20,000	7,000	53,865	80,000	154,700
General Obligation Bonds	44,885	39,425	45,769	13,210	8,092	35,320	59,033	200,849	224,610	470,344
Total – Funding Sources	65,720	49,425	48,634	17,210	18,092	55,320	66,033	254,714	304,610	625,044

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	4,578	5,775	6,437	9,801	26,592
Total – Impact	-	-	4,578	5,775	6,437	9,801	26,592



Other School Projects

Park View High School Replacement

Details:

Project Number: n/a

Election District (2022): Sterling

Election District (2011): Sterling

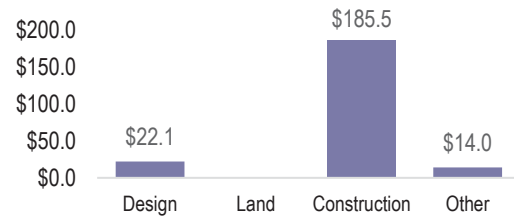
Square Feet: 295,000

LCPS Planning District: Eastern Loudoun

Estimated Opening Year: FY 2028

Referendum: November 2023

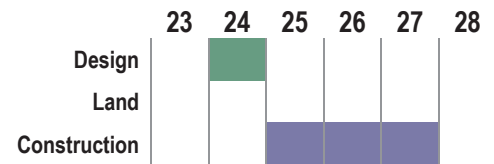
Phase Costs in Millions



Background:

This project provides funding to design and construct the replacement for Park View High School. The project will involve the construction of an estimated 295,000 square foot building which will serve students in grades nine through twelve. With an anticipated capacity of 1,800, the high school will include classrooms, cafeteria, auditorium, media center, gymnasium, an auxiliary gymnasium, outdoor physical education fields, and other associated spaces to support the high school program. The project involves the construction of the new school on the current stadium and athletic fields; upon completion of new facility, the existing school building will be razed and new outdoor athletic facilities will be constructed where the former school was sited. The new school is anticipated to open in fall 2027 (2027-2028 school year) and the new outdoor athletic facilities complete by the start of the 2028-2029 school year.

Project Phase Timeline by FY



Costs (\$ 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	-	-	22,169	-	-	-	-	22,169	-	22,169
Construction	-	-	-	185,524	-	-	-	185,524	-	185,524
Furniture, Fixtures & Equip	-	-	-	14,000	-	-	-	14,000	-	14,000
Total – Costs	-	-	22,169	199,524	-	-	-	221,693	-	221,693
General Obligation Bonds	-	-	22,169	199,524	-	-	-	221,693	-	221,693
Total – Funding Sources	-	-	22,169	199,524	-	-	-	221,693	-	221,693

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	1,330	5,546	12,355	18,654	37,885
Total – Impact	-	-	1,330	5,546	12,355	18,654	37,885



Other School Projects

School Bus Radio Replacements and UHF System Upgrade

Details:

Project Number: n/a

Election District (2022): Countywide

Election District (2011): Countywide

Square Feet: n/a

LCPS Planning District: Countywide

Estimated Opening Year: n/a

Referendum: n/a

Phase Costs in Millions



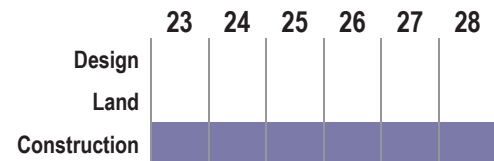
Background:

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

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

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



Costs (\$ 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 (2022): Countywide

Election District (2011): Countywide

Square Feet: n/a

LCPS Planning District: Countywide

Estimated Opening Year: Ongoing

Referendum: November 2017

Phase Costs in Millions



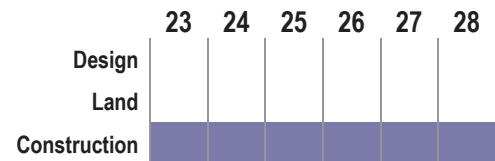
Background:

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

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

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

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 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	5,366	9,745	10,280	10,845	11,440	56,431	48,280	128,101
Payments to Other	5,265	-	-	-	-	-	-	-	-	5,265
Total – Costs	28,655	8,755	5,366	9,745	10,280	10,845	11,440	56,431	48,280	133,366
Local Tax Funding	9,549	-	-	-	-	-	-	-	-	9,549
General Obligation Bonds	2,916	-	-	-	-	-	-	-	-	2,916
Appropriation-Backed Bonds	16,190	8,755	5,366	9,745	10,280	10,845	11,440	56,341	48,280	120,901
Total – Funding Sources	28,655	8,755	5,366	9,745	10,280	10,845	11,440	56,341	48,280	133,366

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	803	2,239	3,707	5,208	11,957
Total – Impact	-	-	803	2,239	3,707	5,208	11,957



Other School Projects

School Security Improvements

Details:

Project Number: n/a

Election District (2022): Countywide

Election District (2011): Countywide

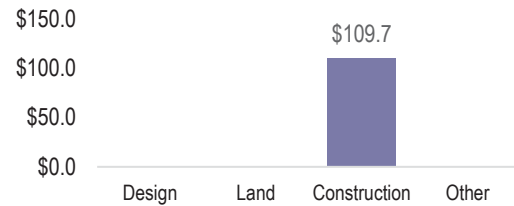
Square Feet: n/a

LCPS Planning District: Countywide

Estimated Opening Year: Ongoing

Referendum: November 2023

Phase Costs in Millions



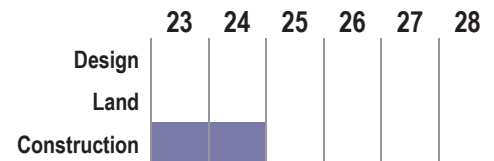
Background:

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 Aiphones, 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.

Project Phase Timeline by FY



Costs (\$ 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	19,575	-	-	-	-	31,190	-	109,704
Total – Costs	78,514	11,615	19,575	-	-	-	-	31,190	-	109,704
Local Tax Funding	7,110	-	-	-	-	-	-	-	-	7,110
General Obligation Bonds	71,404	11,615	19,575	-	-	-	-	31,190	-	102,594
Total – Funding Sources	78,514	11,615	19,575	-	-	-	-	31,190	-	109,704

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	1,959	1,910	1,861	1,812	7,541
Total – Impact	-	-	1,959	1,910	1,861	1,812	7,541



Other School Projects

Student Welcome Center

Details:

Project Number: n/a

Election District (2022): Sterling

Election District (2011): Sterling

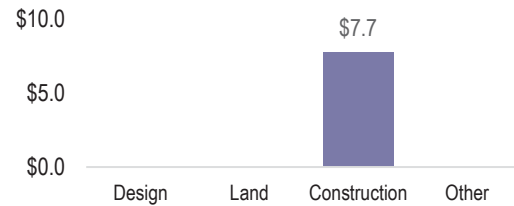
Square Feet: 7,500

LCPS Planning District: Eastern Loudoun

Estimated Opening Year: FY 2024

Referendum: November 2020

Phase Costs in Millions



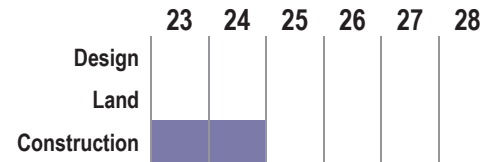
Background:

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.

Project Phase Timeline by FY



Costs (\$ 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

Details:

Project Number: n/a

Election District (2022): Catoctin

Election District (2011): Catoctin

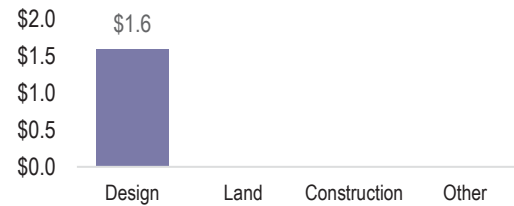
Square Feet: 43,000

LCPS Planning District: Western Loudoun

Estimated Opening Year: FY 2026

Referendum: November 2021

Phase Costs in Millions

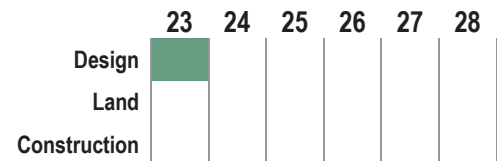


Background:

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.

Project Phase Timeline by FY



Costs (\$ 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
Total – Costs	-	1,595	-	-	-	-	-	1,595	-	1,595
General Obligation Bonds	-	1,595	-	-	-	-	-	-	-	1,595
Total – Funding Sources	-	1,595	-	-	-	-	-	1,595	-	1,595

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	570	1,048	1,270	1,243	4,131
Total – Impact	-	-	570	1,048	1,270	1,243	4,131



Other School Projects

Valley Service Center Traffic Signal

Details:

Project Number: n/a

Election District (2022): Catoctin

Election District (2011): Catoctin

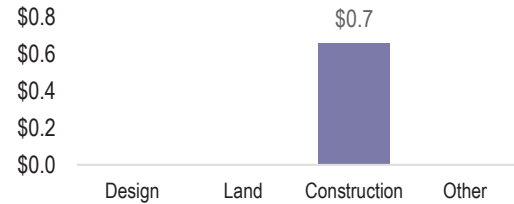
Square Feet: n/a

LCPS Planning District: Western Loudoun

Estimated Opening Year: FY 2026

Referendum: November 2022

Phase Costs in Millions

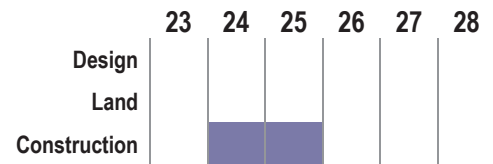


Background:

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.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	-	-	785	-	-	-	-	785	-	785
Total – Costs	-	-	785	-	-	-	-	785	-	785
General Obligation Bonds	-	-	785	-	-	-	-	785	-	785
Total – Funding Sources	-	-	785	-	-	-	-	785	-	785

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	79	77	75	73	305
Total – Impact	-	-	79	77	75	73	305



Other School Projects

Waterford Elementary School Renovation and Addition

Details:

Project Number: n/a

Election District (2022): Catoctin

Election District (2011): Catoctin

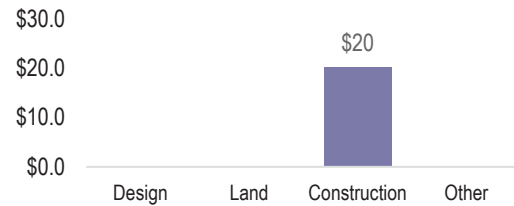
Square Feet: 14,000-20,000

LCPS Planning District: Western Loudoun

Estimated Opening Year: FY 2028

Referendum: November 2023

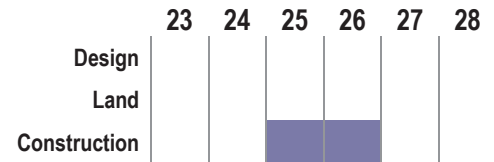
Phase Costs in Millions



Background:

This project provides funding to renovate and construct an estimated 14,000-20,000 square foot addition that will include a multipurpose room, four (4) classrooms, and other ancillary spaces. The multipurpose room will provide program space as a gymnasium and auditorium with associated storage and office space. The four-classroom addition will accommodate kindergarten classroom space. Renovation work will include the cafeteria, kitchen, and office areas. The project will also remove all modular classrooms from the school site.

Project Phase Timeline by FY



Costs (\$ in 1000s)	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	6 Year Total	Future FYs	Project Total
Construction	-	-	-	2,009	18,077	-	-	20,085	-	20,085
Total – Costs	-	-	-	2,009	18,077	-	-	20,085	-	20,085
General Obligation Bonds	-	-	-	2,009	18,077	-	-	20,085	-	20,085
Total – Funding Sources	-	-	-	2,009	18,077	-	-	20,085	-	20,085

Operating Impacts (\$ in 1000s)	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Debt Service	-	-	-	120	1,550	2,085	3,756
Total – Impact	-	-	-	120	1,550	2,085	3,756



Capital Improvement Program

LCPS Capital Facility Planning Guidelines

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LCPS Capital Facility Planning Guidelines

ADOPTED BY THE LOUDOUN COUNTY SCHOOL BOARD ON DECEMBER 13, 2022

SECTION 1: Purpose of the Capital Facility Planning Guidelines

The purpose of the Loudoun County Public Schools (LCPS) Capital Facility Planning Guidelines is to identify the general planning principles and goals that the Loudoun County School Board (LCSB) and the Loudoun County Board of Supervisors have agreed upon in the development of the long-range capital building program to provide public school facilities in Loudoun County. The document serves in tandem with the Capital Improvement Program (CIP) documents outlining new construction, the Capital Asset Preservation Program (CAPP), and the Capital Renewals Program (CRP), which, together, provide public information and opportunity for public input. Planning principles will be used to identify and quantify the requirements for the construction of new schools and to ensure that existing schools are safe, quality places for students to learn and for employees to work. This document replaces the school standards identified in the adopted 2017 Capital Facility Standards and the previously adopted 2010 Capital Facility Planning Guidelines.

The Capital Facility Planning Guidelines support the Loudoun County School Board's stated mission and goals of providing a superior education, safe schools, and a climate for success. Requirements ensure that all students, faculty, and staff have access to quality facilities, resources, technology, and instructional programs. The Guidelines are based upon minimum requirements in the Virginia Department of Education's "Guidelines for School Facilities in Virginia's Public Schools" and LCPS' application thereof.

SECTION 2: Planning Process

The School Board annually adopts a Capital Improvement Program (CIP) budget. The CIP is a forecast of expenditures for land acquisition; site development; design; construction; and furniture, fixtures, and equipment (FFE) costs associated with the development of new or renovated schools, infrastructure, and other school-related facilities.

As a 30-year capital plan, the School Board's CIP addresses an immediate short term six-year plan, a medium-term plan (years seven through ten), and a long-term outlook (years 11 through 30). Projects included in the CIP are based on education program requirements, School Board-endorsed educational policy standards, and the ability of existing school facilities to accommodate present and future instructional programs and student enrollments.

LCPS monitors student enrollment and assesses the need for capacity in our schools on an ongoing basis. Each fall, six-year student enrollments are developed for the division and each individual school by grade. The enrollment projections are utilized for a variety of planning and decision-making functions, among which operational and budgeting needs are the most essential. Student enrollment projections, school capacities, and county population trends influence the priority order of projects and the funding plans in the School Board's CIP – specifically the construction of new schools, classroom additions and facility renovations.

SECTION 3: School Design Objectives

With a mission of "empowering all students to make meaningful contributions to the world," LCPS has developed strong facility standards to support the creation and maintenance of state-of-the-art teaching and support spaces.

Most recently updated in 2021, the Virginia Department of Education's (VDOE) "Guidelines for School Facilities in Virginia's Public Schools" have long served as the basis of the LCPS Educational Specifications and Guideline Specification standards and "define the minimum standard that all schools in Virginia should meet and are a design

**LCPS Capital Facility Planning Guidelines**

starting point for school facility planners, architects, and local school divisions. School facility planners and local school divisions are encouraged to adapt these recommendations as needed to meet the needs of a school's educational programs." Additionally, the *Code of Virginia* requires the Board of Education to review their "Standards of Quality" document every two years. Most recently revised in 2021, there are three (3) priorities stated: to promote educational equity for all students; to support the recruitment and retention of educational personnel; and to support the "Profile of a Virginia Graduate." Each of these priorities directly aligns with the LCPS mission.

From the VDOE guidelines and recommendations, LCPS has developed and maintains Educational Specifications for each school level – elementary, middle, and high schools – as well as comprehensive Guideline Specifications for standard specifications for all facilities. The primary objective of the LCPS Educational Specifications is to establish the LCPS minimum requirements for new construction, however the document also serves as a tool to review parity and equity for improvements of older facilities. Included in the Educational Specifications are LCPS-tailored strategies for site design, building design and requirements for technology, furnishings, fixtures, and equipment. Additional detail is discussed in Sections 4 and 5.

Additionally, LCPS has several targeted planning objectives that are considered for all new school projects as they are developed:

A. Co-Location of Facilities: Co-location of school and public facilities is a strategy supported by Loudoun County School Board and the Loudoun County Board of Supervisors with both infrastructure and operational benefits. LCPS and Loudoun County Government have a long history of successful co-location including school facilities and community, recreation or public safety uses. Staff considers appropriate co-location based on site acreage during the LCPS capital needs assessment and life cycle management process and Capital Improvement Program (CIP) development processes.

B. Community Use: Loudoun County Government, including the Office of Elections and the Department of Parks, Recreation and Community Services (PRCS) have priority to use school buildings and grounds when not required for school use. The original agreement between the Loudoun County School Board and the Loudoun County Board of Supervisors dates to the 1967-1968 timeframe. School Board Policy and Regulation 6310, *Facility Use*, defines the conditions for community use of school facilities.

LCPS and PRCS also work together to determine school facilities available to host other community uses including after school childcare and athletics, as examples.

C. Emergency Use: In coordination with the Loudoun County Office of Emergency Management, LCPS works in an active and continual manner to support school and community needs in emergency and/or shelter circumstances in coordination to provide community programs, services and support public safety.

D. Sustainability, Energy, and Environmental Stewardship: LCPS is committed to and has a strong history in energy and environmental stewardship and is continuously exploring advancements in sustainable design, technology and high-performance building and system practices in design and construction. In 2010, the School Board adopted Policy 6410, *High Performance Building Design, Construction and Operations*, implementing sustainable practices in environmental quality, water and energy consumption, renewable energy generation, products, materials, and waste management in new facilities and school renovation projects. LCPS has a long and established history of being awarded the ENERGY STAR Partner of the Year Sustained



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Excellence Award as a benchmark of energy stewardship achievement. LCPS Environmental Requirements and Goals are part of each major design contract outlining specific strategies, life cycle cost analysis requirements for building systems selection, and energy performance criteria.

LCPS design objectives, Educational Specifications, Guideline Specifications, and standards are provided to all consulting architects. Design parameters are reviewed by LCPS during the design process for new school and renovation projects to ensure the strategic objectives are met, as applicable to the project.

SECTION 4: Site Design

The overall design process begins years in advance with pre-design studies linked to the findings and proposed facility plans as developed through the LCPS capital needs assessment and life cycle management process as presented in the CIP. Site selection and land acquisition processes are based on the needs identified in the CIP and the School Board's capital budget. The standards provide flexibility in planning for school development to meet community needs. For public schools in Loudoun County, LCPS follows the following general planning guidelines:

A. Elementary School:

- Building Square Footage: 100,000 – 120,000 GSF
- Site Acreage: Up to 20 Usable Acres
- Standard: 900-1,000 pupils

B. Middle School:

- Building Square Footage: 185,000 – 215,000 GSF
- Site Acreage: Up to 35 Usable Acres
- Standard: 1,350 – 1,500 pupils

C. High School:

- Building Square Footage: 290,000 – 345,000 GSF
- Site Acreage: Up to 75 Usable Acres
- Standard: 1,800 – 2,100 pupils

These standards exceed the VDOE recommended minimum site acreage to accommodate for outdoor programmed spaces including, but not limited to playgrounds, Physical Education areas and athletics or recreation areas as well as ancillary support. Site acreage identified is based on usable area excluding acreage that cannot be built upon and considering applicable zoning, infrastructure and stormwater management requirements and necessary site circulation for pedestrians, busses and cars. Flexibility for varying existing site conditions is important in the site planning process to accommodate all required program elements. All LCPS site design standards are documented in the LCPS Educational Specifications.

Simplicity of entrance access and a completely separated pedestrian, car, and bus circulation paths are primary LCPS goals of school site design. Adequate staff and visitor parking as well as bus parking, where applicable, may consume 4 – 12 acres on a traditional site alone. Configuration of the parcel in relation to roadway infrastructure must be considered in the overall site circulation patterns. Providing a clear, separated circulation path for parent drop off and pick up from the bus loop along with sufficient queuing space for both paths are other large acreage functions. These functions are critical to both the operational success and safety of active school sites.



LCPS Capital Facility Planning Guidelines

Physical Education, recreation, and athletics along with supporting functions are also large programmatic drivers for school sites. Playgrounds are governed by School Board Policy and Regulation 6320, *Playgrounds*, and are commonly used by students during the school day and by the public during non-school hours. LCPS playgrounds are designed to meet accessibility requirements and an inclusive playground will be installed when space and funding permit, as part of new elementary school construction.

Physical Education, recreation and athletics elements vary by school level and are generally planned by LCPS as follows and as site conditions allow:

Elementary School Elements	Quantity	Minimum Size
Multi-Use (Hard Surface)	1	55' x 170' for US Map
Multi-Use (Hard Surface) Basketball	1	60' x 120'
Fenced Play Area (Kindergarten)	1	Varies
Playground	1	70' x 80'
Multi-Use Playing Field with Walking Track: 4 Options		
1 – Large Soccer Field with Irrigation	1	225' x 360'
2 – Small Soccer Field with Irrigation	1	138' x 228'
3 – U8 Micro Soccer Field	1	90' x 150'
4 – U6/U7 Soccer Field	2	75' x 105' each
Softball Field	1	200' left to right field 20' backstop to home plate
Middle School Elements	Quantity	Minimum Size
Multi-Use (Hard Surface) Basketball	1	96' x 224'
Multi-Use Playing Field with Walking Track: 4 Options		
1 – Large Soccer Field with Irrigation	2	225' x 360'
2 – Small Soccer Field with Irrigation	2	138' x 228'
3 – U8 Micro Soccer Field	2	90' x 150'
4 – U6/U7 Soccer Field	4	75' x 105' each
Softball Field	1	200' left to right field 25' backstop to home plate
High School Elements	Quantity	Minimum Size
Stadium with Lighting, Press Box, Track, etc. with artificial turf	1	195' x 300' Soccer 160' x 300' Football
Softball Field with Lighting and Press Box	1	200' left to right field 30' to home plate
Baseball Field with Lighting and Press Box	1	310' left to right field 60' backstop to home plate
Practice Fields with Lighting with artificial and natural turf	2	55 yds x 120 yds
Tennis Courts with Lighting Pickleball Courts	6	36' x 78' each

In support of high school extracurricular activities, LCPS sites also include a Concession Stand Building with Restrooms, a Storage Building, a Team Room Building with Restrooms, Baseball and Softball Press Box Buildings, a Ticket Booth, Tractor Storage, Marching Band Storage and Observation Towers.

As growth in Loudoun County continues and traditional suburban or rural sites of large acreage are less available, it should be considered that school site design will be challenged by existing condition constraints. The same is true as Loudoun develops more urban areas surrounding Metro – the site requirements are no longer necessarily



LCPS Capital Facility Planning Guidelines

prototypical; flexibility will be necessary to maximize site utilization while delivering all the programmatic requirements. Loudoun County Zoning Ordinance requirements, both current and future, will affect the site design approach for school sites and will require further analysis that is project specific. These considerations may also apply to additions and renovations of existing school facilities.

SECTION 5: Building Design

The building design process at LCPS begins with a verification of program for the particular school. LCPS has long maintained prototypical building programs that are site-adapted as school facilities are planned through the LCPS capital needs assessment and life cycle management process as presented in the CIP. As referenced in Section 4, the Capital Facilities Standards provides for a range of pupil planned capacity for each school level with planned capacity as follows:

- A. Elementary School: 900 – 1,000 pupils
 - Kindergarten through Grade Five
 - Planned Capacity of 23 students per General Education Classroom and 10 students per Special Education Classroom
 - Art, Music, Gym, Media Center, Cafeteria, Administrative Office, and Support
 - Classroom Restrooms provided in Kindergarten – Grade Three
 - Regional Classrooms
- B. Middle School: 1,350 – 1,500 pupils
 - Grades Six through Eight
 - Planned Capacity of 19 students per General Education Classroom and 10 students per Special Education Classroom
 - Fine Arts, Auditorium, Career & Technical Education, Labs, Main Gym, Auxiliary Gym, Media Center, Cafeteria, Administrative Office, and Support
- C. High School: 1,800 – 2,100 pupils
 - Grades Nine through Twelve
 - Planned Capacity of 21 students per General Education Classroom and 10 students per Special Education Classroom
 - Fine Arts, Auditorium, Career & Technical Education, Labs, Main Gym, Auxiliary Gym, Athletics Facilities as outlined in Section 4, Media Center, Cafeteria, Administrative Office, and Support
- D. Additional Program Elements:
 - Elementary, Middle and High School Level Collaboration Spaces
 - Elementary, Middle and High School Level Privacy Restrooms
 - Middle and High School Privacy Showers/Changing

This planned capacity becomes the basis of the building program and, with VDOE Guidelines on instructional space including recommendations for Classroom sizes, LCPS develops a school-specific building program to meet the instructional philosophy and educational delivery objectives.

To deliver state-of-the-art education to the students of Loudoun County, LCPS follows the VDOE Guidelines on standard classroom sizes for new construction. Major renovations endeavor to also meet the current VDOE Guidelines. School size and design is guided by educational program requirements and standards established by the Loudoun County School Board. Classroom sizes include all features such as storage, countertops, however,



LCPS Capital Facility Planning Guidelines

exclude classroom toilets. All LCPS building design standards are documented in the LCPS Educational Specifications.

Similar to site design considerations, as growth in Loudoun County continues, flexibility within the general parameters of the approved Capital Facility Standards and the LCPS historical prototypical program will need consideration. For example, in School Year 2022 – 2023, LCPS opened its first three-story Elementary School and has under construction, its first four-story Middle School. Site adapting the prototypical program will continue to be a challenge on constrained and more urban sites necessitating increased square footage in building programming for duplication of functions on multiple floors, increased vertical and horizontal circulation and building support.

Both new construction and renovation projects must study continued development of building design and new instructional initiatives in realms that include student support areas including mental health, expanded STEM (Science, Technology, Engineering and Math) and CTE (Career and Technical Educations) programs, Project Based Learning (PBL), specialized services, and other requirements that will continue to inform space programming in all levels of schools. Safety and security are paramount and are assessed through multiple lenses during the site and building design including application of Crime Prevention Through Environmental Design (CPTED) principles and review of projects. Flexibility in design will require attention to create adaptable spaces supported by furniture and technology that can support all student and staff needs with longevity. Renovation projects aim to achieve the same LCPS requirements as new construction projects, however, the existing site and building constraints will require project-specific analysis. Qualitative aspects of design including access to daylight, acoustics and thermal comfort play important roles in the experience for staff and students.

SECTION 6: Furniture, Fixtures and Equipment including Technology

LCPS maintains strong standards of Furniture, Fixtures and Equipment (FFE) and Technology to deliver and support school facilities and 21st century learning. FFE is included in all new construction and renovation projects. FFE efforts include, but are not limited to, furniture, fixtures, and equipment, but also technology equipment and software, instructional materials and equipment required to support and maintain the facility to deliver a fully outfitted, turn-key project.

SECTION 7: Life Cycle Planning

LCPS endeavors to build 75-year buildings to serve the educational mission of Loudoun County and support community uses year-round. Major renovations and/or additions to existing schools are considered when additional permanent/long-term capacity is needed and full condition evaluations are conducted at the mid-life facility age. The trigger for additional capacity or replacement is evaluated and established each year through the School Board Adopted CIP. Renovations and additions increasing capacity must consider the impact to the building's core capacity in areas including but not limited to restrooms, Cafeteria, Media Center, Administrative Office, and Gyms.

Throughout a school's life cycle, maintenance and improvements may also be funded through the Capital Asset Preservation Program (CAPP) or through the Capital Renewals Program (CRP) portion of the CIP budget. In accordance with LCPS Policy 6410, *High Performance Building Design, Construction and Operations*, schools should be managed in terms of life cycle and instructional appropriateness. When a facility has aged to 75 years, evaluation to determine if the structure should continue to support instructional requirements and activities with either minor capital improvements, a major capital renovation, or complete capital replacement of the facility to meet new school facility design standards. Critical systems replacements are commonly considered when a building has aged to 30 years or greater. Analysis of existing facilities and their life cycle considerations relative to renovation or replacement will be identified in the annual School Board Adopted CIP.



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SECTION 8: Support Facilities

LCPS evaluates the need for additional support facility space based upon a full programming analysis. As a means to apply standardized space allocations, this analysis identifies individual department requirements, role or position responsibilities, key job functional requirements and level of responsibility. Needs will be analyzed from a cost benefit perspective and may include analysis of lease space alternatives. As growth continues, needs for expanded support or Administrative Space will be identified in the annual School Board Adopted CIP.

SECTION 9: Conclusion and Future Updates

The LCPS Capital Facility Planning Guidelines will continue to serve as the School Board and Loudoun County Board of Supervisors endorsed guide to the development of school facility projects including buildings and sites, renovations, and new construction alike via adoption of the CIP. Changes to the Educational Specifications will continue to be required over time with VDOE updates or other legislative revisions. These updates would be presented during the School Board's subsequent Capital Budget Process. The effect of growth within the County will continue to be managed to ensure resource equity between older and newer facilities such that all students, faculty and staff have access to quality facilities, resources, technology, and instructional programs.





Debt Service Fund FY 2024 Adopted Budget

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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 47 counties to hold the highest rating (AAA) from all three bond rating agencies ensuring access to the market at the most favorable rates. More information about these ratios is described in the following pages.

Financing for capital improvement projects can take the form of general obligation bonds 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 2024 projected 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 2024 on debt scheduled to be issued in FY 2024, 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 ¹

	FY 2021 Actual	FY 2022 Actual	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Expenditures					
Debt Service on County Projects	\$69,040,058	\$81,533,170	\$96,758,662	\$104,460,536	\$116,235,852
Debt Service on School Projects	152,014,390	168,243,796	138,808,388	146,530,544	156,157,271
Transfers to Other Funds ²	4,836,631	9,800,784	-	-	-
Personnel ³	-	-	458,000	441,000	454,230
Costs of Issuance and Other Fees ⁴	1,843,507	1,457,855	653,500	693,400	693,400
Payment to Refunded Bond Escrow Agent	113,178,957	28,141,155	-	-	-
Total – Expenditures	\$340,913,543	\$289,176,760	\$236,678,550	\$252,125,480	\$273,540,753
Revenues					
Use of Fund Balance	\$ -	\$8,971,457	\$10,000,000	\$10,000,000	\$5,000,000
Interest Earnings	393,322	533,915	225,000	227,882	227,882
Interest Rebate – Build America Bonds ⁵	224,686	200,388	-	-	-
Estimated Lease Revenue – Stadium Project ⁶	905,616	1,336,671	1,381,889	1,435,610	1,484,499
Transfers from Other Funds ⁷	12,122,535	28,103,296	25,608,732	25,253,429	25,146,358
Bond Issuance Premium and Refunding Proceeds ⁸	141,259,758	51,337,284	-	-	-
Total – Revenues	\$154,905,917	\$90,483,011	\$37,215,621	\$36,916,921	\$31,858,739
Local Tax Funding	\$186,007,626	\$198,693,748	\$199,462,929	\$215,208,559	\$241,682,015
FTE³	-	-	3.00	3.00	3.00

¹ Totals may not add due to rounding.

² Transfers from the Debt Service Fund are primarily to the Capital Projects Fund or to the General Fund. Beginning FY 2023, there will be no transfers made to General Fund for personnel expenditures.

³ FY 2023 and onwards, personnel expenditures for three debt management staff will be charged to Debt Service Fund as opposed to being transferred from the Debt Service Fund to the General Fund for previous years.

⁴ 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.

⁵ The Series 2010A GO, Build America Bonds were refunded in FY 2020, therefore the subsidy will no longer be received.

⁶ Per the lease agreement with DC Soccer, the team will make rental payments to the County for the use of facilities at Bolen Park, which will pay the debt service on the bonds issued to construct the facilities.

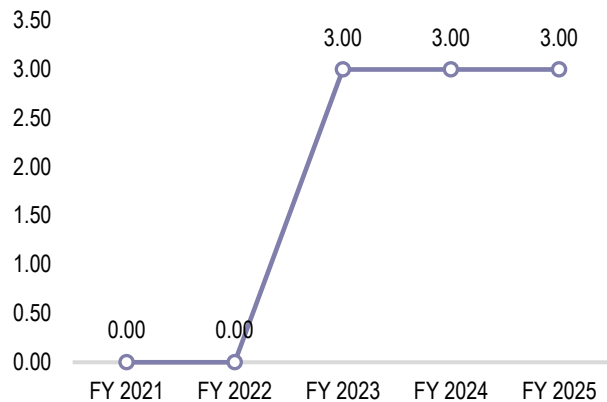
⁷ Transfers into the Debt Service Fund are primarily from the Capital Project Fund for debt service associated with Landfill construction, the General Fund for facility lease fees, and the Transportation District Fund for Metrorail tax revenue to cover debt service associated with the construction of the Metrorail project and Metrorail Parking Garages.

⁸ Represents bond premium received from issuances in FY 2021 and FY 2022, 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 2024-FY 2028. Figure 1 presents this same information through 2048, when the last payment will be made on debt issued through FY 2028.

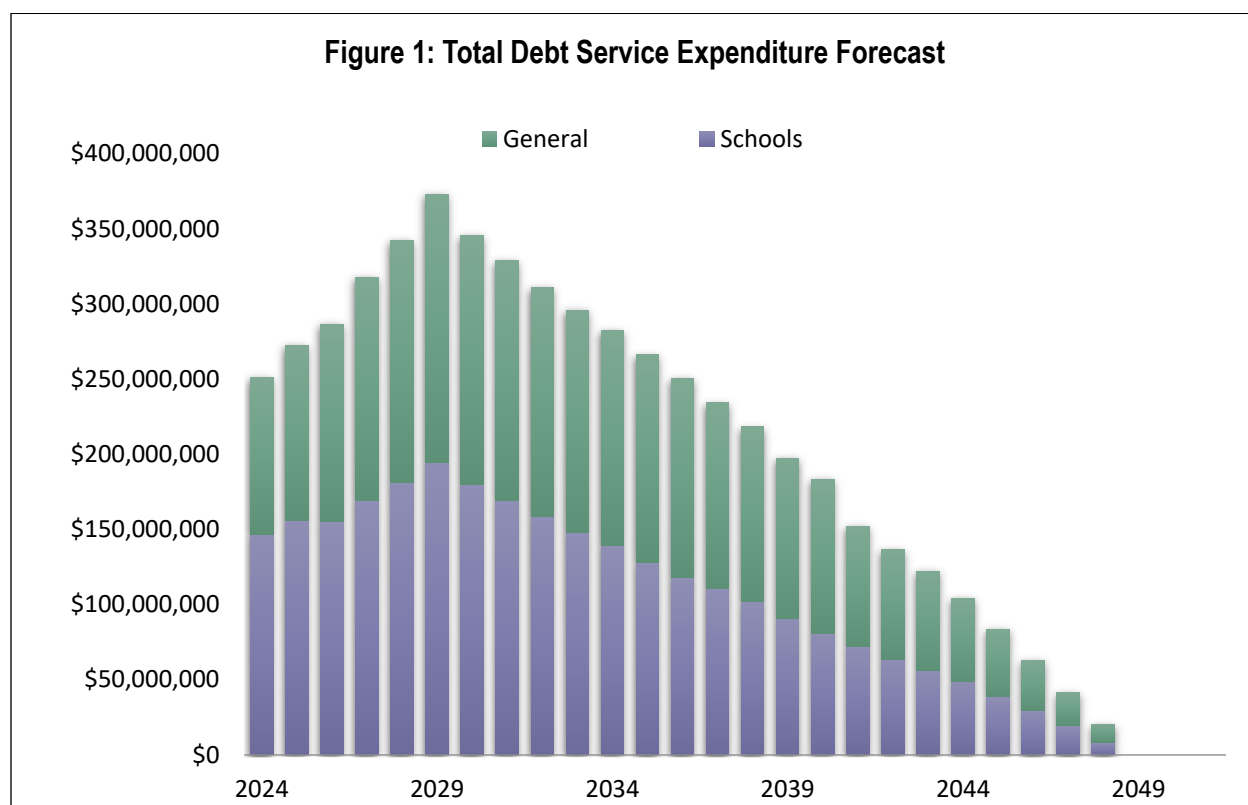
Table 2. FY 2024-2028 Debt Service Expenditures ¹

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
General Government					
Actual Debt Service Due	\$88,656,170	\$84,401,719	\$80,571,704	\$78,160,341	\$73,954,751
Projected Debt Service	15,804,366	31,834,133	50,577,190	70,155,052	86,859,978
Subtotal	\$104,460,536	\$116,235,852	\$131,148,894	\$148,315,393	\$160,814,729
Schools					
Actual Debt Service Due	\$134,963,335	\$123,726,754	\$103,082,585	\$94,867,372	\$81,824,646
Projected Debt Service	11,567,209	32,430,517	52,221,287	74,683,678	99,725,003
Subtotal	\$146,530,544	\$156,157,271	\$155,303,872	\$169,551,050	\$181,549,649
Total - Debt Service	\$250,991,080	\$272,393,124	\$286,452,765	\$317,866,443	\$342,364,379

¹Totals may not add due to rounding.



Debt Service Fund



Debt Management

While the Commonwealth of Virginia imposes no statutory limitation on the amount of debt a County may incur, Loudoun County establishes 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 October 18, 2022)

The County's debt capacity shall be maintained within the following primary goals:

- *Annual debt issuance guideline is set at \$325 million beginning with FY 2024, \$350 million for FY 2025, and \$400 million for FY 2026 and beyond to be reviewed by the Board in FY 2026. For planning purposes, \$400 million is assumed to remain in effect for FY 2027 through FY 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

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



Debt Service Fund

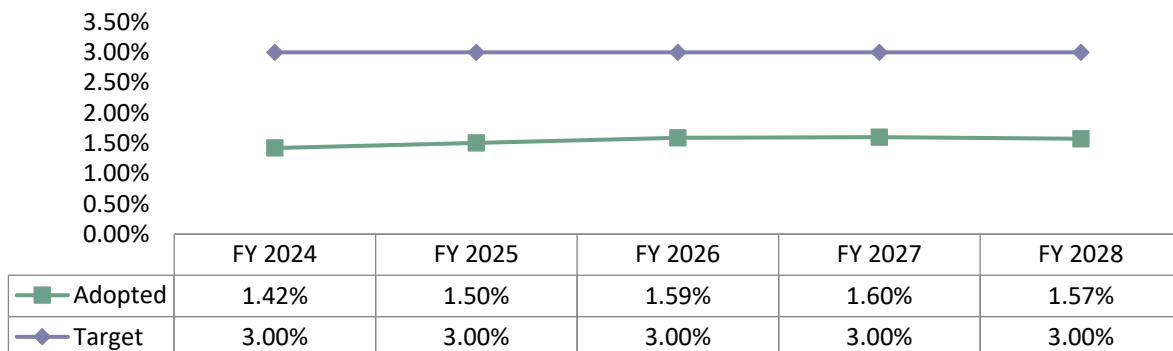
to actively manage the annual growth of its debt burden. The FY 2024 adopted Capital Budget abides by all County fiscal policies and debt ratios.

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Debt Issuance Guideline	\$325,000,000	\$350,000,000	\$400,000,000	\$400,000,000	\$400,000,000
Debt Issuance Projected	\$325,000,000	\$349,466,554	\$400,000,000	\$400,000,000	\$400,000,000
Remaining Debt Capacity	\$0	\$533,446	\$0	\$0	\$0

- *Net debt as a percentage of estimated market value of taxable property should not exceed 3.0 percent.*

This ratio means that the amount of outstanding debt cannot exceed 3.0 percent of the value of the County's taxable real and personal property. The assessed value of taxable property is an indication of the County's ability to generate revenue. This ratio ensures that the County's outstanding debt is not too high compared to the assessed value, which can lead to overburdening the tax base and reducing the County's flexibility to use revenues for operations, or to meet future capital needs. The credit rating agencies consider this ratio to be very important and often cite the County's adherence to this ratio in their ratings reports.

Figure 2: Debt to Estimated Property Value



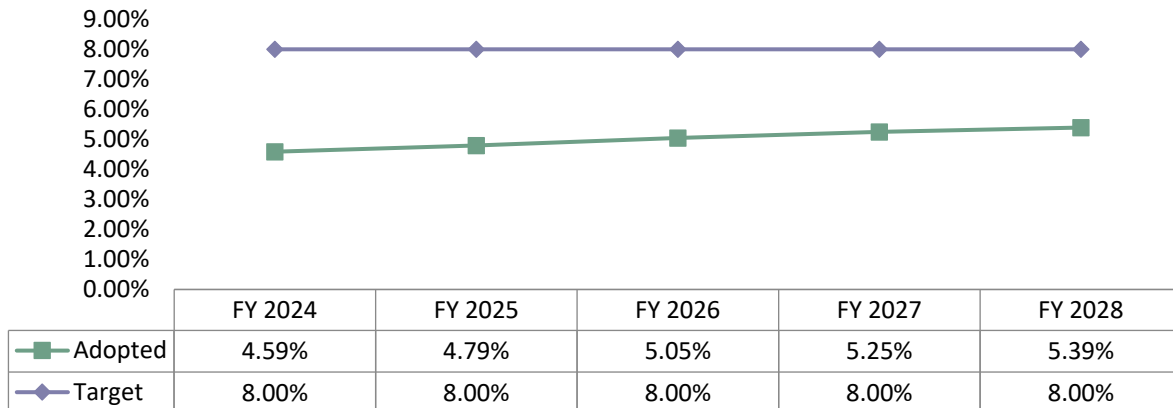


Debt Service Fund

- *Net debt per capita as a percentage of income per capita should not exceed 8.0 percent.*

This ratio means the amount of outstanding debt per person, cannot exceed 8.0 percent of the estimated income for each person based on population and income projections. This indicator measures the community's ability to support existing and additional indebtedness.

Figure 3: Debt to Per Capita Income



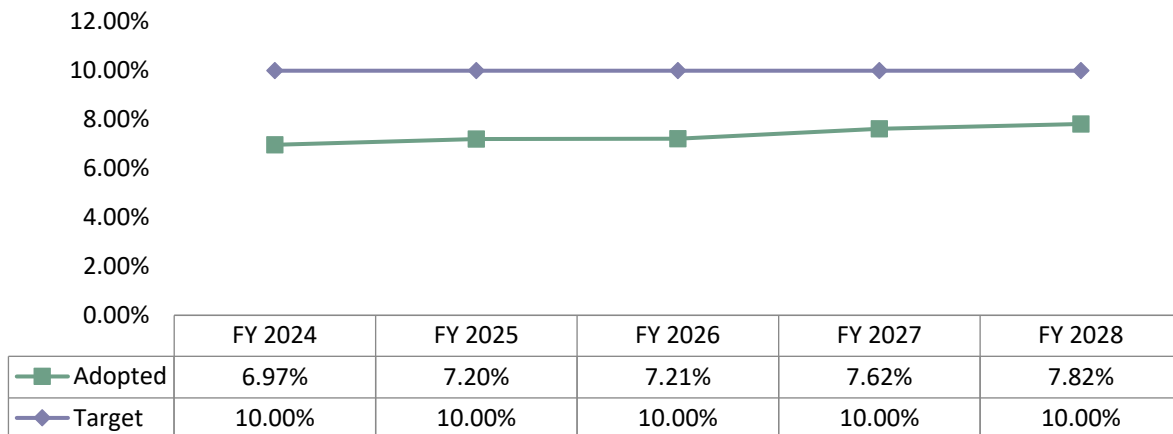
- *Debt service expenditures as a percentage of governmental fund expenditures should not exceed 10.0 percent.*

This ratio means the amount of debt service (principal and interest payments) in each fiscal year, cannot exceed 10.0 percent of total governmental funds expenditures. This includes all appropriated funds, not just the General Fund. Because debt service is considered a fixed cost (i.e., not discretionary) the established ratio ensures that the County does not lose budgetary flexibility to maintain or increase service levels by having a significant portion of its budget dedicated to debt service payments. This ratio works in tandem with the debt to assessed value ratio. The credit rating agencies also consider this ratio to be very important and often cite the County's adherence to this policy target as a measure of the County's ability to maintain an affordable debt burden.



Debt Service Fund

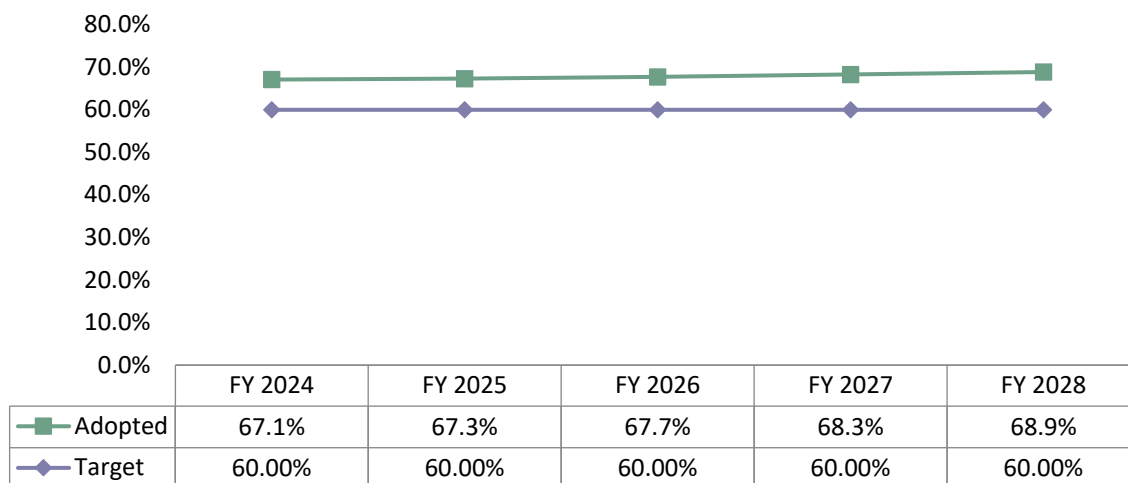
Figure 4: Debt Service to Expenditures



- *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





Debt Service Fund

The Capital Improvement Program and the Impact on Future Debt Ratios

The development of the six-year Capital Improvement Program (CIP) and the inclusion of new debt financed projects must be analyzed and evaluated against previously authorized debt financed projects and the existing required debt service to ensure the inclusion of the new projects complies with the County's fiscal and debt policies. The results are shown on the *Impact on Future Debt Ratios* table on the following page (Table 3).

Table 3 begins with the projected amount of tax supported debt outstanding, and then shows the impact of adding the debt-financed capital projects contained in the FY 2023 – FY 2028 Amended 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, financing agreements, installment purchase agreements and loans.

Ratios

The ratios section of the table shows the results of how the debt included in the CIP, coupled with the County's existing debt comply with the Board's fiscal policy targets. Throughout the development of the CIP, these ratios are constantly monitored to see how changes to project funding and timing impact the ratios. For more information on how the CIP is developed and the factors affecting the development of the CIP, see the Capital Improvement Program Executive Summary included in Volume 2 of the budget document.

Annual Debt Issuance Guideline

The Board's fiscal policy has an annual debt issuance guideline of \$325 million for FY 2024, increasing to \$350 million in FY 2025, and \$400 million in FY 2026 and beyond excluding debt issued for projects supported by a specific revenue source, certain economic development projects, and the purchase of assets demonstrated to produce net present value savings. This section of the table shows the amount of debt projected to be issued each year and the remaining capacity under the guideline.



Debt Service Fund

IMPACT ON FUTURE DEBT RATIOS					
Adopted FY 2024 - FY 2028					
	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Beginning Net Tax Supported Debt	\$1,975,655,793	\$2,148,475,509	\$2,333,805,626	\$2,555,512,534	\$2,763,139,529
Plus:					
New Debt Issued	345,661,471	370,096,554	410,280,000	416,040,000	410,280,000
Less:					
Retired Debt (Old)	172,841,755	164,431,437	146,503,091	141,983,005	130,355,000
Retired Debt (New)	0	20,335,000	42,070,000	66,430,000	91,380,000
Ending Net Tax Supported Debt	\$2,148,475,509	\$2,333,805,626	\$2,555,512,534	\$2,763,139,529	\$2,951,684,530
Debt Service (1)	\$250,991,080	\$272,393,124	\$286,452,765	\$317,866,443	\$342,364,379
Population	448,961	456,284	464,275	472,401	480,267
Public School Enrollment	83,061	84,225	84,519	84,502	84,792
Estimated Property Value (in Millions)	\$151,112	\$155,160	\$160,918	\$172,712	\$187,711
Per Capita Income	\$104,338	\$106,717	\$109,084	\$111,517	\$114,007
Expenditures	\$3,602,311,805	\$3,782,427,395	\$3,971,548,765	\$4,170,126,203	\$4,378,632,513
Ratios:					
Debt to Estimated Property Value	1.42%	1.50%	1.59%	1.60%	1.57%
(Fiscal Policy Target = <3%)					
Debt to Per Capita Income	4.59%	4.79%	5.05%	5.25%	5.39%
(Fiscal Policy Target = <8%)					
Debt Service to Expenditures	6.97%	7.20%	7.21%	7.62%	7.82%
(Fiscal Policy Target =<10%)					
Ten-Year Debt Payout Ratio	67.1%	67.3%	67.7%	68.3%	68.9%
(Fiscal Policy Target=>60%)					
Annual Debt Issuance Guideline:	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Debt Issuance Guideline (2)	\$325,000,000	\$350,000,000	\$400,000,000	\$400,000,000	\$400,000,000
Less:					
Debt Issuance Projected	\$325,000,000	\$349,466,554	\$400,000,000	\$400,000,000	\$400,000,000
Remaining Debt Capacity	\$0	\$533,446	\$0	\$0	\$0
1) Debt Includes general obligation bonds and appropriation-backed financing.					
2) The annual debt issuance guideline includes projects in the CIP with the exception of the Dulles Corridor Metrorail Project, the Loudoun County-based Metrorail garages, the County Landfill, and certain economic development projects.					



Debt Service Fund

Debt Issuance by Category

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

Figure 6: New Debt Issuance by Category

Adopted Debt Financing FY 2024 - FY 2028 Amended Capital Improvement Program					
Fiscal Year	General Government	Transportation	Schools	Total County	
				Adopted	Board Guidelines
2024	\$ 87,056,749	\$ 65,257,103	\$ 172,686,148	\$ 325,000,000	\$ 325,000,000
2025	\$ 92,656,989	\$ 91,954,173	\$ 164,855,392	\$ 349,466,554	\$ 350,000,000
2026	\$ 119,179,999	\$ 84,792,201	\$ 196,027,801	\$ 400,000,000	\$ 400,000,000
2027	\$ 86,530,840	\$ 86,612,677	\$ 226,856,482	\$ 400,000,000	\$ 400,000,000
2028	\$ 107,222,093	\$ 117,888,012	\$ 174,889,895	\$ 400,000,000	\$ 400,000,000
Total	\$ 492,646,671	\$ 446,504,165	\$ 935,315,719	\$1,874,466,554	\$ 1,875,000,000

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 2024 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 Amended Capital Improvement Program										
Capital Projects and Leases To Be Financed						Anticipated Sale or Closing Dates and Amounts				
Financing Type/Project	Total Project Cost	Amount to be Financed FY 2024 - FY 2028	Project Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
General Government Projects										
Consolidated Shops and Warehouse Facility	41,160,875	2,460,875 (2)	2016	N/A	Not Required A	2,460,875	0	0	0	0
County Renovation Program	132,503,549	45,099,049 (2)	2021	N/A	Not Required B	2,434,049	6,685,000	10,928,000	11,777,000	13,275,000
County Renovation Program- DIT Renovations	6,000,000	5,500,000 (2)	2023	N/A	Not Required A	2,750,000	2,750,000	0	0	0
County Renovation Program- DTCI Renovations	6,000,000	6,000,000 (2)	2024	N/A	Not Required A	3,000,000	3,000,000	0	0	0
Eastern Services Center	17,250,000	17,250,000 (2)	2024	N/A	Not Required A	6,900,000	10,350,000	0	0	0
General Government Office Building - Phase I	89,591,000	79,610,935 (2)	2023	N/A	Not Required B	8,016,000	10,888,000	25,533,705	24,158,935	11,014,295
Landfill - Cell Capping	10,570,000	5,760,000 (2)	2027	N/A	Not Required B	0	0	0	5,760,000	0
Union Street School	7,227,800	5,485,000 (2)	2023	N/A	Not Required A	5,485,000	0	0	0	0
Subtotal, General Government Projects	310,303,224	167,165,859				31,045,924	33,673,000	36,461,705	41,695,935	24,289,295
Health and Welfare Projects										
MHSADS Crisis Receiving Center	16,616,000	16,331,652 (2)	2024	N/A	Not Required	7,936,500	6,493,500	1,901,652	0	0
MHSADS Group Home Replacements	11,134,000	10,020,149 (2)	2025	N/A	Not Required B	0	843,000	1,967,000	2,884,060	4,326,090
Subtotal, Health and Welfare Projects	27,750,000	26,351,801				7,936,500	7,336,500	3,868,652	2,884,060	4,326,090
Parks and Recreation and Library Services Projects										
Arcola Quarters for the Enslaved	17,482,811	12,013,042 (2)	2022	N/A	Not Required A	7,207,825	4,805,217	0	0	0
Ashburn Recreation & Community Center	86,072,000	24,404,399 (1)	2017	44,270,000	Nov. 2016 A	14,672,463	5,447,204	4,284,732	0	0
Children's Science Center	15,000,000	3,481,471 (2)	2020	N/A	Not Required A	3,481,471	0	0	0	0
Dulles Adult Day Center	16,464,000	12,072,800 (1)	2025	15,964,000	Nov. 2023 B	0	2,494,400	3,741,600	1,945,600	3,891,200
Dulles South Community Park	23,024,000	11,120,400 (1)	2027	18,534,000	Nov. 2025 B	0	0	0	3,706,800	7,413,600
Fields Farm Park	39,707,815	31,146,000 (1)	2021	8,668,000	Nov. 2023 A	0	6,229,200	9,343,800	6,229,200	9,343,800
Linear Parks and Trails Signature Project	12,388,000	8,643,522 (1)	2024	8,644,000	Nov. 2023	0	3,457,409	5,186,113	0	0
Linear Parks and Trails System	67,350,000	15,000,000 (1)	2027	15,000,000	Nov. 2025	0	0	0	5,000,000	10,000,000
Sterling Neighborhood Park	14,996,800	14,965,000 (1)	2025	14,965,000	Nov. 2023 B	0	1,014,000	9,126,000	1,930,000	2,895,000
Western Loudoun Recreation Center	73,809,000	56,502,519 (1)	2024	6,000,000	Nov. 2024 B	5,663,600	8,495,400	9,365,732	15,978,569	16,999,218
Westpark Improvements	17,265,000	12,260,000 (1)	2026	12,260,000	Nov. 2024 B	0	0	4,904,000	4,904,000	2,452,000
Subtotal, Parks and Recreation and Library Services Projects	383,559,426	201,609,153				31,025,359	31,942,830	45,951,977	39,694,169	52,994,818
Public Safety Projects										
Adult Detention Center Expansion Phase III	45,357,000	26,441,751 (2)	2025	N/A	Not Required B	0	1,717,200	4,006,800	6,010,876	14,706,875
Brambleton Sheriff Station	27,292,000	1,793,700 (1)	2028	5,979,000	Nov. 2026 B	0	0	0	0	1,793,700
Courts Complex Phase IV Renovation	27,913,979	21,099,080 (2)	2021	N/A	Not Required A	8,720,680	8,252,400	4,126,000	0	0
Fire and Rescue - Lovettsville Fire and Rescue Station #12 Replacement	5,750,000	7,750,000 (1)	2016	13,500,000	Nov. 2016 A	7,750,000	0	0	0	0
Fire and Rescue - Station #04- Round Hill Station Replacement	29,052,228	7,932,637 (1)	2019	23,781,000	Nov. 2022 A	0	4,289,668	3,642,969	0	0
Fire and Rescue - Station #07 -Aldie Station Replacement	18,871,000	1,420,366 (2)	2008	N/A	Not Required A	1,420,366	0	0	0	0
Fire and Rescue - Station #08- Philomont Station Replacement	21,856,000	17,821,000 (1)	2022	21,636,000	Nov. 2020 A	0	6,256,000	11,565,000	0	0
Fire and Rescue - Station #28- Leesburg South Station	29,694,812	27,298,478 (1)	2021	11,333,000	Nov. 2023 A	9,539,391	9,539,391	8,219,696	0	0
Fire and Rescue - Station #29 - Loudoun Gateway Station	29,682,000	545,200 (1)	2028	5,452,000	Nov. 2026 B	0	0	0	0	545,200
Fire and Rescue - Training Academy Expansion	20,592,550	11,909,116 (1)	2026	12,365,000	Nov. 2026 B	0	0	1,337,200	2,005,800	8,566,116
Subtotal, Public Safety Projects	256,061,569	124,011,328				27,430,437	30,054,659	32,897,665	8,016,676	25,611,891
Transit Projects										
Franklin Park to Purcellville Trail	10,338,000	778,000 (1)	2022	778,000	Nov. 2024 B	0	0	778,000	0	0
River Creek Parkway Sidewalk	2,380,969	1,548,000 (1)	2022	2,362,000	Nov. 2020	224,000	1,324,000	0	0	0
Route 7 Shared Use Path	19,554,589	9,579,000 (1)	2024	4,604,000	Nov. 2023	3,350,000	5,025,000	1,204,000	0	0
Sidewalk and Trail Program	104,207,802	8,110,062 (1)	2022	34,489,000	Nov. 2020	5,036,641	3,073,421	0	0	0
Subtotal, Transit Projects	136,481,360	20,015,062				8,610,641	9,422,421	1,982,000	0	0
Notes on Amount to be Financed between FY 2024 - FY 2028										
(1) General obligation bond financing requires referendum approval. Expenditures prior to referendum approval will not use general obligation financing.										
(2) May be issued through Capital Leases, Leave Revenue Bonds, and other financing sources.										
Notes on Potential Referendum Dates and Projects										
A- Includes previously authorized, but unissued debt financing.										
B- Remaining amount to be financed after FY 2028										



Debt Service Fund

Schedule of Major Financings										
FY 2023 - FY 2028 Amended Capital Improvement Program										
Capital Projects and Leases To Be Financed						Anticipated Sale or Closing Dates and Amounts				
Financing Type/Project	Total Project Cost	Amount to be Financed FY 2024 - FY 2028	Project Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
Road Projects										
Arcola Mills Drive - Belmont Ridge to Stone Springs	57,640,415	3,122,019 (1)	2028	15,610,000	Nov. 2026 B	0	0	0	0	3,122,019
Braddock Road / Trailhead Drive Roundabout	8,600,000	3,994,400 (1)	2026	6,686,000	Nov. 2024 B	0	0	440,000	1,760,000	1,794,400
Braddock Road Widening - Paul VI Eastern Entrance to Loudoun County P	42,674,000	14,133,392 (1)	2027	20,415,000	Nov. 2025 B	0	0	0	8,055,209	6,078,183
Croscon Lane Widening- Claiborne to Old Ryan Road	26,575,743	17,705,000 (1)	2026	17,705,000	Nov. 2024 B	0	0	3,541,000	5,311,500	8,852,500
Crosstrail Blvd - Segment C Scyolin to Dulles Greenway	110,173,000	42,064,463 (1)	2024	33,048,000	Nov. 2023 A	7,149,985	10,724,978	9,675,800	4,837,900	9,675,800
Dulles West Blvd- Northstar Blvd to Arcola Blvd	72,176,000	16,920,396 (1)	2025	16,920,000	Nov. 2023 A	0	3,384,079	8,460,198	5,076,119	0
Evergreen Mills Road / Hogeland Mill Road - Bridge and Safety Improvemei	3,089,000	1,143,039 (1)	2025	1,143,000	Nov. 2023 B	0	669,307	0	155,539	318,193
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improv	28,808,000	6,073,063 (1)	2023	4,489,000	Nov. 2024 A	1,299,063	0	1,909,600	2,864,400	0
Evergreen Mills Road / Revolution Sportsplex - Westbound Left-Turn Lane	5,182,000	2,797,885 (2)	2025	5,182,000	Nov. 2023 B	0	695,690	390,951	122,110	1,589,134
Farmwell Road Intersection Improvements	38,188,000	20,318,137 (1)	2019	26,240,000	Nov. 2021 A	1,016,372	7,720,706	7,720,706	3,860,353	0
Harmony Middle School Shared Use Path	6,796,440	3,471,000 (1)	2025	3,471,000	Nov. 2023 A	0	1,735,500	1,735,500	0	0
Intersection Improvements	180,434,974	33,936,520 (1)	2019	13,373,000	Nov. 2023 A	10,981,211	13,425,500	2,000,000	158,928	7,370,881
Lake Drive Improvements	9,994,000	7,229,000 (1)	2026	7,229,000	Nov. 2024	0	0	2,891,600	4,337,400	0
Northstar Boulevard Widening -Tall Cedars Pkwy to Braddock Rd	40,175,000	3,257,800 (1)	2028	16,289,000	Nov. 2026 B	0	0	0	0	3,257,800
Route 15 / Lovettsville Road Intersection Improvement	7,560,776	5,994,417 (1)	2022	36,407,000	Nov. 2020 A	1,744,851	0	1,699,826	2,549,740	0
Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout	24,446,882	14,507,000 (1)	2022	24,463,249	Nov. 2020 B	0	0	5,802,800	5,802,800	2,901,400
Route 15 Widening - Whites Ferry to Montresor Road	52,340,000	15,987,000 (1)	2027	31,974,000	Nov. 2025 B	0	0	0	3,197,400	12,789,600
Route 15/Braddock Roundabout	25,655,275	5,781,000 (1)	2024	4,692,000	Nov. 2023 A	5,781,000	0	0	0	0
Route 50 North Collector Road- Tall Cedars Pkwy to Route 28	247,568,251	6,798,209 (1)	2022	67,137,000	Nov. 2020 A	1,639,594	0	1,031,723	2,063,446	2,063,446
Route 50/Everfield Roundabout	7,822,000	5,913,026 (1)	2024	5,873,000	Nov. 2022 B	857,026	0	672,000	1,753,600	2,630,400
Route 50/Loudoun County Parkway Interchange	280,883,000	25,923,906 (1)	2022	31,880,000	Nov. 2026	0	0	0	0	25,923,906
Route 50/Trailhead Roundabout	14,384,000	2,039,000 (1)	2020	12,845,000	Nov. 2020 A	2,039,000	0	0	0	0
Route 7 / Route 690 Interchange	52,685,208	20,544,740 (1)	2019	11,460,925	Nov. 2022 A	5,000,000	7,887,667	6,104,715	1,552,358	0
Route 7 Improvements- Route 9 to Dulles Greenway - Long term Improven	44,684,207	7,843,407 (1)	2023	917,000	Nov. 2026 B	3,870,483	2,250,124	0	0	1,722,800
Route 7 Pedestrian Improvements	11,903,038	600 (1)	2019	5,200,000	Nov. 2019 A	600	0	0	0	0
Route 9/Route 287 Roundabout	31,388,000	17,321,199 (1)	2020	5,730,000	Nov. 2023 A	2,408,480	9,262,719	5,650,000	0	0
Ryan Road Widening- Evergreen Mills to Beaverdam Dr	35,146,048	8,536,277 (1)	2026	14,832,000	Nov. 2024 B	0	0	467,810	2,271,240	5,797,227
Shellhorn Road - MWAA Property Boundary to Moran Road	44,567,340	32,982,411 (1)	2017	41,847,000	Nov. 2021 B	0	111,481	12,029,571	18,841,036	2,000,323
Sterling Boulevard/W&OD Overpass	11,707,020	8,991,000 (1)	2019	18,088,000	Nov. 2022 A	0	3,596,400	3,596,400	1,798,200	0
Waxpool Road / Loudoun County Pkwy Intersection	18,609,622	1,558,397 (1)	2019	3,517,000	Nov. 2021 A	1,558,397	0	0	0	0
Westwind Drive - Loudoun County Pkwy to Old Ox Rd	126,676,742	69,601,400 (1)	2019	68,456,000	Nov. 2023 B	11,300,400	21,067,600	6,990,000	10,243,400	20,000,000
Subtotal, Road Projects	1,668,533,981	426,489,103				56,646,462	82,531,752	82,810,200	86,612,677	117,888,012
SUBTOTAL - General	\$ 2,782,689,560	\$ 965,642,307				\$ 162,695,323	\$ 194,961,161	\$ 203,972,199	\$ 178,903,518	\$ 225,110,105
Notes on Amount to be Financed between FY 2024 - FY 2028										
(1) General obligation bond financing requires referendum approval. Expenditures prior to referendum approval will not use general obligation financing.										
(2) May be issued through Capital Leases, Leave Revenue Bonds, and other financing sources.										
Notes on Potential Referendum Dates and Projects										
A- Includes previously authorized, but unissued debt financing.										
B- Remaining amount to be financed after FY 2028										



Debt Service Fund

Schedule of Major Financings										
FY 2023 - FY 2028 Amended Capital Improvement Program										
Capital Projects and Leases To Be Financed						Anticipated Sale or Closing Dates and Amounts				
Financing Type/Project	Total Project Cost	Amount to be Financed FY 2024 - FY 2028	Project Start Year	Amount of Referendum	Potential Referendum Date or Status	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028
School Administration Projects										
School Vehicle Lease	61,680,000	51,400,000 (2)	2024	N/A	Not Required B	10,280,000	10,280,000	10,280,000	10,280,000	10,280,000
Subtotal, School Administration Projects	61,680,000	51,400,000				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	39,337,614 (1)	2023	57,911,000	Nov. 2021	33,866,820	5,470,794	0	0	0
ES-34 Dulles North Area	76,860,000	54,166,000 (1)	2026	74,341,000	Nov. 2024 B	0	0	5,166,000	19,215,000	29,785,000
Subtotal, Elementary School Projects	140,400,000	93,503,614				33,866,820	5,470,794	5,166,000	19,215,000	29,785,000
Middle School Projects										
MS-14, Dulles North	99,140,000	20,765,000 (1)	2021	88,770,000	Nov. 2019 A	20,765,000	0	0	0	0
Subtotal, Middle School Projects	99,140,000	20,765,000				20,765,000	0	0	0	0
High School Projects										
HS-14, Dulles North	271,000,000	266,546,734 (1)	2024	87,436,000	Nov. 2023 B	25,219,525	61,782,209	73,580,000	81,165,000	24,800,000
Subtotal, High School Projects	271,000,000	266,546,734				25,219,525	61,782,209	73,580,000	81,165,000	24,800,000
Other School Projects										
Banneker ES Renovation/Addition	38,947,840	38,947,840 (1)	2024	38,947,000	Nov. 2023	2,336,870	26,095,053	10,515,917	0	0
Land Acquisition (Various LCPS Projects)	239,537,000	41,260,000 (2)	2019	N/A	Not Required B	0	0	3,000,000	8,750,000	29,510,000
LCPS Facility Renewals and Alterations	625,044,000	161,334,077 (1)	2020	15,994,000	Nov. 2023 B	45,769,077	13,120,000	8,092,000	35,320,000	59,033,000
Park View High School Replacement	221,693,405	211,717,201 (1)	2024	183,548,000	Nov. 2023	13,301,604	42,491,236	69,463,934	66,138,532	20,321,895
School Bus Replacement & Acquisition	133,366,000	47,676,000 (2)	2019	N/A	Not Required B	5,366,000	9,745,000	10,280,000	10,845,000	11,440,000
School Security Improvements	109,704,252	19,575,252 (1)	2019	16,700,000	Nov. 2023 A	19,575,252	0	0	0	0
Valley Service Center & Culbert ES Bus Parking	1,595,000	13,120,000 (1)	2023	37,690,000	Nov. 2021 A	5,701,000	4,946,000	2,473,000	0	0
Valley Service Center Traffic Signal	785,000	785,000 (1)	2024	655,000	Nov. 2022	785,000	0	0	0	0
Waterford ES Renovation and Addition	20,085,000	20,085,000 (1)	2025	20,085,000	Nov. 2023	0	1,205,100	13,456,950	5,422,950	0
Subtotal, Other School Projects	1,390,757,497	554,500,370				92,834,803	97,602,389	117,281,801	126,476,482	120,304,895
SUBTOTAL - Schools	\$ 1,962,977,497	\$ 986,715,719				\$ 182,966,148	\$ 175,135,392	\$ 206,307,801	\$ 237,136,482	\$ 185,169,895
GRAND TOTAL	\$ 4,745,667,057	\$ 1,952,358,025				\$ 345,661,471	\$ 370,096,554	\$ 410,280,000	\$ 416,040,000	\$ 410,280,000
Notes on Amount to be Financed between FY 2024 - FY 2028										
(1) General obligation bond financing requires referendum approval. Expenditures prior to referendum approval will not use general obligation financing.										
(2) May be issued through Capital Leases, Leave Revenue Bonds, and other financing sources.										
Notes on Potential Referendum Dates and Projects										
A- Includes previously authorized, but unissued debt financing.										
B- Remaining amount to be financed after FY 2028										



Debt Service Fund

Debt Service Projections FY 2024 – FY 2028

Projects	Principal	Interest	Total Debt Service	Debt Service Projections FY 2024 - FY 2028					Total
				FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
General Government									
Consolidated Shops and Warehouse Facility	\$ 2,460,875	\$ 1,287,380	\$ 3,748,255	\$ -	\$ 248,044	\$ 241,794	\$ 235,544	\$ 229,294	\$ 954,676
County Renovation Program	45,099,049	23,670,040	68,769,089	-	241,702	904,952	1,973,602	3,102,452	6,222,708
County Renovation Program- DIT Renovations	5,500,000	2,885,000	8,385,000	-	277,500	543,000	529,250	515,500	1,865,250
County Renovation Program- DTCI Renovations	6,000,000	3,150,000	9,150,000	-	300,000	592,500	577,500	562,500	2,032,500
Eastern Services Center	17,250,000	9,055,000	26,305,000	-	690,000	1,710,250	1,662,000	1,624,000	5,686,250
General Government Office Building - Phase I	79,610,935	39,797,579	119,408,514	-	800,800	1,870,200	4,374,635	7,251,582	14,297,217
Landfill - Cell Capping	5,760,000	3,019,000	8,779,000	-	-	-	-	578,000	578,000
Union Street School	5,485,000	2,874,000	8,359,000	-	549,250	535,500	521,750	508,000	2,114,500
Subtotal, General Government Projects	\$ 167,165,859	\$ 85,737,999	\$ 252,903,858	\$ -	\$ 3,107,296	\$ 6,398,196	\$ 9,874,281	\$ 14,371,328	\$ 33,751,101
Health and Welfare									
MHSADS Crisis Receiving Center	\$ 16,331,652	\$ 8,355,160	\$ 24,686,812	\$ -	\$ 856,825	\$ 1,483,500	\$ 1,629,333	\$ 1,590,583	\$ 5,560,241
MHSADS Group Home Replacements	10,020,149	5,258,640	15,278,789	-	-	82,150	278,500	560,703	921,353
Subtotal, Health and Welfare Projects	\$ 26,351,801	\$ 13,613,800	\$ 39,965,601	\$ -	\$ 856,825	\$ 1,565,650	\$ 1,907,833	\$ 2,151,286	\$ 6,481,594
Parks and Recreation and Library Services									
Arcola Quarters for the Enslaved	\$ 12,013,042	\$ 6,312,290	\$ 18,325,332	\$ -	\$ 720,391	\$ 1,182,652	\$ 1,152,652	\$ 1,122,652	\$ 4,178,347
Ashburn Recreation & Community Center	24,404,399	12,425,650	36,830,049	-	1,578,623	2,078,733	2,447,220	2,390,970	8,495,546
Children's Science Center	3,481,471	1,821,980	5,303,451	-	349,074	340,324	331,574	322,824	1,343,796
Dulles Adult Day Center	12,072,800	6,337,300	18,410,100	-	-	249,720	615,550	792,330	1,657,600
Dulles South Community Park	11,120,400	5,721,500	16,841,900	-	-	-	-	370,340	370,340
Fields Farm Park	31,146,000	16,370,000	47,516,000	-	-	621,460	1,538,150	2,120,860	4,280,470
Linear Parks and Trails Signature Project	8,643,522	4,530,520	13,174,042	-	-	347,870	858,426	836,676	2,042,972
Linear Parks and Trails System	15,000,000	7,875,000	22,875,000	-	-	-	-	500,000	500,000
Sterling Neighborhood Park	14,965,000	7,759,750	22,724,750	-	-	100,700	1,009,500	1,175,750	2,285,950
Western Loudoun Recreation Center	56,502,519	29,644,270	86,146,789	-	568,180	1,403,700	2,306,487	3,846,415	8,124,782
Westpark Improvements	12,260,000	6,440,000	18,700,000	-	-	-	490,200	968,150	1,458,350
Subtotal, Parks and Recreation and Library Services Projects	\$ 201,609,153	\$ 105,238,260	\$ 306,847,413	\$ -	\$ 3,216,268	\$ 6,325,159	\$ 10,749,759	\$ 14,446,967	\$ 34,738,153
Public Safety									
Adult Detention Center Expansion Phase III	\$ 26,441,751	\$ 13,733,504	\$ 40,175,255	\$ -	\$ -	\$ 170,860	\$ 566,950	\$ 1,198,244	\$ 1,936,054
Brambleton Sheriff Station	1,793,700	938,950	2,732,650	-	-	-	-	-	-
Courts Complex Phase IV Renovation	21,099,080	11,088,830	32,187,910	-	871,034	1,676,904	2,040,704	1,993,204	6,581,846
Fire and Rescue - Lovettsville Fire and Rescue Station #12 Replacement	7,750,000	4,067,500	11,817,500	-	777,500	753,000	738,750	714,250	2,983,500
Fire and Rescue - Station #04- Round Hill Station Replacement	7,932,637	3,959,320	11,891,957	-	-	484,483	838,131	810,381	2,132,995
Fire and Rescue - Station #07 -Aldie Station Replacement	1,420,366	751,360	2,171,726	-	141,018	137,518	134,018	130,518	543,072
Fire and Rescue - Station #08- Philomont Station Replacement	17,821,000	8,639,600	26,460,600	-	-	627,800	1,970,300	1,915,550	4,513,650
Fire and Rescue - Station #28- Leesburg South Station	27,298,478	13,213,750	40,512,228	-	951,970	1,880,190	2,978,675	2,894,425	8,705,260
Fire and Rescue - Station #29 - Loudoun Gateway Station	545,200	287,450	832,650	-	-	-	-	-	-
Fire and Rescue - Training Academy Expansion	11,909,116	6,254,620	18,163,736	-	-	-	131,860	328,900	460,760
Subtotal, Public Safety Projects	\$ 124,011,328	\$ 62,934,884	\$ 186,946,212	\$ -	\$ 2,741,522	\$ 5,730,755	\$ 9,399,388	\$ 9,985,472	\$ 27,857,137
Transit									
Franklin Park to Purcellville Trail	\$ 778,000	\$ 402,000	\$ 1,180,000	\$ -	\$ -	\$ -	\$ 78,900	\$ 76,900	\$ 155,800
River Creek Parkway Sidewalk	1,548,000	825,500	2,373,500	-	21,200	151,900	148,150	144,400	465,650
Route 7 Shared Use Path	9,579,000	5,035,250	14,614,250	-	337,500	825,250	929,700	900,700	2,993,150
Sidewalk and Trail Program	8,110,062	4,256,560	12,366,622	-	501,832	798,003	777,753	757,503	2,835,091
Subtotal, Transit Projects	\$ 20,015,062	\$ 10,519,310	\$ 30,534,372	\$ -	\$ 860,532	\$ 1,775,153	\$ 1,934,503	\$ 1,879,503	\$ 6,449,691



Debt Service Fund

Debt Service Projections FY 2024-FY 2028

Road	Projects			Total Debt Service			Debt Service Projections FY 2024 - FY 2023.04					Total
	Principal	Interest					FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
Arcola Mills Drive - Belmont Ridge to Stone Springs	\$ 3,122,019	\$ 1,645,520	\$	4,767,539	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Braddock Road / Trailhead Drive Roundabout	3,994,400	2,092,650		6,087,050	-	-	-	-	-	42,000	219,000	261,000
Braddock Road Widening - Paul VI Eastern Entrance to Loudoun County Parkway	14,133,392	7,410,380		21,543,772	-	-	-	-	-	-	807,760	807,760
Croson Lane Widening- Claiborne to Old Ryan Road	17,705,000	9,300,750		27,005,750	-	-	-	-	-	352,050	873,875	1,225,925
Crosstrail Blvd - Segment C Sycolin to Dulles Greenway	42,064,463	22,082,960		64,147,423	-	712,499	1,770,998	2,690,038	3,108,183	1,178,714	3,108,183	8,281,718
Dulles West Blvd- Northstar Blvd to Arcola Blvd	16,920,396	8,866,650		25,787,046	-	-	339,204	68,465	171,775	1,618,639	1,657,770	3,175,688
Evergreen Mills Road / Hogeland Mill Road - Bridge and Safety Improvements	1,143,039	597,040		1,740,079	-	-	-	66,715	107,583	82,742	217,922	217,922
Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvement	6,073,063	3,187,310		9,260,373	-	129,953	126,703	313,933	594,153	594,153	1,164,742	1,164,742
Evergreen Mills Road / Revolution Sportsplex - Westbound Left-Turn Lane	2,797,885	1,465,420		4,263,305	-	-	69,785	107,583	115,939	115,939	293,307	293,307
Farmwell Road Intersection Improvements	20,318,137	10,679,390		30,997,527	-	100,819	869,354	1,618,639	1,965,657	1,965,657	4,554,469	4,554,469
Harmony Middle School Shared Use Path	3,471,000	1,831,500		5,302,500	-	-	171,775	339,300	330,800	330,800	841,875	841,875
Intersection Improvements	33,936,520	17,806,770		51,743,290	-	1,099,061	2,412,836	2,551,836	2,503,782	2,503,782	8,567,515	8,567,515
Lake Drive Improvements	7,229,000	3,797,250		11,026,250	-	-	-	289,580	714,200	714,200	1,003,780	1,003,780
Northstar Boulevard Widening -Tall Cedars Pkwy to Braddock Rd	3,257,800	1,706,300		4,964,100	-	-	-	-	-	-	-	-
Route 15 / Lovettsville Road Intersection Improvement	5,994,417	3,151,420		9,145,837	-	172,243	167,993	333,734	582,721	582,721	1,256,691	1,256,691
Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout	14,507,000	7,619,500		22,126,500	-	-	-	580,140	1,145,780	1,145,780	1,725,920	1,725,920
Route 15 Widening - Whites Ferry to Montresor Road	15,987,000	8,388,000		24,375,000	-	-	-	-	319,870	319,870	319,870	319,870
Route 15/Braddock Roundabout	5,781,000	3,029,000		8,810,000	-	579,050	564,550	550,050	535,550	535,550	2,229,200	2,229,200
Route 50 North Collector Road- Tall Cedars Pkwy to Route 28	6,798,209	3,569,700		10,367,909	-	161,980	157,980	255,566	457,238	457,238	1,032,764	1,032,764
Route 50/Everfield Roundabout	5,913,026	3,099,770		9,012,796	-	87,851	85,601	151,951	320,631	320,631	646,034	646,034
Route 50/Loudoun County Parkway Interchange	25,923,906	13,616,400		39,540,306	-	-	-	-	-	-	-	-
Route 50/Trailhead Roundabout	2,039,000	1,075,000		3,114,000	-	201,950	196,950	191,950	186,950	186,950	777,800	777,800
Route 7 / Route 690 Interchange	20,544,740	10,783,240		31,327,980	-	500,000	1,276,883	1,854,869	1,964,987	1,964,987	5,596,739	5,596,739
Route 7 Improvements- Route 9 to Dulles Greenway - Long term Improvements	7,843,407	4,115,900		11,959,307	-	388,524	606,280	585,780	575,530	575,530	2,156,114	2,156,114
Route 7 Pedestrian Improvements	600	600		1,200	-	30	30	30	30	30	120	120
Route 9/Route 287 Roundabout	17,321,199	9,090,450		26,411,649	-	240,424	1,162,560	1,700,810	1,652,310	1,652,310	4,756,104	4,756,104
Ryan Road Widening- Evergreen Mills to Beaverdam Dr	8,536,277	4,467,780		13,004,057	-	-	-	48,391	275,703	275,703	324,094	324,094
Shellhorn Road - MWAA Property Boundary to Moran Road	32,982,411	17,330,420		50,312,831	-	-	10,574	1,211,803	3,063,605	3,063,605	4,285,982	4,285,982
Sterling Boulevard/W&OD Overpass	8,991,000	4,716,000		13,707,000	-	-	359,820	710,640	872,550	872,550	1,943,010	1,943,010
Waxpool Road / Loudoun County Pkwy Intersection	1,558,397	814,400		2,372,797	-	157,920	153,920	149,920	145,920	145,920	607,680	607,680
Westwind Drive - Loudoun County Pkwy to Old Ox Rd	69,601,400	36,532,900		106,134,300	-	1,130,020	3,210,150	3,828,650	4,752,320	4,752,320	12,921,140	12,921,140
Subtotal, Road Projects	\$ 426,489,103	\$ 223,870,370	\$	650,359,473	\$	-	\$ 5,662,324	\$ 13,782,411	\$ 21,704,672	\$ 29,825,556	\$ 70,974,963	\$ 70,974,963



Debt Service Fund

Debt Service Projections FY 2024-FY 2028

Projects	Principal	Interest	Total Debt Service	Debt Service Projections FY 2024 - FY 2023					Total
				FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	
School Administration									
School Vehicle Lease	\$ 51,400,000	\$ 6,425,000	\$ 57,825,000	\$ -	\$ 3,084,000	\$ 6,039,500	\$ 8,866,500	\$ 11,565,000	\$ 29,555,000
Subtotal, School Administration Projects	\$ 51,400,000	\$ 6,425,000	\$ 57,825,000	\$ -	\$ 3,084,000	\$ 6,039,500	\$ 8,866,500	\$ 11,565,000	\$ 29,555,000
Elementary School									
ES-32 Dulles South	\$ 39,337,614	\$ 19,372,426	\$ 58,710,040	\$ -	\$ 3,703,341	\$ 4,201,381	\$ 4,084,631	\$ 3,962,881	\$ 15,952,234
ES-34 Dulles North Area	54,166,000	26,846,750	81,012,750	-	-	-	518,300	2,551,050	3,069,350
Subtotal, Elementary School Projects	\$ 93,503,614	\$ 46,219,176	\$ 139,722,790	\$ -	\$ 3,703,341	\$ 4,201,381	\$ 4,602,931	\$ 6,513,931	\$ 19,021,584
Middle School									
MS-14, Dulles North	\$ 20,765,000	\$ 10,895,500	\$ 31,660,500	\$ -	\$ 2,078,250	\$ 2,026,250	\$ 1,974,250	\$ 1,922,250	\$ 8,001,000
Subtotal, Middle School Projects	\$ 20,765,000	\$ 10,895,500	\$ 31,660,500	\$ -	\$ 2,078,250	\$ 2,026,250	\$ 1,974,250	\$ 1,922,250	\$ 8,001,000
High School									
HS-14, Dulles North	\$ 266,546,734	\$ 131,242,260	\$ 397,788,994	\$ -	\$ 2,755,976	\$ 9,445,336	\$ 17,225,836	\$ 25,617,586	\$ 55,044,734
Subtotal, High School Projects	\$ 266,546,734	\$ 131,242,260	\$ 397,788,994	\$ -	\$ 2,755,976	\$ 9,445,336	\$ 17,225,836	\$ 25,617,586	\$ 55,044,734
Other School									
Banneker ES Renovation/Addition	\$ 38,947,840	\$ 20,455,860	\$ 59,403,700	\$ -	\$ 231,844	\$ 2,835,847	\$ 3,815,643	\$ 3,718,393	\$ 10,601,727
Land Acquisition (Various LCPS Projects)	41,260,000	21,664,000	62,924,000	-	-	-	300,000	1,170,000	1,470,000
LCPS Facility Renewals and Alterations	161,334,077	84,707,580	246,041,657	-	4,578,454	5,774,954	6,437,304	9,800,804	26,591,516
Park View High School Replacement	211,717,201	111,154,470	322,871,671	-	1,330,080	5,546,392	12,355,089	18,653,766	37,885,327
School Bus Replacement & Acquisition	47,676,000	13,106,750	60,782,750	-	803,300	2,238,800	3,707,300	5,207,550	11,956,950
School Security Improvements	19,575,252	10,270,260	29,845,512	-	1,958,763	1,909,763	1,860,763	1,811,763	7,541,052
Valley Service Center & Culbert ES Bus Parking	13,120,000	6,883,500	20,003,500	-	570,050	1,048,100	1,270,250	1,242,500	4,130,900
Valley Service Center Traffic Signal	785,000	406,500	1,191,500	-	79,250	77,250	75,250	73,250	305,000
Waterford ES Renovation and Addition	20,085,000	10,123,670	30,208,670	-	-	120,255	1,550,103	2,085,251	3,755,609
Subtotal, Other School Projects	\$ 554,500,370	\$ 278,772,590	\$ 833,272,960	\$ -	\$ 9,551,741	\$ 19,551,361	\$ 31,371,702	\$ 43,763,277	\$ 104,238,081
GRAND TOTAL	\$ 1,952,358,025	\$ 975,469,149	\$ 2,927,827,174	\$ -	\$ 37,618,075	\$ 76,841,152	\$ 119,611,655	\$ 162,042,156	\$ 396,113,038



Debt Service Fund

Debt Service Projections FY 2024 - FY 2028

	Summary - Total County Projects						Summary - Total School Projects						
	Government & Administration Projects	Total Health & Welfare Services Projects	Total PRCS Projects	Total Public Safety Projects	Total Transportation Services Projects	Subtotal, County Government	Total School Administration Projects	Total Elementary School Projects	Total Middle School Projects	Total High School Projects	Total Other School Projects	Subtotal, School Projects	Total County & School Projects
Total Principal	\$ 167,165,859	\$ 26,351,801	\$ 201,609,153	\$ 124,011,328	\$ 446,504,165	\$ 965,642,307	\$ 51,400,000	\$ 93,503,614	\$ 20,765,000	\$ 266,546,734	\$ 554,500,370	\$ 986,715,719	\$ 1,952,358,025
2024	-	-	-	-	-	-	-	-	-	-	-	-	-
2025	3,107,296	856,825	3,216,268	2,741,522	6,522,856	16,444,767	3,084,000	3,703,341	2,078,250	2,755,976	9,551,741	21,173,308	37,618,075
2026	6,398,196	1,565,650	6,325,159	5,730,755	15,557,564	35,577,324	6,039,500	4,201,381	2,026,250	9,445,336	19,551,361	41,263,828	76,841,152
2027	9,874,281	1,907,833	10,749,759	9,399,388	23,639,175	55,570,436	8,866,500	4,602,931	1,974,250	17,225,836	31,371,702	64,041,219	119,611,655
2028	14,371,328	2,151,286	14,446,967	9,985,472	31,705,059	72,660,112	11,565,000	6,513,931	1,922,250	25,617,586	43,763,277	89,382,044	162,042,156
2029	16,409,793	2,524,340	19,419,708	12,269,317	42,672,709	93,295,867	11,565,000	9,639,431	1,870,250	27,615,586	55,181,022	105,871,289	199,167,156
2030	15,963,293	2,455,340	18,932,708	11,948,567	41,566,209	90,866,117	8,481,000	9,359,681	1,818,250	26,819,836	53,664,272	100,143,039	191,009,156
2031	15,521,793	2,386,340	18,394,458	11,596,817	40,444,209	88,343,617	5,525,500	9,091,863	1,766,250	26,037,233	52,157,772	94,578,618	182,922,235
2032	15,075,043	2,222,340	17,742,458	11,267,567	39,327,459	85,634,867	2,698,500	8,327,426	1,709,250	24,879,441	50,641,022	88,255,639	173,890,506
2033	14,623,293	2,163,090	17,212,458	10,824,717	38,205,709	83,029,267	-	8,004,993	1,662,500	23,213,891	49,131,822	82,013,206	165,042,473
2034	14,187,728	2,088,590	16,728,708	9,686,154	37,074,209	79,765,389	-	7,748,243	1,605,500	21,424,491	47,485,607	78,263,841	158,029,230
2035	12,844,746	2,034,590	16,209,958	9,315,205	35,968,459	76,372,958	-	7,311,993	1,558,750	19,593,166	45,378,022	73,841,931	150,214,889
2036	12,462,496	1,960,090	15,614,908	9,017,205	34,852,209	73,906,908	-	6,575,243	1,501,750	18,621,166	42,933,272	69,631,431	143,538,339
2037	12,039,246	1,906,090	15,115,408	8,744,455	33,745,959	71,551,158	-	6,368,493	1,455,000	18,026,916	40,467,022	66,317,431	137,868,589
2038	11,656,996	1,831,590	14,615,908	8,430,705	32,604,209	69,139,408	-	6,146,493	1,398,000	17,422,416	38,027,772	62,994,681	132,134,089
2039	11,233,746	1,782,590	14,116,408	8,157,955	31,513,709	66,804,408	-	5,944,993	1,351,250	16,828,166	35,546,772	59,671,181	126,475,589
2040	10,841,496	1,697,840	13,611,908	7,849,205	30,376,959	64,377,408	-	5,722,993	1,294,250	16,223,666	34,313,772	57,554,681	121,932,089
2041	10,423,746	1,654,090	13,117,658	7,566,205	29,281,209	62,042,908	-	5,521,493	1,247,500	15,634,416	33,029,272	55,432,681	117,475,589
2042	10,031,746	1,564,340	12,613,158	7,262,705	28,154,459	59,626,408	-	5,299,493	1,190,500	15,024,666	31,785,772	53,300,431	112,926,839
2043	9,619,246	1,525,840	12,118,908	6,979,705	27,048,209	57,291,908	-	5,097,993	1,143,750	14,435,416	30,496,272	51,173,431	108,465,339
2044	9,228,170	1,432,590	11,609,767	6,676,642	25,918,562	54,865,731	-	4,876,131	1,086,750	13,827,294	29,261,825	49,052,000	103,917,731
2045	7,252,700	1,029,265	9,628,220	5,020,842	21,524,526	44,455,552	-	3,148,201	-	12,102,544	23,595,720	38,846,465	83,302,017
2046	5,267,505	605,092	7,602,476	3,324,965	16,000,345	32,800,383	-	2,759,800	-	8,775,275	18,178,212	29,713,287	62,513,670
2047	3,194,965	393,067	4,964,818	1,809,406	11,002,211	21,364,468	-	2,380,750	-	5,067,925	12,042,517	19,491,192	40,855,660
2048	1,275,010	226,894	2,739,259	1,340,736	6,187,662	11,769,560	-	1,375,500	-	1,170,750	5,717,140	8,263,390	20,032,950
2049	-	-	-	-	-	-	-	-	-	-	-	-	-
2050	-	-	-	-	-	-	-	-	-	-	-	-	-
2051	-	-	-	-	-	-	-	-	-	-	-	-	-
2052	-	-	-	-	-	-	-	-	-	-	-	-	-
2053	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Principal & Interest	\$ 252,903,858	\$ 39,965,601	\$ 306,847,413	\$ 186,946,212	\$ 680,893,845	1,467,556,930	57,825,000	139,722,790	31,660,500	397,788,994	833,272,960	\$ 1,460,270,245	\$ 2,927,827,174



Debt Service Fund

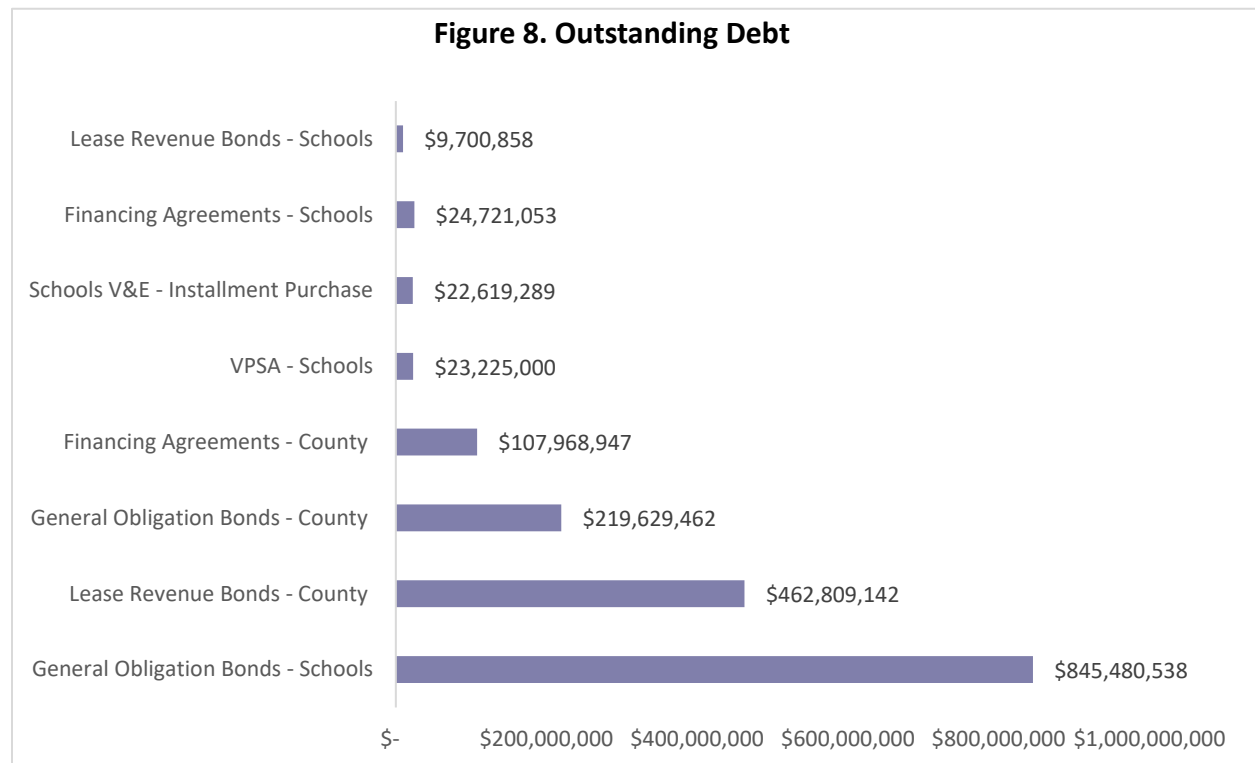
Outstanding Debt and Referendum Authority

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.

Outstanding Debt as of December 31, 2022

Type of Debt	General Government	Schools	Total
General Obligation Bonds	\$219,629,462	\$845,480,538	\$1,065,110,000
VPSA General Obligation Bonds	-	23,225,000	23,225,000
Lease Revenue Bonds	462,809,142	9,700,858	472,510,000
Capital Leases	-	22,619,289	22,619,289
Financing Agreements	107,968,947	24,721,053	132,690,000
Total	\$ 790,407,551	\$925,746,738	\$1,716,154,289

*Totals may not add due to rounding.



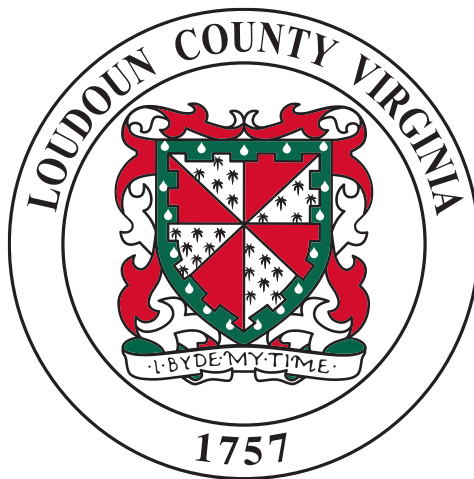
The following table displays the amount of general obligation bonds approved by voter referendum and the amount unissued. Referendum authority is valid for a period of eight years and may be extended to 10 years upon approval of a resolution by the Board of Supervisors requesting the Circuit Court to extend the period. This information is different from the table above because it represents general obligation debt the County has the authority to issue but has not issued; whereas the table above represents debt the County has issued and includes all types of debt. The table below is categorized by year and functional area.



Debt Service Fund

Outstanding Referendum Authority as of December 31, 2022

Referendum Year	Functional Area	Approved Referendum Amount	Amount Authorized and Unissued
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	41,185,000
	Public Safety	17,500,000	9,500,000
	Transportation	18,000,000	2,000,000
	Schools	233,070,000	38,224,000
2016 Subtotal		344,685,000	90,909,000
2017	Public Safety	15,660,000	10,659,224
	Schools	81,761,000	4,123,000
2017 Subtotal		97,421,000	14,782,224
2018	Transportation	152,585,000	103,860,076
	Schools	98,820,000	0
2018 Subtotal		251,405,000	103,860,076
2019	Schools	93,940,000	73,575,000
	Public Safety	22,870,000	19,385,000
	Parks and Rec	41,795,000	29,268,000
	Transportation	56,885,000	49,523,200
2019 Subtotal		215,490,000	171,751,200
2020	Schools	123,755,000	54,196,000
	Public Safety	29,516,000	28,244,000
	Parks and Rec	3,825,000	3,761,000
	Transportation	151,210,000	141,951,500
2020 Subtotal		308,306,000	228,152,500
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
2022	Schools	268,224,000	268,224,000
	Public Safety	8,121,000	8,121,000
	Parks and Rec	66,593,000	66,593,000
	Transportation	51,314,000	51,314,000
2022 Subtotal		394,252,000	394,252,000
Grand Totals		1,975,953,000	1,226,927,000
Totals by Functional Area			
	Schools	1,185,591,000	583,189,000
	County	790,362,000	643,738,000
Grand Totals		1,975,953,000	1,226,927,000





Other Appropriated Funds FY 2024 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.

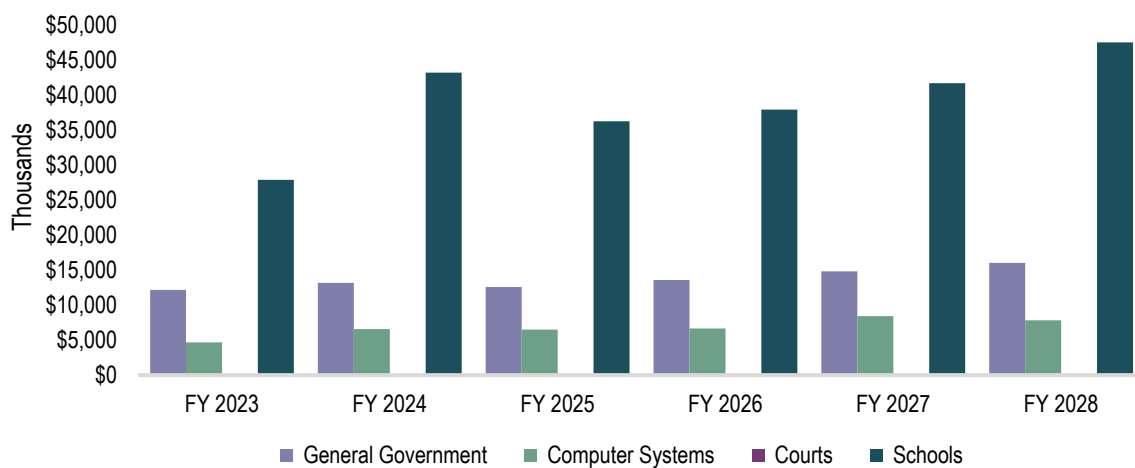
The County CAPP and the School Capital Asset Preservation Program Fund are separate funds and are separate appropriations in the Appropriations Resolution. While the programs focus on the long-term needs of the County, only the current year (FY 2024) is appropriated. The County's CAPP includes funding 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	\$13,190,000	\$12,580,150	\$13,600,502	\$14,820,502	\$16,040,502	\$82,411,656
Computer Systems	4,685,860	6,577,825	6,493,575	6,657,000	8,421,500	7,837,750	40,673,510
Schools	27,904,300	43,216,000	36,258,000	37,939,000	41,715,500	47,541,000	234,573,800
Subtotal	\$44,770,160	\$62,983,825	\$55,331,725	\$58,196,502	\$64,957,502	\$71,419,252	\$357,658,966
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	\$63,083,825	\$55,431,725	\$58,296,502	\$65,057,502	\$71,519,252	\$358,258,966
Expenditures							
General Government	\$12,180,000	\$13,190,000	\$12,580,150	\$13,600,502	\$14,820,502	\$16,040,502	\$82,411,656
Courts Maintenance	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Computer Systems	4,685,860	6,577,825	6,493,575	6,657,000	8,421,500	7,837,750	40,673,510
Subtotal – County CAPP	\$16,965,860	\$19,867,825	\$19,173,725	\$20,357,502	\$23,342,002	\$23,978,252	\$123,685,166
Schools	\$27,904,300	\$43,216,000	\$36,258,000	\$37,939,000	\$41,715,500	\$47,541,000	\$234,573,800
Subtotal – Schools CAPP	\$27,904,300	\$43,216,000	\$36,258,000	\$37,939,000	\$41,715,500	\$47,541,000	\$234,573,800
Total – Expenditures	\$44,870,160	\$63,083,825	\$55,431,725	\$58,296,502	\$65,057,502	\$71,519,252	\$358,258,966



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	\$2,021,416,518	\$2,223,558,170	\$2,445,913,987	\$2,690,505,385	\$2,959,555,924	\$3,255,511,516
Schools	2,393,810,007	2,633,191,007	2,896,510,108	3,186,161,119	3,504,777,231	3,855,254,954
Total Fixed Asset Value	\$4,415,226,525	\$4,856,749,177	\$5,342,424,095	\$5,876,666,504	\$6,464,333,155	\$7,110,766,470
CAPP Projects as a Percent of FAV						
General Government	0.61%	0.60%	0.52%	0.51%	0.50%	0.50%
Schools	1.17%	1.64%	1.25%	1.19%	1.19%	1.23%
All CAPP Projects	0.91%	1.16%	0.92%	0.88%	0.88%	0.90%

Adopted FY 2024 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 adding \$2,000,000 a year from FY 2023 through FY 2028 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 each year in the six-year period based on escalation, growth, and expansion of applications and their capabilities. The PC replacement budget is projected to increase due to the impacts on product availability and price increases caused by the COVID-19 pandemic.

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.

The FY 2024 CIP budget development process included \$1,000,000 in additional contingency funds being added, and board transition costs of \$130,000, which was included in the General Government Building category. Board transition costs include office renovations for nine Board Officers and two Staff members, which includes new furniture, paint, carpet, television installation, and contingency funds.

¹ Item 05f FGOEDC-Update from PRCS on Departmental Master Plan (June 15, 2021 Board Business Meeting)

**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	\$2,380,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$13,630,000
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	2,500,000	1,500,000	1,500,000	1,500,000	1,500,000	10,000,000
Roofing	850,000	850,000	850,000	850,000	950,000	1,000,000	5,350,000
Subtotal – General Government	\$12,180,000	\$13,190,000	\$12,580,150	\$13,600,502	\$14,820,502	\$16,040,502	\$82,411,656
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	\$2,605,900	\$2,923,140	\$3,204,330	\$3,331,020	\$3,431,960	\$16,938,350
Servers & Server Storage	849,750	267,800	63,860	65,920	67,980	70,040	1,385,350
Security Mitigation Solutions	206,000	309,000	309,000	309,000	309,000	309,000	1,751,000
Video Conference Solutions	51,500	0	0	0	0	0	51,500
Subtotal – Computer Systems	\$2,549,250	\$3,182,700	\$3,296,000	\$3,579,250	\$3,708,000	\$3,811,000	\$20,126,200
PC Replacements	\$2,136,610	\$3,395,125	\$3,197,575	\$3,077,750	\$4,713,500	\$4,026,750	\$20,547,310
Subtotal – PC Replacements	\$2,136,610	\$3,395,125	\$3,197,575	\$3,077,750	\$4,713,500	\$4,026,750	\$20,547,310
Total – County CAPP	\$16,965,860	\$19,867,825	\$19,173,725	\$20,357,502	\$23,342,002	\$23,978,252	\$123,685,166
Schools							
Electrical	\$3,957,000	\$2,047,000	\$2,939,000	\$2,739,000	\$848,000	\$1,233,000	\$13,763,000
HVAC	4,526,000	13,841,000	2,435,000	1,453,000	2,912,000	3,935,000	29,102,000
Plumbing	1,657,000	3,377,000	2,645,000	2,610,000	2,112,000	3,366,000	15,767,000
Resurfacing	2,242,000	1,995,000	8,625,000	8,168,000	4,064,000	8,240,000	33,334,000
Roofing	9,940,000	12,715,000	11,952,000	15,702,000	26,776,000	25,515,000	102,600,000
Structure Repair/Windows	5,582,300	9,241,000	7,662,000	7,267,000	5,003,500	5,252,000	40,007,800
Subtotal – Schools	\$27,904,300	\$43,216,000	\$36,258,000	\$37,939,000	\$41,715,500	\$47,541,000	\$234,573,800
Total – All CAPP	\$44,870,160	\$63,083,825	\$55,431,725	\$58,296,502	\$65,057,502	\$71,519,252	\$358,258,966

¹ Sums may not equal due to rounding.



Children's Services Act Fund

The Children's Services Act (CSA)¹ is a state law that established a state- and locally- shared fund to create a collaborative system of services and funding that is child-centered, family-focused and community-based, when addressing the strengths and needs of 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 provided, from 23.82 percent (community-based services) to 59.54 percent (residential treatment services). The youth supported by CSA funds often struggle with behavioral or emotional difficulties; typical services include community-based services, residential treatment, and educational private-day services.

CSA policy is set by a local Community Policy and Management Team (CPMT), which consists of appointed members from the community and the County including mandated representatives from County Administration; DFS; the Department of Mental Health, Substance Abuse, and Developmental Services; the Health Department; the Juvenile Court Service Unit; and the Loudoun County Public Schools. The CPMT develops inter-agency policies and procedures to govern the provision of services, develops fiscal policies governing access to State pooled funds, establishes quality assurance and accountability procedures, and coordinates long-range community planning for services. The Loudoun CPMT also oversees a Multi-Disciplinary Team (MDT)/Family Assessment and Planning Team (FAPT) process which reviews all requests for CSA funded services.

Revenues, Expenditures, and Changes in Fund Balance²

	FY 2021 Actual ³	FY 2022 Actual ⁴	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$5,314,995	\$4,929,730	\$5,713,387	\$5,296,718	\$4,382,290
Revenues					
Recovered Costs	\$610,648	\$264,186	\$1,004,310	\$1,004,310	\$1,004,310
Intergovernmental – Commonwealth	4,059,918	3,399,803	4,572,755	4,722,631	4,722,631
Transfer from the General Fund	3,185,000	3,685,000	3,685,000	3,690,067	3,690,067
Total – Revenues	\$7,855,566	\$7,348,989	\$9,262,065	\$9,417,008	\$9,417,008
Expenditures					
Medicaid Expenditures	\$1,026,722	\$349,060	\$1,793,161	\$1,793,161	\$1,793,161
CSA Expenditures	7,128,214	6,130,377	7,795,573	8,436,950	8,436,950
Operating and Maintenance	85,895	85,895	90,000	101,325	101,325
Total – Expenditures	\$8,240,831	\$6,565,332	\$9,678,734	\$10,331,436	\$10,331,436
Estimated Ending Fund Balance	\$4,929,730	\$5,713,387	\$5,296,718	\$4,382,290	\$3,467,862
Percent Change	-7%	16%	-7%	-17%	-21%

¹ Originally codified as "Comprehensive Services Act for At-Risk Youth and Families," the CSA was renamed on July 1, 2015.

² Sums may not equal due to rounding.

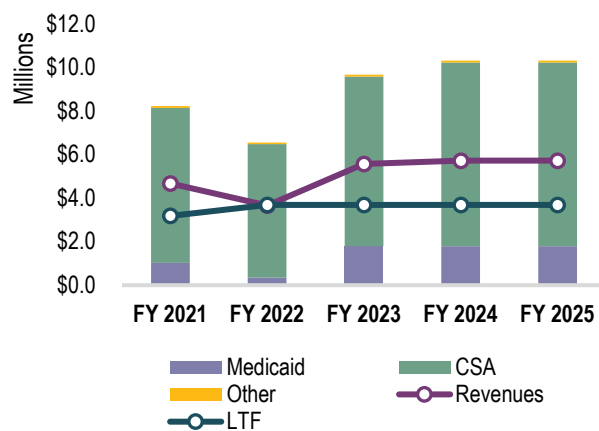
³ Source: Loudoun County FY 2021 Annual Comprehensive Financial Report (ACFR).

⁴ Source: Loudoun County FY 2022 ACFR.



Children's Services Act Fund

Revenue and Expenditure History



Revenue/Local Tax Funding

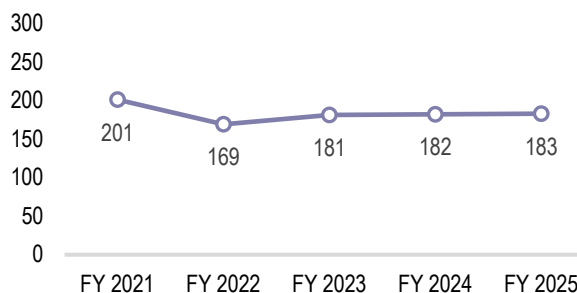
As shown, the CSA Fund is primarily funded by State revenue but receives a significant level of Local Tax Funding (LTF) through a transfer from the General Fund. LTF comprises 39 percent of the budget for the Fund.

Expenditure

Most expenditures (99 percent) in the CSA Fund are for the provision of services. The largest cost in the CSA Fund is private day placements. Increasing costs are driven by an increase in the number of children and youth requiring a higher level of treatment, longer treatment periods, and increases in the costs of contracts with providers.

The FY 2024 Adopted Budget for the CSA Fund reflects a \$914,428 use of prior year fund balance, as the budget continues to leverage CSA fund balance to reduce the annual impact on LTF.

Key Measures



Measure: Number of children and youth served.

The number of children and youth served indicates the demand for services mandated to be provided under the Children's Services Act.

Policies

The CPMT is responsible for developing interagency policies and procedures to govern the provision of services to children, youth, and families in the community. The CPMT is also responsible for developing interagency fiscal policies governing access to CSA funds by the eligible populations including immediate access to funds for emergency and psychiatric services, shelter care, and private education day placements. Additional responsibilities of the CPMT are outlined in Code of Virginia Chapter 52 § 2.2-5200, et seq.



County OPEB Trust Fund

In 2004, the Governmental Accounting Standards Board (GASB) issued Statement #45 (GASB #45), Accounting and Financial Reporting by Employers for Post-Employment Benefits Other Than Pensions, to address how governmental entities should account for and report their costs and obligations related to “other post-employment benefits” (OPEB). OPEB refers to fringe benefits provided to retired and former employees other than pension benefits. In past accounting standards, entities recognized the cost of these benefits as they were paid. This standard requires recognition of the cost of the benefits over the service period of the employee. In 2015, GASB issued Statement #75 (GASB # 75), Accounting and Financial Reporting for Post-Employment Benefits Other Than Pensions, which required the County to record a liability on the government-wide financial statements for its net OPEB liability.

Currently, Loudoun County and Loudoun County Public Schools (LCPS) offer post-retirement benefits, which include healthcare coverage for eligible retirees and their families. The program includes coverage for both pre-65 and Medicare-eligible retirees with an appropriate medical and prescription drug plan and dental and vision coverage. The bond rating agencies have stated that they consider OPEB funding status in their evaluation of a government’s financial condition. It is possible that bond ratings may suffer for governments with large and/or mounting liabilities that do not have a mechanism in place to manage these obligations. Following these guidelines, the LCPS and County’s actuarial firms have been conducting bi-annual analyses in accordance with GASB #45, and more recently, GASB #75.

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

This fund is not an appropriated fund; however, the respective transfers are appropriated in the General Fund and School Fund as contributions to OPEB. During FY 2021, staff developed an OPEB Funding Policy that sets guidelines for funding levels and conditions under which the County can withdraw money from the trust as reimbursement for eligible costs. The County’s full funding approach provided a sufficient level of resources in the trust for the County to start using the trust to pay benefits in FY 2021. The FY 2023 Adopted Budget included an annual contribution of \$14,500,000 to the OPEB Trust; \$12,000,000 from LCPS and \$2,500,000 from Loudoun County Government.

The FY 2024 Adopted Budget includes an annual contribution of \$15,000,000 to the OPEB Trust; \$12,000,000 from LCPS and \$3,000,000 from Loudoun County Government.¹ LCPS’s FY 2024 budgeted contribution represents no change from the FY 2023 Adopted Budget, while the County’s FY 2024 budgeted contribution represents a \$500,000 increase from FY 2023. Contribution rates are evaluated annually to ensure that the County maintains a full funding approach.

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

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

	FY 2021 Actual	FY 2022 Actual	FY 2023 Estimated	FY 2024 Estimated	FY 2025 Estimated
Contributions					
County	\$5,500,000	\$5,500,000	\$2,500,000	\$3,000,000	\$3,000,000
Schools	10,000,000	12,000,000	12,000,000	12,000,000	12,000,000
Total OPEB Contributions	\$15,500,000	\$17,500,000	\$14,500,000	\$15,000,000	\$15,000,000

Policies

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

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



Disposable Plastic Bag Tax Fund

The Disposable Plastic Bag Tax Fund is used to account for the revenues generated by the local disposable plastic bag tax. This five-cent tax on disposable plastic bags was established by the Board on January 18, 2022, and went into effect on July 1, 2022 (FY 2023).¹ The tax applies to disposable plastic bags provided by a grocery store, convenience store, or drugstore, regardless of whether it was provided free of charge. The fund is managed by the Department of General Services (DGS).

Revenues, Expenditures, and Changes in Fund Balance²

	FY 2021 Actual	FY 2022 Actual	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
Other Local Taxes	\$0	\$0	\$275,000	\$275,000	\$275,000
Total – Revenues	\$0	\$0	\$275,000	\$275,000	\$275,000
Expenditures					
Operating & Maintenance	\$0	\$0	\$275,000	\$275,000	\$275,000
Total – Expenditures	\$0	\$0	\$275,000	\$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.

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

The Virginia Department of Taxation is responsible for the administration, enforcement, and collection of the disposable plastic bag tax revenues on behalf of the County, disbursing monthly remittances to the County. Retailers are permitted to retain a portion of the tax for the purposes of offsetting the cost of collecting, accounting for, and remitting the tax. Retailers may retain two cents of the tax through calendar year 2022 and one cent effective January 1, 2023.

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

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

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



Dulles Town Center Community Development Authority Fund

The Dulles Town Center Community Development Authority (CDA) was created by the Board of Supervisors (Board) in 1998 via Section 260.03 of the Loudoun County Codified Ordinances after petition from the owners of land comprising the district. The bonds issued by the CDA are not debts of Loudoun County. This Fund is used to account for the special assessment collections on real property for the purpose of paying debt service to finance and construct public infrastructure at the Dulles Town Center development.

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
General Property Taxes	\$3,184,930	\$3,248,297	\$3,500,000	\$3,500,000	\$3,500,000
Total – Revenues	\$3,184,930	\$3,248,297	\$3,500,000	\$3,500,000	\$3,500,000
Expenditures					
Community Development	\$3,184,930	\$3,248,297	\$3,500,000	\$3,500,000	\$3,500,000
Total – Expenditures	\$3,184,930	\$3,248,297	\$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 2021 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2022 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**

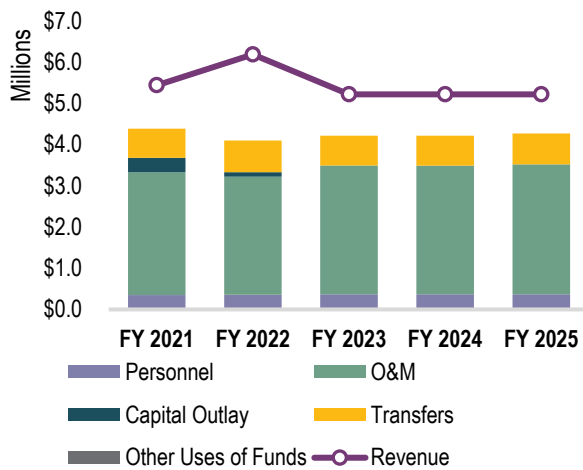
	FY 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$7,314,701	\$8,340,893	\$10,433,005	\$11,436,643	\$12,441,092
Revenues					
Use of Money and Property	\$0	\$0	\$0	\$0	\$0
Charges for Services	5,445,489	6,230,826	5,225,000	5,225,000	5,225,000
Sale of Capital Assets	(144,788)	0	0	0	0
Recovered Costs	144,788	(35,938)	0	0	0
Total – Revenues	\$5,445,489	\$6,194,888	\$5,225,000	\$5,225,000	\$5,225,000
Expenditures					
Personnel	\$347,769	\$355,956	\$369,829	\$369,829	\$380,924
Operating and Maintenance	2,986,996	2,870,745	3,125,652	3,124,841	3,156,089
Capital Outlay	374,581	105,557	0	0	0
Transfer to the General Fund	709,951	770,518	725,881	725,881	747,657
Other Uses of Funds	0	0	0	0	0
Total – Expenditures	\$4,419,297	\$4,102,776	\$4,221,362	\$4,220,551	\$4,284,671
Estimated Ending Fund Balance	\$8,340,893	\$10,433,005	\$11,436,643	\$12,441,092	\$13,381,421
Percent Change	14%	25%	10%	9%	8%
FTE⁴	7.00	8.00	8.00	8.00	8.00

¹ Sums may not equal due to rounding.² Source: Loudoun County FY 2021 Annual Comprehensive Financial Report (ACFR).³ Source: Loudoun County FY 2022 ACFR.⁴ The personnel expenditures associated with three program staff are budgeted in the EMS Transport Fund. Total FTE for the Department as shown in Volume 1 of this document includes these FTE.



EMS Transport Fund

Revenue and Expenditure History



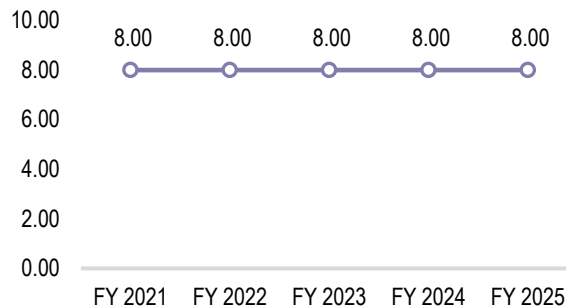
Revenue/Local Tax Funding

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

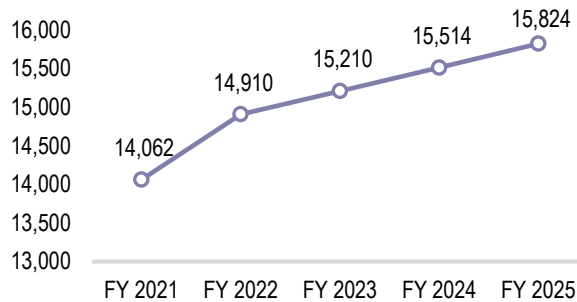
The FY 2024 Adopted Budget for the EMS Transport Fund reflects no significant changes in expenditures from FY 2023 Adopted. EMS Transport Fund revenues enable the Loudoun County Combined Fire and Rescue System (LC-CFRS) to purchase and replace equipment without the need for additional local tax funding. 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 2023 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 2022 and 2025 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 2024.

FY 2024 Adopted Rate Schedule

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

Policy Information (Excerpts)

The EMS Transport Reimbursement Program was established as a Chapter of the Codified Ordinance of Loudoun County in January 2014. The ordinance identifies the procedures for EMS transport reimbursement, and the administration of the EMS Transport Reimbursement Program and revenue sharing procedure. The EMS Transport Fund is a special revenue fund through which all the revenue yielded from the EMS Transport Reimbursement Program will be appropriated. The administrative costs, contractual requirements, and other necessary costs associated with conducting the Program are derived directly from the EMS Transport Reimbursement revenue and are paid first prior to any distribution. As a result, no local tax revenues are to be used to fund any EMS Transport Reimbursement efforts. The net revenue is distributed to the respective volunteer companies and LCFR according to a revenue sharing formula reflecting each agency's role in EMS transport services provided. In addition, 25 percent of the net revenue is retained for the maintenance of County provided infrastructure of LC-CFRS.



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 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$2,328	\$2,328	\$0	\$0	\$0
Revenues					
General Property Taxes	\$44,824	\$45,408	\$44,038	\$44,038	\$44,038
Total – Revenues	\$44,824	\$45,408	\$44,038	\$44,038	\$44,038
Expenditures					
Public Works	\$44,824	\$47,736	\$44,038	\$44,038	\$44,038
Total – Expenditures	\$44,824	\$47,736	\$44,038	\$44,038	\$44,038
Estimated Ending Fund Balance	\$2,328	\$0	\$0	\$0	\$0

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2021 Annual Comprehensive Annual Financial Report (ACFR).

³ Source: Loudoun County FY 2022 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 2024 Adopted Budget includes approximately \$6.5 million (equivalent to one-half cent of the real property tax rate) in anticipated local tax revenue transferred from the General Fund, dedicated to any affordable housing needs in alignment with the Unmet Housing Needs Strategic Plan (UHNSP), to the Housing Fund.¹

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

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

	FY 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$42,373,775	\$50,200,615	\$62,563,251	\$68,763,251	\$79,232,251
Revenues					
Use of Money and Property	\$280,363	\$366,178	\$0	\$0	\$0
Miscellaneous Revenue	7,667,399	5,826,026	5,000,000	5,000,000	5,000,000
Recovered Costs	667	347	0	0	0
Transfer from Public Facilities Fund	2,000	1,223,161	0	0	
Transfer from General Fund	0	5,000,000	2,200,000	6,469,000	6,469,000
Total – Revenues	\$7,950,430	\$12,415,712	\$7,200,000	\$11,469,000	\$11,469,000
Expenditures					
Operating and Maintenance ⁴	\$123,589	\$53,076	\$1,000,000	\$1,000,000	\$1,000,000
Total – Expenditures	\$123,589	\$53,076	\$1,000,000	\$1,000,000	\$1,000,000
Estimated Ending Fund Balance	\$50,200,615	\$62,563,251	\$68,763,251	\$79,232,251	\$89,701,251
Percent Change	18%	25%	10%	15%	13%
Unavailable Fund Balance⁵	\$22,835,000	\$25,370,000	\$31,382,311	\$41,882,311	\$52,382,311
Available Fund Balance	\$27,365,615	\$37,193,251	\$37,380,940	\$37,349,940	\$37,318,940

The FY 2024 Adopted Budget for the Housing Fund includes dedicated funding for affordable housing programs of \$6.5 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.⁶

Affordable Multi-Family Housing Loan Program⁷

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

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2021 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2022 ACFR.

⁴ The County's loan awards for affordable housing loan programs are not expenditures but reduce Available Fund Balance.

⁵ Unavailable Fund Balance for FY 2021 and FY 2022 represents loans to developers that have been approved by the Board. Unavailable Fund Balance for FY 2023 through FY 2025 represents estimated awards for the County's affordable housing loan programs based on analysis of previous fiscal years and anticipated applications.

⁶ September 8, 2021, Unmet Housing Needs Strategic Plan.

⁷ [More information on the Affordable Multi-Family Housing Loan Program and guidelines is available on the County website.](#)

⁸ July 3, 2018, Affordable Multi-Family Housing Loan Program.



Housing Fund

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

Project	Application Amount	Fiscal Year
Heronview 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	2,535,000	FY 2022
Avonlea Senior Apartments ²	6,012,311	FY 2023

Rental Housing Acquisition and Preservation Loan Program³

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.⁴ At the January 18, 2022, Business Meeting, the Board approved the RHAP program guidelines.⁵ While the use of fund balance established RHAP, the program will require additional resources in future years. For FY 2024, staff recommends dedicating the majority of the approximately \$6.5 million (equivalent of one-half cent of the real property tax rate) to the RHAP program.

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.

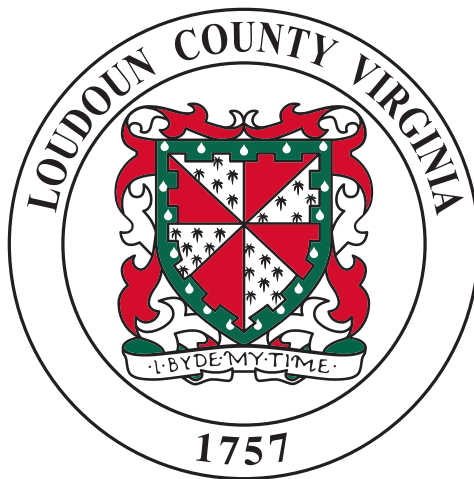
¹ The Heronview project was similar to other Affordable Multi-Family Housing Loan Program projects but was not funded out of the Housing Trust. The project was funded through non-ADU proffered funds.

² February 21, 2023, Business Meeting, Item 09a, Review of Affordable Multi-Family Housing Loan Application for Avonlea Senior Apartments.

³ [More information on the RHAP Program and guidelines is available on the County website.](#)

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

⁵ [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. Library Services provides access to Westlaw, a specialized online legal resource, at all library locations.

**Legal Resource Center Fund (Law Library)****Revenues, Expenditures, and Changes in Fund Balance¹**

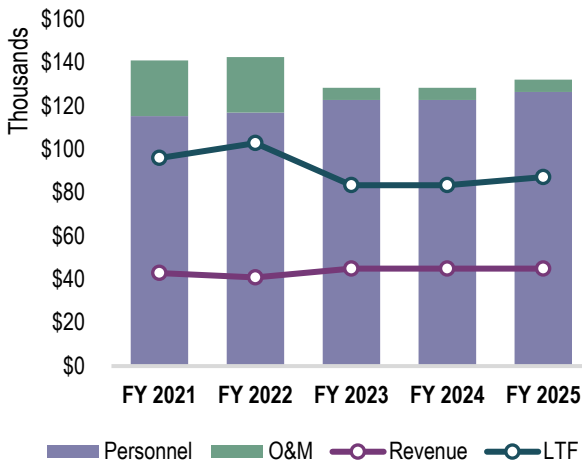
	FY 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$23,550	\$21,430	\$22,612	\$22,612	\$22,612
Revenues					
Charges for Services	\$42,838	\$40,871	\$44,980	\$44,980	\$44,980
Use of Money and Property	92	41	0	0	0
Transfers from the General Fund	96,009	102,867	83,448	83,448	87,188
Total – Revenues	\$138,939	\$143,779	\$128,428	\$128,428	\$132,168
Expenditures					
Personnel	\$115,327	\$116,978	\$122,767	\$122,767	\$126,450
Operating and Maintenance	25,732	25,618	5,661	5,661	5,718
Total – Expenditures	\$141,059	\$142,596	\$128,428	\$128,428	\$132,168
Estimated Ending Fund Balance	\$21,430	\$22,612	\$22,612	\$22,612	\$22,612
Percent Change	-9%	6%	0%	0%	0%
FTE	1.00	1.00	1.00	1.00	1.00

¹ Sums may not equal due to rounding.² Source: Loudoun County FY 2021 Annual Comprehensive Financial Report (ACFR).³ Source: Loudoun County FY 2022 ACFR.



Legal Resource Center Fund (Law Library)

Revenue and Expenditure History



Revenue/Local Tax Funding

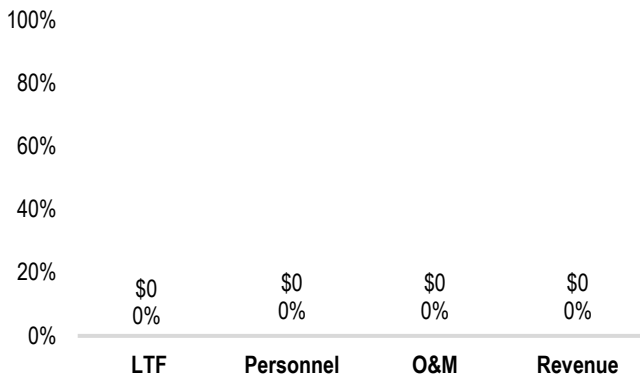
The Law Library's funding sources are charges for services, which relate to revenue collections by the Clerk of the Circuit Court and the Clerk of the General District Court, donations, and a transfer from the General Fund (local tax funding).

Expenditure

The majority of the Law Library's expenditure budget is dedicated to personnel costs. Major drivers of personnel increases are compensation increases, including merit increases for the general workforce in each fiscal year.¹

As reflected in the table above, a transfer from the General Fund to the Legal Resource Center Fund, which is presented as Local Tax Funding, is included in the budget to address the gap between the Law Library's revenue and expenditures. It is anticipated that expenditures in this fund will continue to be higher than projected revenues and will necessitate an increase in the transfer from the General Fund in FY 2025.

Percent Change from Adopted FY 2023 to Adopted FY 2024



Reasons for Change:

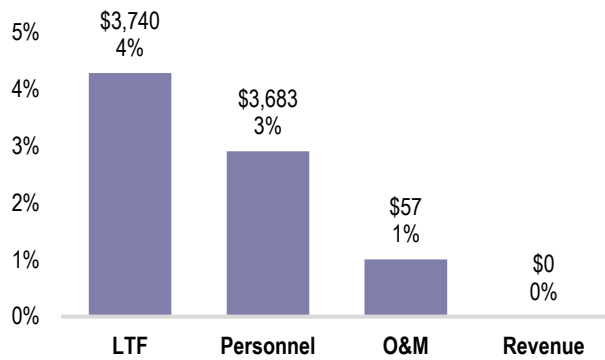
Personnel: ↔ || O&M: ↔ || Revenue: ↔

¹ See summary of merit increases in Non-Departmental Expenditures section 6-2.



Legal Resource Center Fund (Law Library)

Percent Change from Adopted FY 2024 to Projected FY 2025



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 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$6,855,719	\$7,233,812	\$9,590,533	\$9,590,533	\$5,821,437
Revenues					
Capital Revenues	\$22	\$6,740	-	-	-
Transfer from the General Fund	\$2,000,000	\$4,000,000	\$4,000,000	\$1,520,160	\$5,500,000
Total – Revenues	\$2,000,022	\$4,006,740	\$4,000,000	\$1,520,160	\$5,500,000
Expenditures					
Planned Replacement	\$1,401,411	\$964,647	2,000,000	\$2,289,256	\$2,380,826
Unplanned/Emergency Repl.	-	-	\$1,000,000	\$2,000,000	\$2,000,000
Future Replacement Reserve	-	-	\$1,000,000	\$1,000,000	\$1,000,000
General Government	220,518	\$685,372	-	-	-
Total – Expenditures	\$1,621,929	\$1,650,019	\$4,000,000	\$5,289,256	\$5,380,826
Estimated Ending Fund Balance	\$7,233,812	\$9,590,533	\$9,590,533	\$5,821,437	\$5,940,611

The FY 2024 Adopted Budget appropriates \$1,520,160 in local tax funding to the Major Equipment Replacement Fund to allow for replacement of select essential equipment. Planned replacement needs for FY 2024 are estimated at \$2,289,256. Expenditures also include planning for \$2,000,000 of unplanned or emergency replacement needs and \$1,000,000 for Future Replacement Reserve. The estimated ending fund balance for FY 2024 is \$5,821,437.

For the FY 2024 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 monitors and updates funding and expenditure needs for the fund as new and additional data becomes available, ensuring a sufficient balance.

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2021 Annual Comprehensive Financial Report (ACFR)

³ Source: Loudoun County FY 2022 ACFR.





Metro Parking Garages Fund

The Metro Parking Garages Fund, created in FY 2020, accounts for the operations of County-owned Metro Parking Garages located at the Loudoun Gateway Station and the Ashburn Station. This fund is administered by the Department of General Services.

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$824,962	\$717,608	\$22,692	\$22,692	\$22,692
Revenues					
Parking Garage Revenue	\$0	\$22,127	\$2,251,178	\$2,317,496	\$2,682,397
Transfer Transportation District Fund	592,806	220,000	0	0	0
Total – Revenues	\$592,806	\$242,127	\$2,251,178	\$2,317,496	\$2,682,397
Expenditures					
Personnel	\$168,423	\$263,867	\$222,237	\$234,202	\$241,228
Operating and Maintenance	531,737	673,176	1,521,512	1,723,930	1,741,169
Capital Outlay	0	0	507,492	359,364	700,000
Total – Expenditures	\$700,160	\$937,043	\$2,251,178	\$2,317,496	\$2,682,397
Estimated Ending Fund Balance	\$717,608	\$22,692	\$22,692	\$22,692	\$22,692
Percent Change	-13%	-97%	0%	0%	0%
FTE	2.00	2.00	2.00	2.00	2.00

The operation of the Metrorail was delayed in FY 2020, resulting in a delay of revenue service for Phase Two of the Dulles Corridor Metrorail Project. A transfer from the Transportation District Fund (TDF), consisting of local gasoline tax revenue, supplemented the Metro Parking Garage Fund in FY 2020, FY 2021, and FY 2022. The Metrorail service began mid-FY 2023. It is anticipated that, now revenue service on the system has begun, revenues generated from the Metro parking garage operations will be sufficient to fund the Metro Parking Garage Fund, but staff will continue to monitor the fund's operations and whether or not supplemental funding is necessary. The revenue service is projected to provide funding for the day-to-day operations, preventative maintenance, and long-term maintenance of the garages.

¹ Sums may not equal due to rounding.

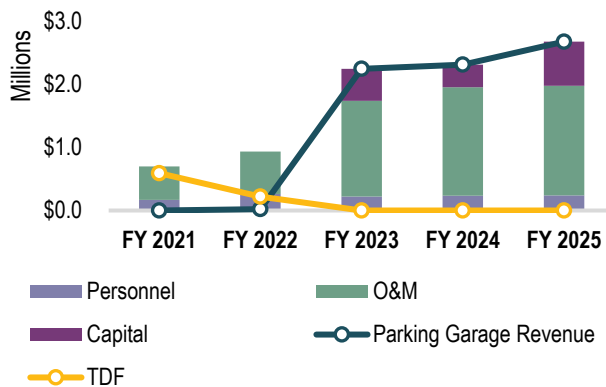
² Source: [FY 2021 Annual Comprehensive Financial Report \(ACFR\)](#).

³ Source: [FY 2022 ACFR](#).



Metro Parking Garages Fund

Revenue and Expenditure History



Revenue/Local Tax Funding

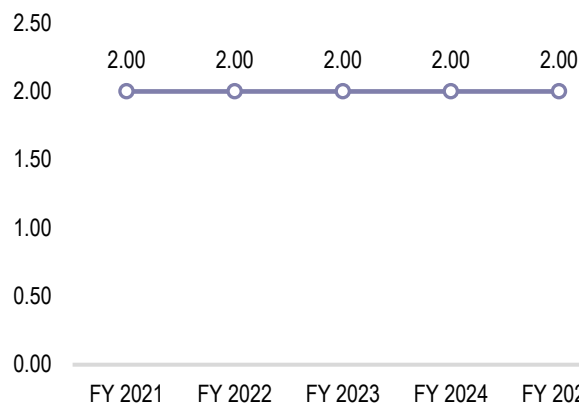
As shown, the Metro Parking Garages Fund was funded predominantly by a transfer of gas tax from the TDF. Starting in FY 2023, it is anticipated that revenue from garage operations will be sufficient to operate the fund. Currently, the utilization of local tax funding is not anticipated in FY 2023 or beyond.

Expenditure

The majority (74 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 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. They are managed in a way that involves minimal County staff presence while providing a primary contract for their day-to-day management. In FY 2020, one Contract Manager (1.00 FTE) was approved to manage, develop, and implement the parking garage operation contracts. In anticipation of Metrorail service beginning, one Metro Parking Operations Manager (1.00 FTE) was included in the FY 2021 Adopted Budget to oversee daily operations, monitor customer service, and respond to issues. No additional County personnel needs are currently anticipated. Most expenditures budgeted in this fund support operating and maintenance costs, including the cost of the operations contract, which provides parking ambassador services, routine and preventative maintenance, and full building and property management services, utilities, and other ancillary contracts. Personnel costs comprise about 10 percent of total expenditures.

Metrorail service officially began mid-FY 2023, starting the collection of revenues from on-street parking fees, Metro parking fees, and Metro residential parking permit fees. The enforcement and administration of these revenues serves to regulate on-street parking spaces in areas near Metrorail Stations, encouraging riders to utilize County-owned Metro garages and protecting available on-street parking for local business patrons and residents.



Opioid Abatement Settlement Fund

The Board of Supervisors established the Opioid Abatement Settlement Fund to manage and account for revenues received from the Virginia Opioid Abatement Settlement Fund, administered by the Virginia Opioid Abatement Authority. The Authority is an independent body, the purpose of which is to abate and remediate the opioid epidemic in the Commonwealth through financial support from the Fund, in the form of grants, donations, or other assistance, for efforts to treat, prevent, and reduce opioid use disorder and the misuse of opioids in the Commonwealth.

Revenues, Expenditures, and Changes in Fund Balance^{1,2}

	FY 2021 Actual	FY 2022 Actual	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
Virginia Opioid Abatement Fund Revenue	\$0	\$0	\$0	\$180,867	\$180,867
Total – Revenues	\$0	\$0	\$0	\$180,867	\$180,867
Expenditures					
Operations and Maintenance	\$0	\$0	\$0	\$180,867	\$180,867
Total – Expenditures	\$0	\$0	\$0	\$180,867	\$180,867
Estimated Ending Fund Balance	\$0	\$0	\$0	\$0	\$0

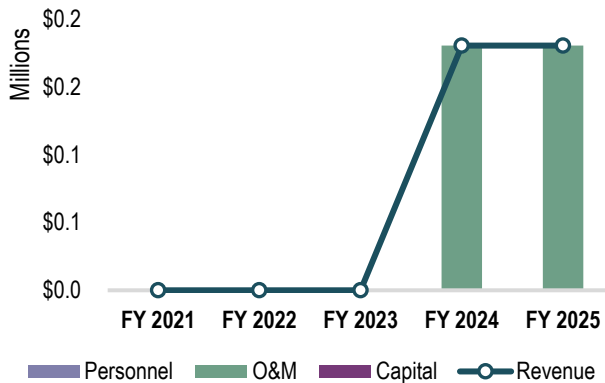
¹ Sums may not equal due to rounding.

² The Opioid Abatement Settlement Fund was created in FY 2024.



Opioid Abatement Settlement Fund

Revenue and Expenditure History



Revenue/Local Tax Funding

The Opioid Abatement Settlement Fund is funded by distributions made by the Virginia Opioid Abatement Authority and receives no local tax funding (LTF).

Expenditure

Expenditures in the Opioid Abatement Settlement Fund are dedicated to abating and remediating the opioid epidemic in the Commonwealth through financial support from the State Abatement Authority.

In Virginia, the framework for distribution of opioid settlement funds is formed by the settlement agreements, a memorandum of understanding between the Commonwealth of Virginia and cities and counties, and Va. Code Title 2.2, Chapter 22, Article 12, which created the state Opioid Abatement Authority in 2021. These funds must generally be used for abatement purposes, defined as efforts to treat, prevent, or reduce opioid use disorder or the misuse of opioids, or to otherwise abate or remediate the opioid epidemic¹. While some funds technically could be used for other purposes, it is strongly discouraged to use funds for non-abatement purposes. Loudoun County will receive funds directly and also will be eligible to receive funds from the OAA. A substantial amount of OAA funds will be available through a competitive award process for regional projects.

¹ Generally, it is anticipated that all individual settlement agreements will define “abatement purposes” in a similar manner, though it is possible the provisions of specific settlements could vary slightly.



Public Facilities Fund

Developer contributions, also known as proffers, provide resources to fund capital facilities in the Capital Improvement Program (CIP); developers contribute these resources to address the future impact of development. Proffers can be cash contributions, dedicated land, or in-kind services that are voluntarily granted to the County to partially offset future capital facility costs associated with specific developments. Proffer contributions are typically obtained through a rezoning or a change in the planned land use. When a developer is granted a rezoning that changes the land use to residential or that increases the density of existing residential uses, 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 \$58,695,572 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 2024 are included in the FY 2024 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	\$28,770,783	\$3,562,140	\$1,494,462	\$0	\$0	\$50,181,172
Cash Proffer Interest	13,928	0	0	0	0	0	13,928
Projected Proffers	0	0	0	3,887,792	1,812,459	2,800,220	8,500,471
Total – Revenues	\$16,367,715	\$28,770,783	\$3,562,140	\$5,382,254	\$1,812,459	\$2,800,220	\$58,695,572
Expenditures							
Health and Welfare	\$450,000	0	0	0	0	0	\$450,000
Parks and Culture	7,589,000	5,097,957	677,478	0	1,000,000	0	14,364,435
Public Safety	1,762,318	710,522	0	0	0	1,000,000	3,472,840
Roads and Sidewalks	6,566,398	22,875,796	2,884,662	5,382,254	812,459	1,800,220	40,321,789
Towns	0	86,508	0	0	0	0	86,508
Total – Expenditures	\$16,367,715	\$28,770,783	\$3,562,140	\$5,382,254	\$1,812,459	\$2,800,220	\$58,695,572

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 2025 – FY 2028

¹ Sums may not equal due to rounding.

**Public Facilities Fund**

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.

FY 2023 Public Facilities Fund**Arcola Mills Drive - 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 Widening - 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	Glascok 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

Eastern Loudoun Group Home

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



Public Facilities Fund

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	Glascok Field At Stone Ridge	99075676	578,180.04
ZMAP-2014-0006	Whitman Property North	99077221	2,251,389.50
Total			\$3,990,000.00

Evergreen Mills Road / Reservoir Road / Watson Road Intersection Improvements

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 Widening - Tall Cedars Parkway to Braddock Road

ZMAP	Development	Sequence #	Amount
ZMAP-2006-0007	Glascok Field at Stone Ridge	99071137	\$366,940.69
ZMAP-2006-0007	Glascok 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

**Public Facilities Fund****Route 15 / Spinks Ferry Road / Newvalley Church Road Roundabout**

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 Widening - Evergreen Mills Road to Beaverdam Drive

ZMAP	Development	Sequence #	Amount
ZMAP-2015-0011	Addison Mcdonald Properties	99076783	\$240,889.26
Total			\$240,889.26

Shellhorn Road – East of Loudoun County Parkway to Bullpen Drive / Thumb Drive

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****Arcola Quarters for the Enslaved**

ZMAP	Development	Sequence #	Amount
ZMAP-2000-0012	Blue Springs View	99063657	\$2,273.80
ZMAP-2002-0020	Braddock Corner	99065503	52,243.72
ZMAP-2002-0003	C D Smith Property	99066684	223,315.20
ZMAP-2004-0022	Dawson's Corner	99066976	13,316.21



Public Facilities Fund

ZMAP	Development	Sequence #	Amount
ZMAP-2000-0008	Dean Property	99065410	97,120.32
ZMAP-1999-0021	Fairfield Residential	99063315	47,792.22
ZMAP-1995-0009	Katama Woods	97081471	1,239.95
ZMAP-1995-0014	Kirkpatrick Farms	99064415	33,480.49
ZMAP-2005-0013	Marbury	99067428	85,145.59
ZMAP-2005-0001	Seven Hills	99066992	187,036.74
ZMAP-2001-0010	South Riding Station	99066349	229,265.65
ZMAP-1999-0016	South Village	99063831	176,772.97
ZMAP-2014-0006	Whitman Property North	99077221	817,954.56
Total			\$1,966,957.42

Belmont Ridge Road / Legacy Park Drive Traffic Signal

ZMAP	Development	Sequence #	Amount
ZCPA-1994-0005	Broadlands South	96060111	\$124,141.88
ZMAP-2019-0020	Waxpool Crossing	99082536	178,500.00
Total			\$302,641.88

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

ZMAP	Development	Sequence #	Amount
ZCPA-2016-0005	Catholic High School	99076627	\$1,500,000.00
ZMAP-1999-0006	East Riding Estates	99063787	87,123.52
Total			\$1,587,123.52

Brambleton West Park Improvements

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0002	Brambleton Active Adult	99078331	\$57,059.12
ZMAP-2014-0006	Whitman Property North	99077221	6,940.88
Total			\$64,000.00

Croson Lane Widening - Claiborne Parkway to Old Ryan Road

ZMAP	Development	Sequence #	Amount
SBRD-2001-0089	Quail Pond Estate	99064368	\$100,915.42
ZMAP-2002-0004	Reserve At Belle Terra	99064796	13,321.99
SBPL-2005-0018	Windermere	99067980	8,762.59
Total			\$123,000.00

**Public Facilities Fund****Fire and Rescue Basic Training Facility**

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0005	Goose Creek Club - Rezoning	99075860	\$450,226.36
ZCPA-2019-0009	Poland Hill	99081494	224,773.64
Total			\$675,000.00

Fire and Rescue – Station #28 – Leesburg South Station

ZMAP	Development	Sequence #	Amount
SBRD-2002-0019	Sycolin Creek Lots 1-17	99064419	\$35,521.76
Total			\$35,521.76

LPAT Signature Project

ZMAP	Development	Sequence #	Amount
ZMAP-2015-0008	Century Corner at Goose Creek	99077154	\$1,061,540.72
ZCPA-2012-0014	Kincora Village Center	99076354	1,680,198.50
ZMAP-2018-0005	One Loudoun	99081280	325,260.78
Total			\$3,067,000.00

Old Ox Road Widening - Shaw Road to Oakgrove Road

ZMAP	Development	Sequence #	Amount
ZCPA-2020-0014	Waterside North	99083173	\$9,675,000.00
Total			\$9,675,000.00

Route 7 Eastbound Widening – Loudoun County Parkway to Route 28

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0014	Kincora Village Center	99076354	\$1,612,317.00
Total			\$1,612,317.00

Route 50 / Everfield Drive Roundabout

ZMAP	Development	Sequence #	Amount
ZMAP-2015-0012	Corpus Christi Parish	99076576	\$5,250.00
SBPL-2012-0011	Grant At Willowsford	99082235	158,686.06
SPEX-2006-0018	Pinebrook	99068548	152,286.57
ZMAP-1999-0016	South Village	99063527	20,090.62
SBRD-2002-0071	Westbrook	99064358	21,717.09
Total			\$358,030.34



Public Facilities Fund

Shellhorn Road – MWAA Property to Moran Road

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0014	Kincora Village Center	99076354	\$2,959,000.00
Total			\$2,959,000 .00

Town of Round Hill – Southern Gateway Pedestrian Trail

ZMAP	Development	Sequence #	Amount
SBPR-2000-0017	Hamlets of Blue Ridge	99063275	\$20,384.11
SBPR-2000-0018	Hamlets of Blue Ridge	99063276	14,624.34
SBRD-1995-0026	Orchards at Round Hill	96050203	51,499.85
Total			\$86,508.30

Westwind Drive – Loudoun County Parkway to Old Ox Road

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0014	Kincora Village Center	99076354	\$5,368,276.52
ZMAP-2013-0003	Regency at Belmont Chase	99079316	890,406.48
Total			\$6,258,683.00

FY 2024 Total: \$28,770,783.22

FY 2025 Public Facilities Fund

Croson Lane Widening - Claiborne Parkway to Old Ryan Road

ZMAP	Development	Sequence #	Amount
ZMAP-1998-0003	Worldcom/Uunet	99070292	\$700,000.00
Total			\$700,000.00

LPAT Signature Project

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0014	Kincora Village Center	99076354	\$635,509.74
ZMAP-2018-0005	One Loudoun	99081280	41,967.84
Total			\$677,477.58

Northstar Boulevard Widening - Tall Cedars Parkway to Braddock Road

ZMAP	Development	Sequence #	Amount
ZCPA-2013-0005	Community Corner	99077046	\$353,372.98
SPEX-2006-0018	Pinebrook	99068548	151,419.13
ZCPA-2016-0002	Prologis Park Dulles - Gateway Phase V	99076930	90,000.00
Total			\$594,792.11

**Public Facilities Fund****Shellhorn Road - MWAA Property Boundary to Moran Road**

ZMAP	Development	Sequence #	Amount
ZCPA-1986-0019	Evans-Cockerille	97010830	\$50,000.00
ZMAP-1986-0019	Evans-Cockerille	97011548	39,870.65
n/a	Projected Cash Proffers	n/a	1,500,000.00
Total			\$1,589,870.65

FY 2025 Total: \$3,562,140.34

FY 2026 Public Facilities Fund**Arcola Mills Drive – 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

Croson Lane Widening - Claiborne Parkway to Old Ryan Road

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0014	Kincora Village Center	99076354	\$407,000.00
ZMAP-2002-0004	Reserve at Belle Terra	99064796	88,634.50
ZMAP-1998-0003	Worldcom/Uunet	99070292	819,000.00
Total			\$1,314,634.50

Northstar Boulevard – Widening Tall Cedars Parkway to Braddock Road

ZMAP	Development	Sequence #	Amount
ZMAP-2006-0007	Glascok Field at Stone Ridge	99071137	\$179,827.89
n/a	Projected Cash Proffers	n/a	655,735.11
Total			\$835,563.00

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

Route 50 / Everfield Drive Roundabout

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



Public Facilities Fund

Shellhorn Road – MWAA Property Boundary to Moran Road

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$1,500,000.00
Total			\$1,500,000.00

FY 2026 Total: \$5,382,254.50

FY 2027 Public Facilities Fund

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

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

Dulles Adult Day Center

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

Dulles South Community Park

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	\$312,459.00
Total			\$312,459.00

FY 2027 Total: \$1,812,459.00

FY 2028 Public Facilities Fund

Arcola Mills Drive – Belmont Ridge Road to Stone Springs Boulevard

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

Fire and Rescue Station #29 – Loudoun Gateway Station

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	\$1,000,000.00
Total			\$1,000,000.00



Public Facilities Fund

Northstar Boulevard Widening - 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

FY 2028 Total: \$2,800,220.00



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). The County has operated the HCV program since 1977.

HCV assists very low-income households with incomes at or below 50 percent area median income (AMI), the elderly, and persons with disabilities in acquiring safe, decent, affordable housing in the private market, while fostering self-sufficiency and ensuring that properties meet federal Housing Quality Standards (HQS).¹ PBVs are tied to a particular property rather than a particular family. Often, the rental assistance at PBV sites provide operational income to maintain and rehab the structure. Owners can use the rental subsidy to service debt of new construction developments in exchange for providing safe and quality housing for households earning less than 50 percent of the Area Median Income. The 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 program's requirements; however, it is the family's responsibility to find a unit that the owner agrees to rent under the guidelines established for the HCV program. The County pays housing subsidies (70 percent of the local fair market rents) directly to the landlord; the program participants are responsible for paying no more than 30 percent of adjusted income toward rent and participants pay the difference between the actual rent charged and the subsidy.

The County administers vouchers that are awarded by HUD through the Annual Contributions Contract (ACC). The most recent CY 2022 ACC includes funding for 787 total vouchers, including regular vouchers and special-purpose vouchers, which are designated for use within particular populations, such as veterans, families reunifying with their children, and people with disabilities.

¹ In 2022, 50 percent AMI is \$49,850 for one person; \$56,950 for two persons; \$64,050 for three persons; and \$71,150 for four persons. HUD typically publishes updated AMI in April.

**Rental Assistance Program Fund****Revenues, Expenditures, and Changes in Fund Balance¹**

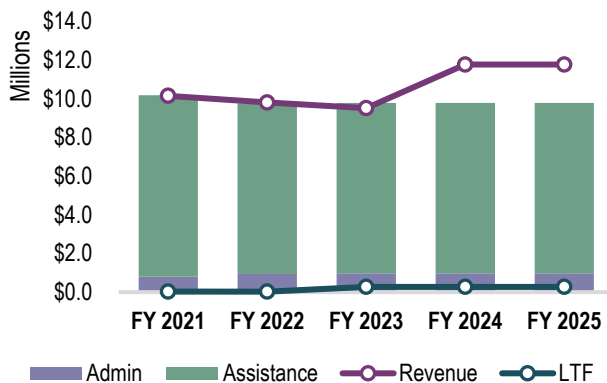
	FY 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
Use of Money and Property	\$731	\$757	\$4,400	\$4,400	\$4,400
Miscellaneous Revenue	60,941	41,847	131,000	131,000	131,000
Recovered Costs	1,523,289	1,043,313	750,000	1,250,000	1,250,000
Intergovernmental – Federal	8,577,017	8,734,703	8,640,163	10,397,838	10,397,838
Transfer from the General Fund	29,857	26,900	272,390	272,390	272,390
Total – Revenue	\$10,191,835	\$9,847,520	\$9,797,953	\$12,055,628	\$12,055,628
Expenditures					
Rental and Utility Assistance	\$9,390,492	\$9,085,318	\$8,825,483	\$10,912,400	\$10,912,400
Administration	801,343	762,202	972,470	1,143,228	1,143,228
Total – Expenditure	\$10,191,835	\$9,847,520	\$9,797,953	\$12,055,628	\$12,055,628
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 2021 Annual Comprehensive Financial Report (ACFR).³ Source: Loudoun County FY 2022 ACFR.⁴ The Rental Assistance Program Fund does not maintain a fund balance. The HCV Program is an advance-funded program, meaning revenues are received before expenditures are incurred. Any unspent funds at the end of a fiscal year are classified as unearned revenues.



Rental Assistance Program Fund

Revenue and Expenditure History



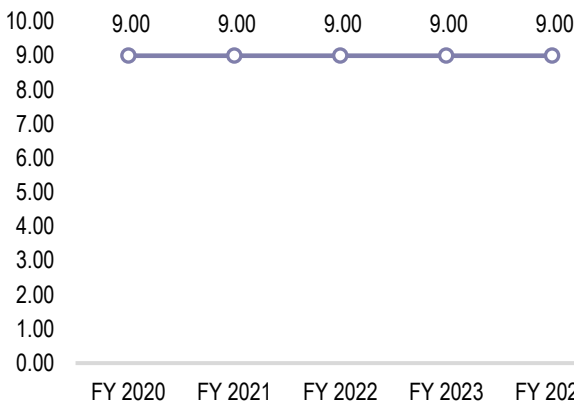
Revenue/Local Tax Funding

As shown, the Rental Assistance Program Fund is primarily funded by program-generated revenues, receiving 2 percent of its budget from local tax funding (transfer from the General Fund).

Expenditure

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

Staffing/FTE History



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

The FY 2024 Adopted Budget maintains the level of local tax funding needed in support of administrative costs. Administrative costs include personnel costs.

As rent costs continue to increase in the County, the number of vouchers that can be supported with the existing funds decreases. The number of vouchers issued determines the level of reimbursement for administrative costs – thereby increasing the local tax funding (LTF) necessary to continue supporting the programs at the current service level. Local tax funding is not used to support rental subsidies. Rising rental prices will continue to be a challenge in the future.

Policies

Federal Section 8 Administrative Plan outlines how the County will administer the Rental Assistance Program Fund. This policy is in accordance with Title 24 Code of Federal Regulations, Part 982. For the most up-to-date information related to the program, please refer to HUD's website.

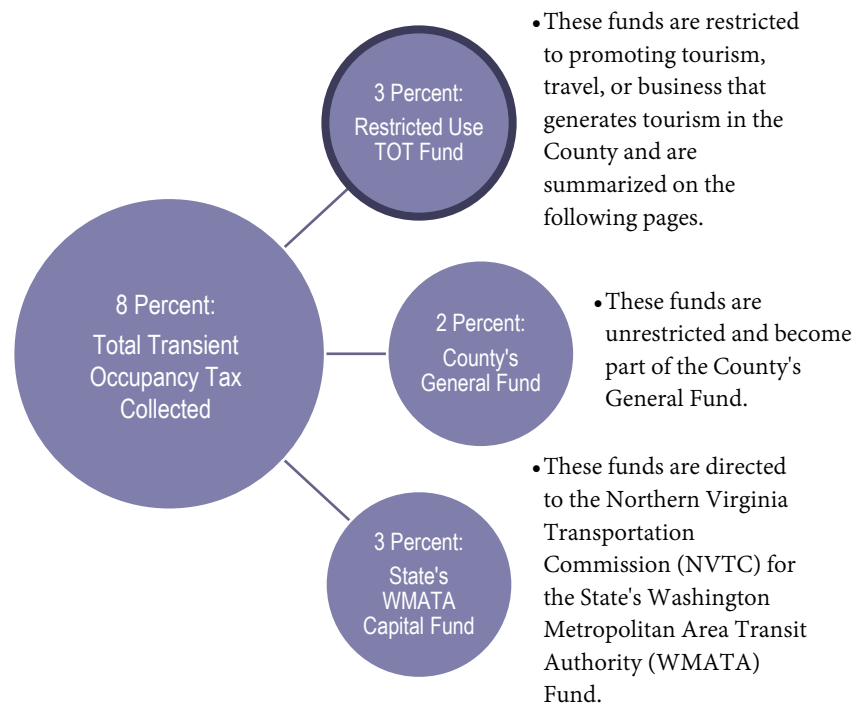




Restricted Transient Occupancy Tax Fund

Loudoun County levies a Transient Occupancy Tax (TOT) on hotels, motels, short-term rentals, travel campgrounds, and other businesses offering guest rooms for rent. The application of this tax has several stipulations; for example, the rooms must be available for continuous occupancy, but for fewer than thirty consecutive days by the same individual. The tax is calculated at 8 percent of the lodging bill and is paid by the patrons of these businesses. The tax is collected by the business and remitted to the County Treasurer's Office on a quarterly basis.

Breakdown of Total Transient Occupancy Tax Revenue Allocations



The Board of Supervisors adopted a Restricted Use TOT Funding Policy in July 2005, which was last revised in June 2021. The Funding Policy guides the Board of Supervisors in its efforts to strategically and proactively affect tourism in Loudoun County.

- **Core Tourism Services** to sustain Loudoun's tourism base. Core Tourism Services, based upon standards recommended by Destination Marketing Association International, are provided by Visit Loudoun, the primary programmatic element of the County's travel and tourism promotion efforts. Visit Loudoun is allocated 75 percent of the forecasted Restricted TOT revenues to implement these core services.
- **Strategic Tourism Growth Initiatives** to expand Loudoun's tourism base by implementing projects to sustain Loudoun County's Tourism Destination Strategy. The County's Tourism Destination Strategy guides the marketing, promotion, and product development of Loudoun's tourism sector. Of the remaining forecasted Restricted TOT revenues, 15 percent will be available to fund those uses as determined by the Board that best meet the goals of the Tourism Destination Strategy.
- **Policy Mandated Reserves** of 10 percent of actual RTOT revenues, adjusted at the end of each fiscal year, for use during years in which revenues received are less than projected.

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

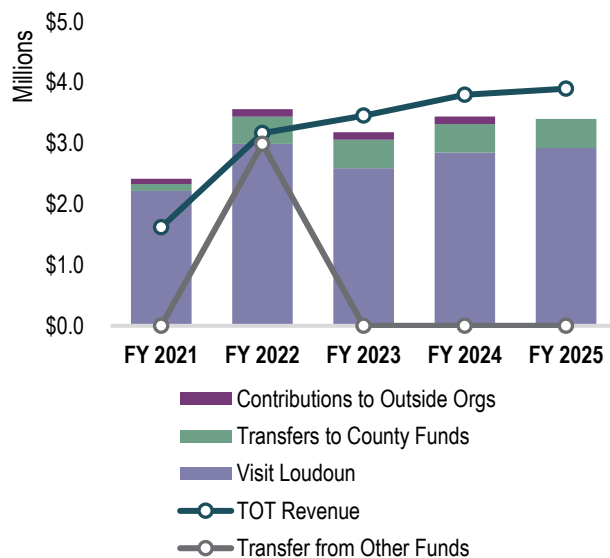
	FY 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$960,996	\$161,947	\$2,761,213	\$3,033,871	\$3,392,287
Revenues					
Estimated Restricted TOT Revenue	\$1,619,467	\$3,169,944	\$3,456,969	\$3,800,000	\$3,900,000
Transfers from Other Funds ⁴	0	2,992,500	0	0	0
Total – Revenues	\$1,619,467	\$6,162,444	\$3,456,969	\$3,800,000	\$3,900,000
Expenditures					
Visit Loudoun Annual Contribution	\$2,218,313	\$2,298,750	\$2,592,727	\$2,850,000	\$2,925,000
Visit Loudoun Pandemic Supplement ⁵	0	543,750	0	0	0
Visit Loudoun Recovery Grants	0	150,000	0	0	0
Transfers to General Fund	113,704	447,678	468,584	468,584	479,108
Visit Loudoun Sports Grants	50,000	50,000	50,000	50,000	50,000
Visit Loudoun International Travel	0	36,500	36,500	36,500	36,500
Economic Development Authority International Travel	36,500	36,500	36,500	36,500	36,500
Restricted TOT Grant Program ⁶	0	0	0	0	0
Total – Expenditures	\$2,418,517	\$3,563,178	\$3,184,311	\$3,441,584	\$3,527,108
Estimated Ending Fund Balance	\$161,946	\$2,761,213	\$3,033,871	\$3,392,287	\$3,765,179
Percent Change	-83%	1605%	10%	12%	11%
Policy Mandated Reserves⁷	\$161,947	\$316,994	\$345,697	\$380,000	\$390,000
Available Fund Balance	\$0	\$2,444,218	\$2,688,174	\$3,012,287	\$3,375,179

¹ Sums may not equal due to rounding.² Source: Loudoun County FY 2021 Annual Comprehensive Financial Report (ACFR)³ Source: Loudoun County FY 2022 ACFR.⁴ General funds that became available due to the provision of government services funded by the federal American Rescue Plan Act (ARPA) were used to replenish the RTOT fund and provide funding to Visit Loudoun. These funds were not included in the FY 2022 and FY 2023 Adopted Budgets, but rather approved as revisions in FY 2022 and FY 2023.⁵ Visit Loudoun Supplemental Funding and Recovery Grants approved by the Board of Supervisors at the June 15 2021, Board Business meeting.⁶ The RTOT Grant Program was suspended in FY 2021 and FY 2022, however resumed in FY 2023. The program is not budgeted annually, but rather uses up to 50 percent of prior year ending fund balance.⁷ Mandated Reserve Policy – per the Restricted TOT Funding Policy, 10 percent of annual Restricted TOT revenue must be held as reserves.



Restricted Transient Occupancy Tax Fund

Revenue and Expenditure History



Revenue/Local Tax Funding

As shown, the Restricted Use TOT Fund historically has been entirely funded by Transient Occupancy Tax revenue. In FY 2022, ARPA funds were transferred to the RTOT to address pandemic-related revenue loss. This fund is comprised of no local tax funding.

Expenditure

The majority of the expenditures in the Restricted TOT Fund are dedicated to contributions to external organizations (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 had a significant impact on the hospitality industry. County TOT revenues decreased by 58 percent in FY 2021 compared to FY 2019 (pre-pandemic). However, by the end of FY 2022, occupancy rates had returned to pre-pandemic levels while the average daily rate of hotel rooms in the County surpassed FY 2019 levels due to high levels of inflation. Business-sector travel and passenger traffic from Washington Dulles International Airport, both of which are strong influences on TOT revenue, have yet to return to pre-pandemic levels.

The FY 2024 Adopted Budget for the Restricted TOT Fund estimates revenue of \$3,800,000, a 10 percent increase from the FY 2023 Adopted Budget and one percent less than pre-pandemic (FY 2019). 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, ten percent is held in reserve, and 15 percent is used to fund strategic tourism initiatives. Of the remaining 15 percent of projected revenues, \$50,000 is set-aside for the Sports Tourism program, and \$36,500 is budgeted for international travel for Visit Loudoun and the Economic Development Authority each.

The Restricted TOT Fund also supports the TOT Grant Program. Per the adopted Funding Policy, unallocated Restricted TOT funds may be granted to community organizations which provide tourism services or activities, consistent with the Board's funding guidelines. This program began in FY 2018, and while FY 2019 saw a similar level of participation, FY 2020 saw a significant increase in the number of applicants and awards. Due to the unclear economic picture resulting from the COVID-19 pandemic, FY 2021 and FY 2022 funding for the grant program was suspended. The program resumed in FY 2023. It is important to note, the grant program is not part of the annual budget and is dependent on available fund balance. Up to 50 percent of the unreserved fund balance may be used for this purpose.

Looking to FY 2025, revenue is forecasted to stabilize as influencing factors such as occupancy rates, average daily rates, Dulles International Airport traffic, and business and leisure travel begin to reach a new post-pandemic normal.

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

Department	FY 2021 Actual ¹	FY 2022 Actual	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Transfer to the General Fund					
Department of Economic Development	\$58,641	\$230,678	\$240,496	\$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)	\$24,251	\$99,220	\$110,308	\$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	\$30,812	\$117,780	\$117,780	\$117,780	\$117,780
A portion of the Department of Parks, Recreation, and Community Services' (PRCS) athletic field maintenance expenditures are offset by Restricted Use TOT funding due to the relationship between the County's ability to facilitate sports tournaments and overnight hotel stays in the County. Quality maintenance of fields makes them more attractive venues for tournaments which bring economic activity. Field maintenance was completely funded through the General Fund until FY 2013 when a portion of Restricted Use TOT Funding was identified to offset some field maintenance expenditures. PRCS field maintenance services are under heavy pressure due to high usage of the County's athletic fields.					
Total – Transfer to the General Fund	\$113,704	\$447,678	\$468,584	\$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 2021 Actual	FY 2022 Actual	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Contributions to External Organizations					
Visit Loudoun Annual Contribution	\$2,218,313	\$2,298,750	\$2,592,727	\$2,850,000	\$2,925,000
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 Pandemic Assistance	\$0	\$693,750	\$0	\$0	\$0
The RTOT Fund, which traditionally provides direct payments to Visit Loudoun, experienced a 64 percent reduction in revenue between FY 2019 (pre-pandemic levels) and FY 2021. At the June 15, 2021 Board of Supervisors Business Meeting, the Board approved up to \$3.5 million to stabilize Visit Loudoun and replenish the RTOT Fund. ¹ In addition to Visit Loudoun's FY 2022 annual payment, funds were allocated to Visit Loudoun to supplement FY 2022 and FY 2023 shortfalls and to help achieve pre-pandemic levels of revenue (FY 2019). Additionally, \$300,000 was allocated over FY 2022 and FY 2023 to support targeted initiatives, including additional advertising, partnerships, and sponsorships to drive group market attraction and sponsorships to attract sports tournaments.					
Visit Loudoun Sports Tourism Grant Program	\$50,000	\$50,000	\$50,000	\$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	\$0	\$36,500	\$36,500	\$36,500	\$36,500
As a part of the June 2016 revision to the Restricted TOT Funding Policy, the County has the option to support Visit Loudoun's travel to and attendance on international economic development trips where tourism subject matter experts or Visit Loudoun staff may provide a strategic benefit.					
Economic Development Authority International Travel	\$36,500	\$36,500	\$36,500	\$36,500	\$36,500
As a part of the June 2016 revision to the Restricted TOT Funding Policy, the County has the option to support travel to and attendance on international economic development trips where local representatives may provide a strategic benefit to County tourism efforts. Funding these trips is accomplished with a transfer to the Loudoun County Economic Development Authority.					
Restricted TOT Grant Program	\$0	\$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 and FY 2022. The program resumed in FY 2023 and will be reflected in in FY 2023 Actuals.					
Total – Contributions to External Organizations	\$2,304,813	\$3,115,500	\$2,715,727	\$2,973,000	\$3,048,000

¹ June 15, 2022, Board of Supervisors Business Meeting, Item 5g, FGOEDC Report: Appropriation and Allocation of American Rescue Plan Act (ARPA) Funding



Restricted Transient Occupancy Tax Fund

Policies

The Loudoun County Board of Supervisors adopted the Restricted Use Transient Occupancy Tax (TOT) Funding Policy on July 19, 2005. The Policy was last revised June 15, 2021 and details the guidelines and requirements for Restricted TOT funding.

The Restricted Use TOT Funding Policy identifies the purpose of the Fund as providing the Board with the opportunity to strategically and proactively affect tourism within the County, enabling targeted investment in high-priority tourism projects that advance the County's strategic tourism objectives, and maximizing tax relief to the General Fund by increasing Restricted TOT revenues. It specifies that the use of Restricted TOT Funds must meet the purposes designated by Section 58.1-3819 of the Code of Virginia (1950), as amended, which is:

“(Any) excess from a rate over two percent but not exceeding five percent shall be designated and spent solely for tourism and travel, marketing of tourism or initiatives that, as determined after consultation with the local tourism industry organizations, including representatives of lodging properties located in the county, attract travelers to the locality, increase occupancy at lodging properties, and generate tourism revenues in the locality.”

As noted above, the priorities for funding through Restricted Use TOT revenue are Core Tourism Services and Strategic Tourism Growth Initiatives. Core Tourism Services sustain Loudoun's tourism base and competitively position Loudoun County to attract visitors. Core Tourism Services are defined and measured based upon standards recommended by Destination Marketing Association International. These services are provided by Visit Loudoun under a Memorandum of Understanding (MOU) with the County. Both the Restricted Use TOT Fund Policy and the MOU specify that 75 percent of Restricted TOT funds will be annually allocated to Visit Loudoun in order to deliver Core Tourism Services.

Strategic Tourism Growth Initiatives expand Loudoun's tourism base by implementing high priority projects compatible with the programmatic elements of the Loudoun County Tourism Destination Strategy, which the County develops and adopts with Visit Loudoun. Visit Loudoun serves as the primary programmatic element of the County's travel and tourism promotion activities. Projects funded as Strategic Tourism Growth Initiatives will be identified and prioritized as part of the County's annual budget process. Projects can be funded by Board direction, competitive procurement, grants to non-profit entities, or transfers to County Agencies or Visit Loudoun. Any unused funds will be carried over for use as reserve or for multi-year projects. The Policy also details the funding process for Strategic Growth Initiatives. The Policy mandates a reserve of 10 percent of actual Restricted TOT Revenues, for use during years in which revenues received are less than projected.

The Policy calls for a 3-Year Tourism Destination Strategy. The Tourism Destination Strategy is reviewed annually by the Board of Supervisors, Visit Loudoun, the Economic Development Advisory Commission, and industry partners to identify and prioritize Strategic Tourism Growth Initiatives.



Route 28 Special Improvements Fund

Loudoun County, in partnership with Fairfax County, formed the Route 28 Highway Transportation Improvement District on December 21, 1987. Under Virginia law, such a district may be formed only upon the joint petition of owners of at least 51 percent of the land area in each County located within the boundaries of the District, and which has been zoned or is used for commercial or industrial purposes. The District was formed to provide improvements to State Route 28, which connects State Route 7 in eastern Loudoun County to U.S. Route 50 and Interstate Highway 66 in western Fairfax County, running approximately parallel to the County's eastern border. State Route 28 provides access to Dulles International Airport, along with the Dulles Access Road, which connects the Capital Beltway to Dulles Airport, and the Dulles Greenway, which provides highway access into central Loudoun County. This District was formed upon landowner petition to accelerate planned highway improvements which relied primarily on slower pay-as-you-go financing from the Northern Virginia region's share of the State Primary Road Fund allocation.

A Commission appointed by the Boards of Supervisors of both Counties administers the District, and the Commission may subject the owners of industrial and commercial property within the District to a maximum additional tax assessment of 20 cents per \$100 of assessed value. These funds, in addition to funds received through the State Primary Road Fund allocation formula, are to be used for the road improvements and debt service on bonds issued by the State. The initial debt issue for this project consisted of \$138.5 million in revenue bonds issued by the State in September 1988. In 2002, the County entered into an agreement with the State and Fairfax County to refund the existing debt and issue new bonds to construct six additional interchanges. The total cost of this additional project is estimated at \$190 million and will be completed under the auspices of the State Public Private Transportation Act.

Loudoun County and Fairfax County entered into a contract with the District on September 1, 1988, and agreed to levy additional tax assessments as requested by the District, collect the tax, and pay all tax revenues to the Commonwealth Transportation Board. The contract specified that: (1) the County Administrator shall include in the budget all amounts to be paid by the County under the District Contract for the fiscal year; (2) the County shall provide by February of each year the total assessed fair market value of the district as of January 1 of that year; and (3) the District in turn shall notify the County of the required payment and request a rate sufficient to collect that amount, up to a maximum of 20 cents per \$100 of assessed value. Initially, tax collections at the maximum amount were not sufficient to pay the debt obligation in full. Consequently, the shortfall was made up from the Northern Virginia State Highway allocation. The inter-jurisdictional agreement was subsequently amended to incorporate the revised financing plan for the new work program. Under the revised agreement, Fairfax and Loudoun Counties agreed to transfer funds necessary to pay debt service on the existing debt. The remaining amount will be held in a revenue stabilization fund to protect the counties against any fluctuations in revenue.

For Tax Year 2020, the tax rate for the Route 28 Special Improvements Fund was reduced from \$0.18 per \$100 of assessed value to \$0.17 per \$100 of assessed value. The tax rate was further reduced to \$0.16 per \$100 of assessed value effective January 1, 2023. For FY 2024, the Route 28 Special Improvements Fund is projected to generate \$16,875,000 in current and delinquent tax revenue to offset its estimated \$16,875,000 in expenditures. There is no local tax funding in this fund.

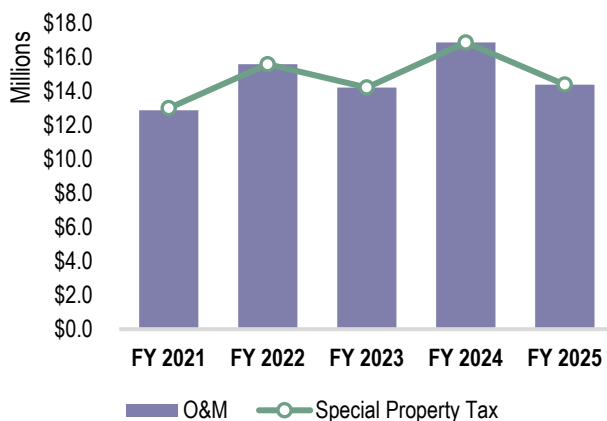


Route 28 Special Improvements Fund

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected ⁴
Beginning Fund Balance	\$401,970	\$525,293	\$592,836	\$592,836	\$592,836
Revenues					
General Property Taxes ⁵	\$12,729,445	\$15,552,867	\$14,224,000	\$16,875,000	\$14,395,000
Transfer from Other Funds	278,696	43,472	0	0	0
Total – Revenues	\$13,008,141	\$15,596,339	\$14,224,000	\$16,875,000	\$17,524,000
Expenditures					
Public Works	\$12,884,818	\$15,528,796	\$14,224,000	\$16,875,000	\$14,395,000
Total – Expenditures	\$12,884,818	\$15,528,796	\$14,224,000	\$16,875,000	\$17,524,000
Estimated Ending Fund Balance	\$525,293	\$592,836	\$592,836	\$592,836	\$592,836

Revenue and Expenditure History



Revenue/Local Tax Funding

The Route 28 Special Improvements Fund is funded entirely by a special levy on commercial and industrial real property in the Rt. 28 District and receives no local tax funding (LTF). The 2024 tax rate for the District is \$0.16 per \$100 of assessed value.

Expenditure

All of the expenditures in the Route 28 Special Improvements Fund are dedicated to improvements of Route 28.

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2021 Annual Comprehensive Annual Financial Report (ACFR).

³ Source: Loudoun County FY 2022 ACFR.

⁴ The decline in revenue reflected in the FY 2025 Projected column reflects an anticipated decline in values based on changes in assessment methodology that may result from the 2022 General Assembly's passage of House Bill 791. House Bill 791 provides that if data center fixtures are taxed as real property, they shall be valued based on depreciated reduction or replacement cost, rather than based on the amount of income they generate. Due to lack of specific cost data, this change was not reflected in the January 2023 commercial property values.

⁵ Includes real property taxes, public service corp. taxes, and penalties and interest for delinquent payments.



Route 28 Special Improvements Fund

Revenue Analysis

FY 2024 Forecasted C&I Real Property Taxable Base (Forecasted as of January 2023) ¹

Tax Year 2023 Estimated Fair Market Value of Real Taxable Property - Route 28	\$10,471,661,518
Add: Reassessment due to Revaluation	\$209,433,230
Add: Estimated Value of New Construction	\$200,000,000
Tax Year 2024 Forecasted Fair Market Value of Real Taxable Property - Route 28	\$10,681,094,748
FY 2024 Forecasted Real Property Tax Base²	\$10,676,378,133
Less: Potential Administrative and/or Board of Equalization adjustments ³	\$(37,367,323)
Plus: Partial Value of New Construction	\$40,000,000
FY 2024 Forecasted Real Property Tax Base Total	\$10,579,010,810

	Forecasted Taxable Base	Net Revenue per Penny	Estimated FY 2024 Revenue ⁴
Real Property ⁵	\$10,679,010,810	\$1,035,882	\$16,875,000
Public Service Corp	\$10,726,472	n/a	17,000
Delinquent Penalties and Interest		n/a	40,000
Total Revenue			\$16,875,000

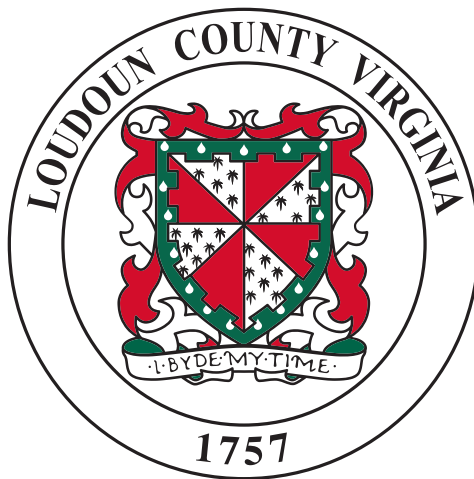
¹ Excludes residential properties which, within the District, are not taxable and \$10.7 million in public service corporation properties. Assessed value information forecasted by the Office of Management and Budget (January 2023).

² FY 2024 revenues are the product of Tax Year 2023 (Fall FY 2024 levy) and Tax Year 2024 (Spring FY 2024 levy).

³ Resulting from appeals and hearings; estimated at 0.35 percent of fair market value.

⁴ Revenue total is rounded to nearest \$1,000 for FY 2024 forecast.

⁵ Net of estimated uncollectible accounts, deferred revenues, and refunds (assumed 3.0 percent).





State and Federal Grant Fund

The State and Federal Grant Fund accounts for the revenues related to grants and donations that are restricted for a specific use (expenditures). The most common sources are the Commonwealth of Virginia (state) and federal governments. Some private organizations provide grants to the County, but the grants are often pass-through grants that originate at the state and federal levels. Typically, a grant agreement outlines the restrictions on these funds and 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 each responsible department, including Loudoun County Fire and Rescue (LCFR); the Department of Housing and Community Development (DHCD); the Department of Mental Health, Substance Abuse, and Developmental Services (MHSADS); the Department of General Services (DGS); and the Office of the County Administrator (CA).



State and Federal Grant Fund

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Proposed	FY 2025 Projected
Beginning Fund Balance	\$280,476	\$294,190	\$311,316	\$311,316	\$311,316
Revenues					
Miscellaneous Revenue	\$13,686	\$0	\$0	\$0	\$0
Recovered Costs	28	17,127	0	0	0
Intergovernmental – Commonwealth	1,946,254	1,820,294	2,241,725	2,241,725	2,241,725
Intergovernmental – Federal	3,086,012	3,326,590	2,010,700	2,055,852	2,055,852
Total – Revenues	\$5,045,980	\$5,164,011	\$4,252,425	\$4,297,577	\$4,297,577
Expenditures⁴					
LCFR	\$365,504	\$349,387	\$364,530	\$364,530	\$364,530
DHCD	0	715,681	1,334,300	1,379,452	1,379,452
County Administration	2,241,360	1,313,493	0	0	0
MHSADS	2,374,192	2,379,865	2,526,295	2,526,295	2,526,295
DTCI ⁵	27,300	27,300	27,300	0	0
DGS	0	0	0	27,300	27,300
Other Departments	23,910	361,158	0	0	0
Total – Expenditures	\$5,032,266	\$5,146,885	\$4,252,425	\$4,297,577	\$4,297,577
Estimated Ending Fund Balance⁶	\$294,190	\$311,316	\$311,316	\$311,316	\$311,316
Percent Change	5%	6%	0%	0%	0%
FTE	16.75	16.75	16.75	16.75	16.75

¹ Sums may not equal due to rounding.

² Source: Loudoun County FY 2021 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2022 ACFR.

⁴ Effective March 31, 2022 (FY 2022), the Office of Housing was reorganized from the Office of the County Administrator to the independent Department of Housing and Community Development (DHCD).

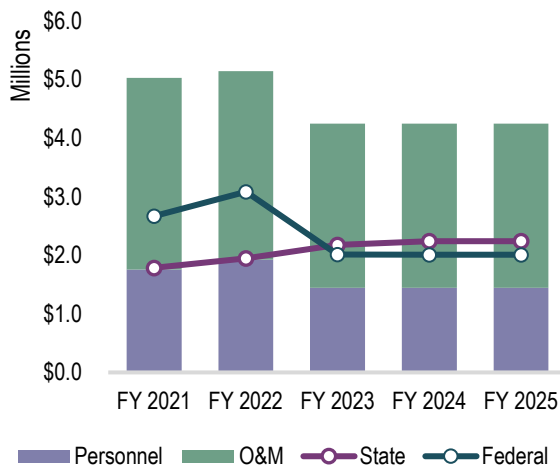
⁵ Effective March 30, 2023, Transit and Commuter Services was reorganized from the Department of Transportation and Capital Infrastructure (DTCI) to the Department of General Services (DGS). This is reflected beginning in the FY 2024 Adopted Budget.

⁶ There is no policy that restricts fund balance in the State and Federal Grant Fund; however, this fund balance typically consists of grant funds which are restricted for a specific purpose.



State and Federal Grant Fund

Revenue and Expenditure History



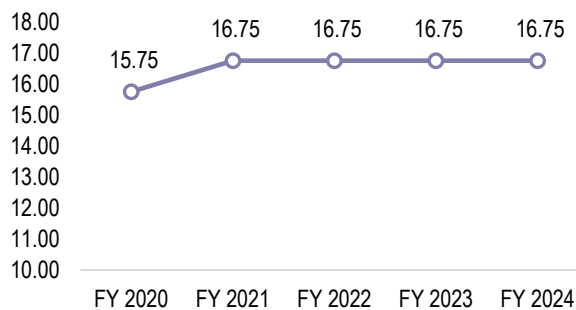
Revenue/Local Tax Funding

As shown, the State and Federal Grant Fund is funded by state and federal revenue. There is no local tax funding in the State and Federal Grant Fund.

Expenditure

Most of the expenditures in the State and Federal Grant Fund are dedicated to operating and maintenance costs.

Staffing/FTE History



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 2021 Actual	FY 2022 Actual	FY 2023 Adopted	FY 2024 Proposed	FY 2025 Projected
Four-for-Life (LCFR)	\$249,270	\$114,529	\$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)	\$1,903,036	\$1,128,273	\$1,334,300	\$1,379,452	\$1,379,452
The CDBG grant is managed by DHCD and is used for the program operating costs, including personnel (1.75 FTE). CDBG funds are received in the form of grants under subpart D, F, or § 570.405 of this part, under section 108(q) of the Housing and Community Development Act of 1974, loans guaranteed under subpart M of this part, urban renewal surplus grant funds, and program income as defined in § 570.500(a). Funding is part of the CDBG Entitlement Program, which provides annual grants on a formula basis to entitled cities and counties to develop viable urban communities by providing decent housing and a suitable living environment and expanding economic opportunities, principally for low and moderate-income persons. All activities that are funded by CDBG must meet a national objective that falls under one of the following categories: (1) benefits low/moderate income persons, (2) prevent or eliminate slums or blighted communities, and (3) meet an urgent need.					
Early Intervention (MHSADS)	\$1,725,763	\$1,788,643	\$1,788,643	\$1,788,643	\$1,788,643
The Early Intervention Program is managed by the MHSADS and supports both operating and personnel costs (12.00 FTE). The program is mandated to provide early intervention services to infants and toddlers with developmental delays and to support their families in caring for their infant/toddler. The monies in the State and Federal Grant Fund only reflect a portion of the County's Early Intervention Program. In addition to these monies, which require no local match, funds are included in the General Fund for MHSADS. The General Fund monies reflect the County's maintenance of effort, a requirement of the grant.					
Young Adult SMI (MHSADS)	\$570,925	\$541,453	\$687,883	\$687,883	\$687,883
The Young Adult SMI Program is managed by MHSADS. The program is part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. The program provides services to individuals experiencing first episode psychosis and/or persistent serious mental illness. Services provided follow a Coordinated Specialty Care based model of delivery with a focus on individual resiliency training, education and employment support, peer-to-peer support and personal empowerment. All services are delivered by a third-party contracted provider.					
Telepsychiatry (MHSADS)	\$49,769	\$49,769	\$49,769	\$49,769	\$49,769
The Telepsychiatry grant is managed by MHSADS. These funds are part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. Funds are used for the provision of psychiatric services.					
Regional Surface Transportation Program (DTCI/DGS)	\$27,300	\$27,300	\$27,300	\$27,300	\$27,300
The Regional Surface Transportation Program (RSTP) was managed by the DTCI until FY 2024 at which point Transit and Commuter Services was reorganized under DGS. Beginning with the FY 2024 Adopted Budget, this grant is managed by DGS. The funding supports the lease of the Lowes Island Parking Lot.					
Miscellaneous Grants	\$506,202	\$1,496,917	\$0	\$0	\$0
Grants that are not routine in nature, require ongoing competitive applications, whose annual award amounts are unknown, or whose funding stream is uncertain, are not part of the adopted budget for the State and Federal Grant Fund. These grants, as awarded, are brought forward to the Board of Supervisors, typically as part of the Administrative Items Report, for appropriation. Examples of these grants include the Urban Areas Security Initiative grants, the Securing the Cities program, the Edward Byrne Memorial Justice Assistance Grant, and the State Criminal Alien Assistance Program.					
Total	\$5,032,266	\$5,146,884	\$4,252,425	\$4,297,577	\$4,297,577



State and Federal Grant Fund

Policies

While internal policies do not typically exist for the State and Federal Grant Fund, individual grant agreements—and the legal authorization for those funding streams—govern how funds can be spent. Information on the grants included in the Proposed Budget for the State and Federal Grants Fund are below.

Four-for-Life

The Four-for-Life grant is administered by the Commonwealth and provides funding for the training of emergency medical service personnel and for the purchase of necessary equipment and supplies for use by the County in LCFR.

Per the Code of Virginia Section 46.2-694, a fee of \$4.25 is charged and collected at the time of registration of each pickup or panel truck and each motor vehicle under subdivisions 1 through 12. All funds collected from \$4 of the \$4.25 fee are remitted to the Virginia Department of the Treasury and set aside as a special fund to only be used for emergency medical services purposes.

Of the \$4 fee revenue, the State Department of Health receives 32 percent, the Rescue Squad Assistance Fund (RSAF) receives 32 percent, ten percent is available to the State Department of Health's Office of Emergency Medical Services, and the originating locality receives 26 percent, which are the source of funding for the Four-for-Life grant. These funds cannot be used to supplant local funds.

Community Development Block Grant¹

The Entitlement Program under the Community Development Block Grant is authorized under Title 1 of the Housing and Community Development Act of 1974, Public Law 93-383, as amended; 42 U.S.C.-4301 et seq. Eligible activities under this program include:

- Acquisition of real property
- Relocation and demolition
- Rehabilitation of residential and non-residential structures
- Construction of public facilities and improvements, such as water and sewer facilities, streets, neighborhood centers, and the conversion of school buildings for eligible purposes
- Public services, within certain limits
- Activities relating to energy conservation and renewable energy resources
- Provision of assistance to profit-motivated businesses to carry out economic development and job creation/retention activities.

Additional information on this grant can be found on the U.S. Department of Housing and Urban Development's website.

Early Intervention Program²

Congress enacted early intervention legislation in 1986 as an amendment to the Education of Handicapped Children's Act (1975) to ensure that all children with disabilities from birth through the age of two would receive appropriate early intervention services. This amendment formed Part H of the Act, which was re-authorized in 1991 and renamed the Individuals with Disabilities Education Act (IDEA). When the IDEA was re-authorized in 1998, Part H became Part C of the Act. Virginia's early intervention system is called the Infant & Toddler Connection of Virginia.

These funds are intended to supplement local funding, not supplant.

¹ Source: U.S. Department of Housing and Urban Development Website, January 2023.

² Source: Virginia Department of Behavioral Health & Development Services website, January 2023.



State and Federal Grant Fund

Young Adult Serious Mental Illness (SMI)

Funds for the Young Adult SMI Program are received as part of the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. The program is funded with both state and federal resources. Federal resources originate under the Mental Health Services Block Grant. Restrictions regarding the use of these funds are outlined in the annual Community Services Performance Contract.

Telepsychiatry

The telepsychiatry grant is funded by the Commonwealth via the annual Community Services Performance Contract with the Virginia Department of Behavioral Health and Developmental Services. Funds must be used in accordance with the guidelines in the performance contract.

Congestion Mitigation Air Quality (CMAQ) Improvement Program¹

The CMAQ program provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The federal share of CMAQ funds is governed by 23 U.S.C. 149 and the FAST Act § 1114.

Regional Surface Transportation Program (RSTP)²

At the federal level, RSTP is referred to as the Surface Transportation Block Grant Program (STBG). It promotes flexibility in state and local transportation decisions and provides flexible funding to best address state and local transportation needs. The federal share of RSTP funds is governed by 23 U.S.C. 133 and the FAST Act § 1109.

Urban Area Securities Initiative (UASI)³

The UASI grant program is one of three programs that falls under the Homeland Security Grant Program (HSGP). HSGP programs fund a range of preparedness activities, including planning, organization, equipment purchase, training, exercises, and management and administration across all core capabilities and mission areas.

¹ Source: CMAQ Fact Sheet, March 2016.

² Source: Surface Transportation Block Grant Program Fact Sheet, February 2017.

³ Source: Department of Homeland Security website, May 2022.



Tall Oaks Water and Sewer Fund

The Board of Supervisors adopted the ordinance establishing the Tall Oaks Water and Sewer Fund pursuant to the Code of Virginia, Section 15.2, Chapter 24, on January 11, 2017. The ordinance also imposed a special assessment on the ten commercial properties whose owners petitioned for the creation of this special tax district to fund the installation of water and sewer lines by Loudoun Water. The ten commercial properties are located along the west side of Cascades Parkway, south of Maries Road, and north of Woodland Road.

Each of the property owners entered into the Special Assessment Agreement pursuant to which the cost of the water and sewer improvements is apportioned among the properties based upon parcel acreage. The special assessment is estimated to generate \$1,115,210 in revenue over 20 years which equals the initial estimate of the cost of the project. Consistent with past practice, this amount will be adjusted to reflect the actual cost incurred by Loudoun Water once the project is complete. The annual amounts shown are the current estimates.

Revenues, Expenditures, and Changes in Fund Balance¹

	FY 2021 Actual ²	FY 2022 Actual ³	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0
Revenues					
General Property Taxes	\$61,874	\$61,741	\$60,572	\$60,572	\$60,572
Total – Revenues	\$61,874	\$61,741	\$60,572	\$60,572	\$60,572
Expenditures					
Public Works	\$61,874	\$61,741	\$60,572	\$60,572	\$60,572
Total – Expenditures	\$61,874	\$61,741	\$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 2021 Annual Comprehensive Financial Report (ACFR).

³ Source: Loudoun County FY 2022 ACFR.



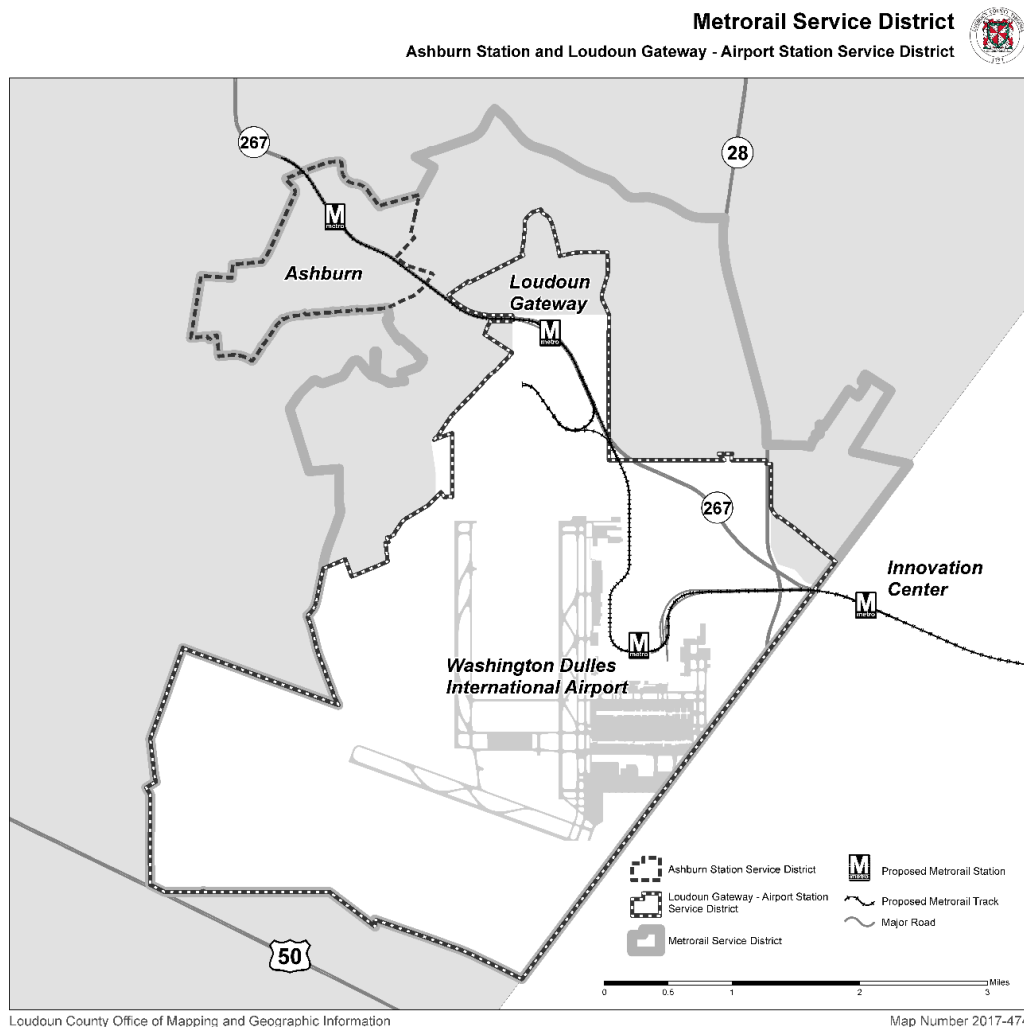


Transportation District Fund

The Transportation District Fund (TDF) was created in FY 2013 for the purpose of accurately identifying transportation and transit related revenues and expenditures. This fund includes real property tax revenue collected in Special Tax Districts established to support Phase II of the Dulles Corridor Metrorail Project, a transfer of local tax funding from the General Fund to fulfill the County's transportation and transit spending expectations (discussed below), regional gasoline tax revenue attributed to the County, and revenues derived from provisions of laws enacted by the Virginia General Assembly, including HB 2313 (2013), HB 1539 and SB 856 (2018), and SB 890 (2020).

Metrorail Service Special Tax Districts

In December 2012, the Board of Supervisors established three special tax districts in concert with Phase II of the Dulles Corridor Metrorail Project: the Metrorail Service District, the Loudoun Gateway – Airport Station Service District, and the Ashburn Station Service District (illustrated in the following map). Supplemental real property taxes are assessed on parcels within the boundaries of the three special tax districts at an effective rate not to exceed \$0.20 per \$100 of assessed value exclusive of all other applicable taxes and are collected by the Treasurer in the same manner the Countywide real property tax is administered.





Transportation District Fund

The **Metrorail Service District** was established to provide public transportation systems serving each of the Station Service Districts. The districts provide revenue which supports the County's share of the cost of constructing facilities and structures including: parking facilities; rail lines and a rail yard; vehicular and pedestrian access; electrical facilities and equipment; studies, assessments, and analysis of environmental and other impacts; local, state, and federal government approvals; environmental preservation and mitigation; acquisition of real property or easements; relocation of roadways; and engineering and legal costs related to the Metrorail project. Additionally, the Metrorail Service District provides funding that pays debt service on any other debt issued by the County for the construction of the Metrorail Project extension into the County. There is no change in the tax rate for the District; the adopted Tax Year 2023 real property tax rate remains \$0.20 per \$100 of assessed value.

Located within the Metrorail Service Tax District are the **Loudoun Gateway – Airport Station Service District** and the **Ashburn Station Service District** which have not yet been activated. These Tax Districts, when activated, will provide revenue continuing beyond the term of the larger Metrorail Service Tax District to fund ongoing payments to the Washington Metropolitan Area Transit Authority (WMATA) for Metrorail service.

Dulles Corridor Metrorail Project Construction Financing

On July 3, 2012, the Board of Supervisors voted to participate as a funding partner in the second phase of the Dulles Metrorail Project. At that time, the Metropolitan Washington Airports Authority (MWAA) estimated the 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 of the original cost. In 2022, MWAA requested additional funding of \$12 million from the County, representing the County's share of additional funding required for project close out requirements. At close-out, the second phase of the Dulles Metrorail Project aggregated to \$6.01 billion.

Loudoun County's share of the Dulles Metrorail Project was funded across multiple financings. On December 9, 2014, the County obtained federal Transportation Infrastructure Finance and Innovation Act (TIFIA) financing of \$195,072,507 from USDOT, to partially fund the cost of construction of Phase 2. The County fulfilled its then-remaining funding obligation from the proceeds of the Loudoun County Economic Development Authority's (EDA) \$56,645,000 Metrorail Service District Improvement Revenue Bond Anticipation Notes (BANs), issued on June 21, 2018, and revenues collected from the Metrorail Service District. The TIFIA loan and the BANs were refunded in June 2020 with a portion of the proceeds of the EDA's Series 2020A Public Facility Lease Revenue and Refunding Bonds. The refunding of these obligations terminated the TIFIA loan agreement and associated Trust Agreement, which required all Metrorail Service District revenues to be sent to the Trustee to pay debt service on the TIFIA loan and BANs, and any revenue available above the debt service due would be used to prepay the loan and BANs on a prorated basis. 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 final \$12 million obligation of the County was funded with a portion of the EDA's Series 2023 Public Facility Revenue Bonds. The FY 2023 Adopted Budget included \$21,288,568 to make principal and interest payments on the refunding bonds and the FY 2024 Adopted Budget includes \$20,775,624 to make principal and interest payments on the refunding bonds. An additional payment of \$1,040,628 for payment of the 2023 EDA will be executed upon the closing of the bonds in June 2023, and is not included in the financial table below.

Beginning in FY 2021, Loudoun County began paying its portion of WMATA capital contributions for the Metrorail system. Based on WMATA's FY 2023 Adopted Budget and the opening of Metrorail service in Loudoun in mid FY 2023, the County's FY 2024 capital contribution is estimated to be \$5.6 million and is anticipated to increase incrementally each year. The opening of Metrorail service in Loudoun in mid FY 2023 allows Loudoun to begin to receive an annual Northern Virginia Transportation Commission (NVTC) subsidy allocation. This subsidy is applied to Loudoun County's portion of



Transportation District Fund

WMATA capital contributions for the Metrorail system. These funds are estimated and programmed in the County's FY 2024 Adopted CIP Budget.

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.

HB 2313 included an incremental increase of 0.7 percent to the state sales tax; an increase of 2 percent to the Transient Occupancy Tax; and an additional \$0.15 congestion relief fee to the grantor's tax within the nine jurisdictions comprising the Northern Virginia Planning District. These revenues are collected and administered by the NVTa.

The General Assembly altered this funding source by enacting legislation that required the grantor's tax (renamed a regional transportation improvement fee) and the regional transient occupancy tax (TOT) revenues to be diverted to WMATA to be used exclusively for the payment of Metrorail capital expenses effective July 1, 2018.² 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 NVTa sponsored transportation projects, and localities do not have access to the 30 percent local share of these funds.³ Effective May 1, 2021, the regional transportation improvement fee was reduced to \$0.10 and the transient occupancy tax was increased to three percent, these revenues remain dedicated to WMATA capital costs.

Beginning July 1, 2019, truck registration fees were increased as part of the state's Interstate 81 Corridor Improvement Fund. A portion of fee revenues collected are distributed to the NVTa. In addition, a regional congestion relief fee (a grantor's tax) of \$0.10 was reinstituted on May 1, 2021.⁴ 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, NVTa received a \$20 million annual transfer from the Northern Virginia Transportation District (a State Fund) to support both local and regional NVTa allocations. Accounting for all the changes in revenue sources since 2013, the current revenues comprising NVTa 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 NVTa.

Of these revenues, 30% is remitted back to jurisdictions on a monthly basis. NVTa 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. NVTa keeps the remaining "regional" 70 percent (or NVTa 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 NVTa Board prioritizes and adopts regional transportation projects annually with the philosophy that each jurisdiction will receive its equivalent proportional share of revenues over time. NVTa updated the TransAction plan in 2017 to establish a Six-Year Program (SYP) to prioritize NVTa 70% funding for transportation projects in the FY 2018–FY 2023 period and updated the plan again in 2022 for FY2022–FY 2027.⁵ In July 2022, NVTa approved funding for all four Loudoun County projects submitted, totaling \$73.75 million across

¹ Chapter 766, 2013 Acts of Assembly

² Resulting from the enactment of HB 1539 by the Virginia General Assembly in 2018.

³ Towns that have a population over 3,500 within are to be provided the proportional share of the NVTa 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.

⁴ Resulting from the enactment of HB 1414 and SB 890 by the Virginia General Assembly in 2020.

⁵ NVTa FY 2022–FY2027 Six-Year Program



Transportation District Fund

the FY 2022-FY 2027 SYP. The full award for each project will be appropriated in the fiscal year in which a Standard Project Agreement for each project is executed between the County and NVTA.

HB 2313 requires that the County maintain a level of funding dedicated for transportation and transit equivalent to the average amount of expenditures for transportation and transit from FY 2011 to FY 2013, or approximately \$15.6 million, and that the dedicated revenue is separate from the anticipated HB 2313 revenues (local maintenance of effort). In addition to the requirement of maintaining funding levels, to be eligible to receive the 30 percent share of HB 2313 revenue the County is also required to enact a Commercial & Industrial (C&I) Property Tax at \$0.125 per \$100 valuation or dedicate an equivalent level of funding for transportation and transit purposes. A C&I tax levied in the County would yield approximately \$39.7 million in FY 2024. This is an increase from the FY 2023 C&I equivalent, approximately \$29.9 million, and reflects record levels of new construction, primarily in the data center market. To date, the Board of Supervisors has taken no action to levy a C&I Property Tax.

The FY 2024 Adopted Budget includes a transfer of local tax funding from the General Fund, cash proffers from the Public Facilities Fund, and current year and prior year Gas Tax funds in the amount of \$59,239,841 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.

Regional Gasoline Tax Revenue and Uses

Loudoun County began the collection of a local gasoline tax in January 1989 and the Loudoun County Transportation District Commission (LCTDC) administered the funds. In January 1990, the Board of Supervisors dissolved the LCTDC and elected to join the Northern Virginia Transportation Commission (NVTC). NVTC manages and administers the now regional gasoline tax collections and maintains a separate account for the County's allocations. As of July 1, 2020, the gasoline tax rate was converted from a percent (2.1 percent) to a cents per gallon model and indexed the rate to inflation. Effective July 1, 2021, the rate was 7.7 cents per gallon for gasoline and alternative fuels and 7.8 cents per gallon for diesel. The FY 2024 revenue estimates anticipate rates of 8.5 cents for gasoline and alternative fuels and 8.56 cents for diesel.

Over the past several years, legislative action has affected gasoline tax revenue. For example, in FY 2019, the General Assembly implemented a gas tax floor at a rate that equaled the price of gas in February 2013 to protect localities from declining fuel prices. The additional revenue generated in Northern Virginia is dedicated to two State funds: the Commuter Rail Operating and Capital Fund (C-ROC) and the WMATA Capital Fund. Since the additional revenues were allocated to C-ROC and the WMATA Capital Fund, regional gasoline tax revenues retained by counties remained flat between FY 2018 and FY 2019. Staff estimates Loudoun's share of the FY 2024 withholdings is \$8.0 million. While revenues declined significantly in FY 2021 because of the pandemic, the most recent monthly data indicates revenues have returned to 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 Town of Leesburg and Purcellville ceased, and gasoline tax revenue was dedicated to the County's WMATA operating subsidy obligations. The County planned and budgeted gas tax revenue for WMATA payments, but pandemic related credits freed up gas tax allocations and allowed the County to use a portion of that money on transit services within the Department of Transportation and Capital Infrastructure instead. While gasoline tax was budgeted in FY 2022 and FY 2023 for transit services due to the pandemic's effects on ridership and the Board's suspension of the Revenue Neutrality Policy through FY



Transportation District Fund

2023, this funding was not needed.¹ The FY 2024 Adopted CIP Budget does not program any gasoline tax revenue to support transit services, relying instead on the use of local tax funding until a new post-pandemic normal level of activity is known.²

The County's FY 2021 Adopted Budget programmed funding for the Metrorail start-up operating costs totaling \$12,000,000 using available gasoline tax revenues. However, the Metrorail start-up was delayed, and the actual payment made in FY 2021 was \$5,138,519. Additionally, this payment was made exclusively using federal funding in the form of credits, and not local gasoline tax revenue. This occurred, because starting in FY 2021, the County was provided "credits" from the Federal Government through WMATA for pandemic related impacts. These credits comprise funding from the Coronavirus Aid, Relief and Economic Security Act (CARES), American Rescue Program Act (ARPA), and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). In FY 2021, the County 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. The FY 2022 Adopted Budget also programmed a revised estimated operating subsidy payment of \$6,145,867 based on Metrorail service in Loudoun starting in mid FY 2023. This payment is anticipated to be made by utilizing the balance of federal credits remaining in FY 2022, consisting of \$4,253,777 in ARPA funds and \$8,273,918 of CRRSAA funds. No gasoline tax revenue is anticipated to be utilized for the FY 2022 WMATA obligations. For FY 2023, it is anticipated that the Metrorail operating payment will be \$10,500,000.³ 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. In FY 2024, it is estimated that the WMATA operating subsidy will be \$16,083,146. However, there is an estimated credit of \$5,629,101 from the NVTC Subsidy Allocation Model (SAM), which Loudoun started receiving in mid FY 2023 with the start of Metrorail service in the County, therefore; the estimated total payment from the County for FY 2024 is anticipated to be \$10,454,045.

It is projected that over the long-term, gasoline tax revenue will not be sufficient to fully fund the County's obligations to WMATA. Existing reserves, in combination with annual gasoline tax revenues, are projected to cover these costs for at least four years. Additional sources of revenue, such as NVTA 30%, will need to be used in combination with gasoline tax beginning in the mid to late 2020s.

¹ [October 19, 2021, Business Meeting, Item 4, Extension of Authorization of the County Administrator to Adjust Transit Service Programming and the Suspension of Revenue Neutrality Policy for Commuter Bus Service Through FY 2023](#)

² [December 13, 2022, Finance/Government Operations and Economic Development Committee \(FGOEDC\) Meeting, Item 13, FY 2024 Budget Development: Local Tax Funding Support for Transit Services](#)

³ 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)

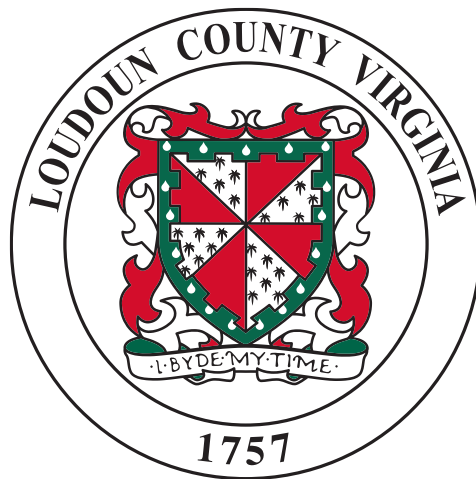
	FY 2023 Adopted	FY 2024 Adopted	FY 2025 Projected
Estimated Beginning Fund Balance	\$42,520,824	\$44,315,449	\$42,508,526
Revenues			
Metrorail Special Tax Districts	\$15,699,500	\$19,732,000	\$20,618,500
Local Gasoline Tax – Use of Current Year Revenue	5,616,539	7,673,000	8,193,000
Local Gasoline Tax – Use of Prior Year Revenue	0	2,791,045	4,361,854
NVTA Local 30%	23,322,000	26,251,800	27,742,800
NVTA Regional 70%	0	36,730,000	36,750,000
WMATA Related Credits	9,121,767	0	0
Transfer from the General Fund	34,470,365	25,900,000	26,630,000
Transfer from the Public Facilities Fund	6,566,398	22,875,796	2,884,662
Total – Revenues	\$94,796,569	\$141,953,641	\$127,180,816
Transfers & Expenditures			
Local Gasoline Tax	\$14,738,306	\$10,464,045	\$12,554,854
Administrative – NVTC	10,000	10,000	10,000
Payment to WMATA	10,500,000	10,454,045	12,544,854
Transfer to the General Fund for Transit Operations	4,228,306	0	0
NVTA	\$15,938,307	\$63,745,099	\$64,668,000
Local (30%) – Transfer to the Capital Projects Fund	15,938,307	26,251,800	27,742,800
Local (30%) – Transfer to the Capital Fund of Prior Year Revenue	0	763,299	175,200
Regional (70%) - Transfer to the Capital Projects Fund	0	36,730,000	36,750,000
Metrorail Construction Debt Service	\$21,288,568	\$20,755,624	\$20,772,715
Transfer to the Debt Service Fund	21,288,568	20,775,624	20,772,715
Local Tax Funding and Cash Proffers	\$41,036,763	\$48,775,796	\$29,514,662
Local Tax Funding Transfer to Capital Projects Fund	34,470,365	25,900,000	26,630,000
Cash Proffers Transfer to the Capital Projects Fund	6,566,398	22,875,796	2,884,662
Total – Transfers & Expenditures	\$93,001,944	\$143,760,563	\$127,510,231
Estimated Impact to Fund Balance	\$1,794,625	(\$1,806,923)	(\$329,415)
Projected Ending Fund Balance	\$44,315,449	\$42,508,526	\$42,179,111



Fiscal Trends FY 2024 Adopted Budget

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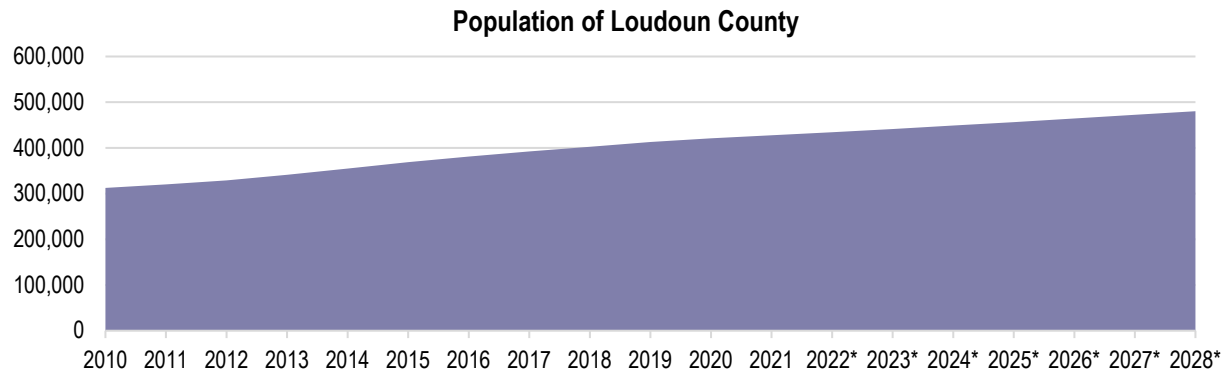




Demographic and Economic Trends

Population

Loudoun County has been one of the fastest growing counties in the nation since the late 1990s. Between 2010 and 2021, Loudoun continued to be one of the fastest growing counties in the nation, growing by approximately 37 percent. The County's forecasted 2024 population is 448,961.



Population

Source: U.S. Census Bureau, Census 2000, 2010, and 2020.

Compiled By: Loudoun County Office of Management and Budget, October 2022.

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	427,706	1.6%
2022	Forecast	434,326	1.5%
2023	Forecast	441,399	1.6%
2024	Forecast	448,961	1.7%
2025	Forecast	456,284	1.6%
2026	Forecast	464,275	1.8%
2027	Forecast	472,401	1.8%
2028	Forecast	480,267	1.7%

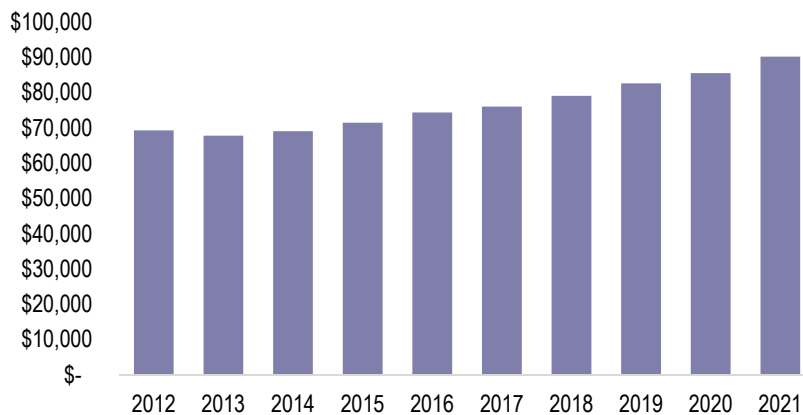


Demographics and Economic Trends

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. In 2021, Loudoun's median household income was \$153,506, more than twice the national median of \$69,717 and nearly twice Virginia's median of \$80,963. Compared to the Washington, DC MSA median household income of \$110,355, Loudoun was 39% higher.

On a per capita basis, the personal income of Loudoun County residents increased at an average rate of 3.1 percent per year from 2012 to 2021.



Per Capita Personal Income

Source: U.S. Bureau of Economic Analysis (November 16, 2022).

Year	Per Capita Personal Income
2012	\$69,333
2013	\$67,818
2014	\$69,083
2015	\$71,486
2016	\$74,402
2017	\$76,099
2018	\$79,119
2019	\$82,681
2020	\$85,568
2021	\$90,254



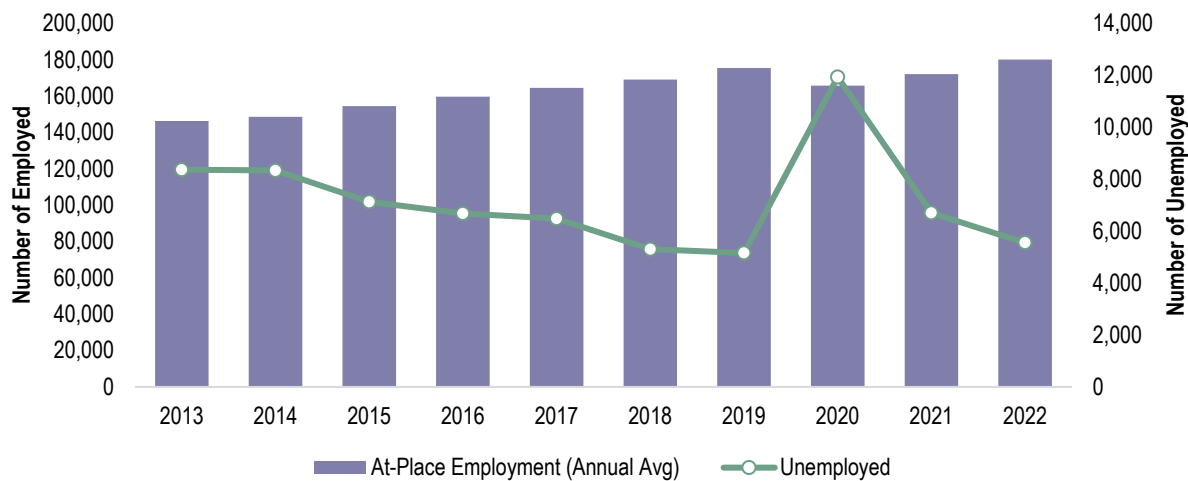
Demographics and Economic Trends

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 23 percent between 2013 and 2022. 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. The annual average for at-place employment in 2022 was 8,015 higher than the average for 2021, representing an increase of 4.7 percent.

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 2022 was:

Industry Sector	No. of Employees	Percentage
Natural Resources and Mining	623	0.3%
Construction	17,571	9.8%
Manufacturing	8,018	4.5%
Trade, Transportation, and Warehousing	36,744	20.4%
Information	6,650	3.7%
Financial Activities	6,162	3.4%
Professional and Business Services	34,429	19.1%
Education and Health Services	33,692	18.7%
Leisure and Hospitality	20,622	11.4%
Other Services (except Public Administration)	5,752	3.2%
Public Administration	8,963	5.0%
Unclassified	926	0.5%
Total – All Industries	180,152	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.

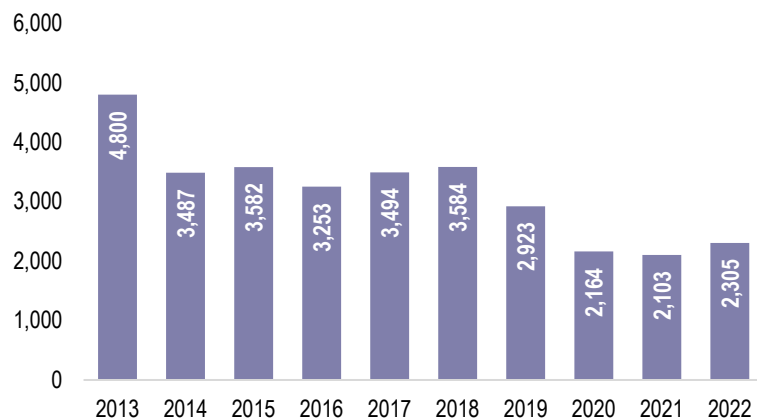


Demographics and Economic Trends

Residential Construction

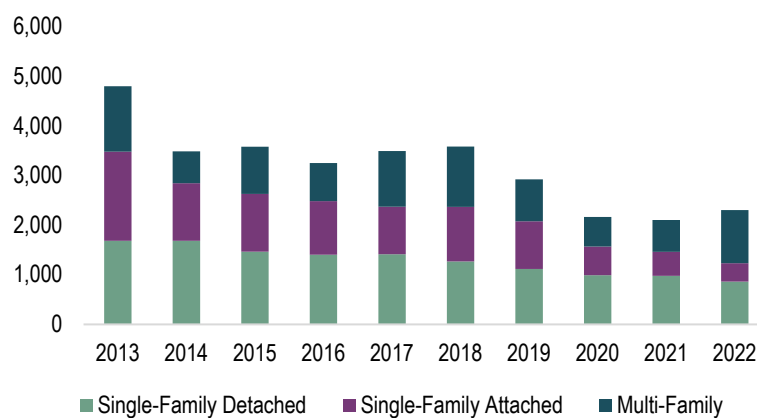
In 2021, the County issued building permits for 2,305 new residential units, with no permits issued for group quarter units. Group quarters are places where people live in a group living arrangement, including nursing homes, college dormitories, homeless shelters, and detention centers. Of the 2,305 permitted housing units, 37 percent were for single-family detached, 16 percent for single-family attached, and 47 percent for multi-family units.

The number of building permits issued for new residential housing unit construction increased starting in 2011 during recovery from the nation-wide housing crisis and recession. The years 2012 to 2018 exceeded the recession levels with a peak in 2013 followed by a consistent level of permits from 2014 through 2018. A decline in the number of residential permits issued began in 2019 but was worsened by the COVID-19 pandemic in 2020. Since that time permits for single-family attached units have continued to decline, with permits for single-family detached units falling somewhat and permits for multi-family attached units increasing.



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

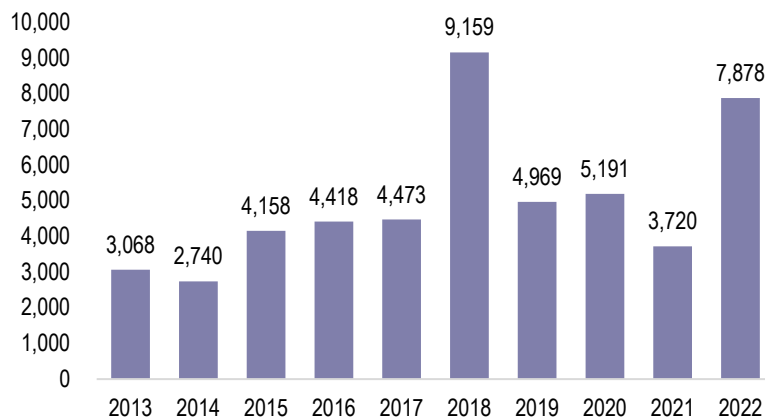
Source: Loudoun County Department of Building and Development. Compiled by Loudoun County Department of Planning and Zoning.



Demographics and Economic Trends

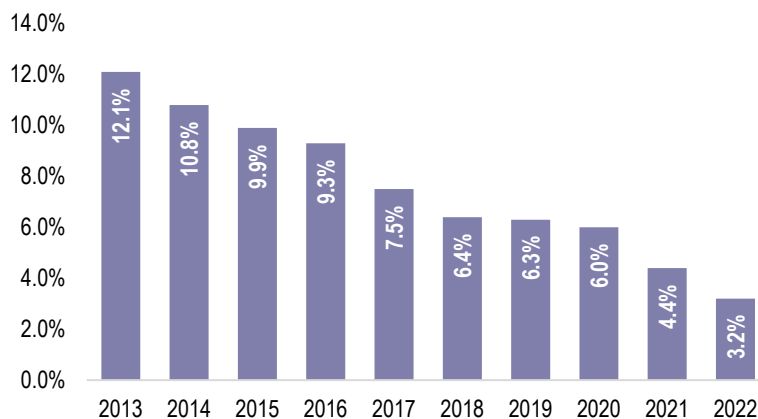
Non-Residential Construction and Vacancy Rate

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 development have occurred at an especially rapid pace since 2015. Non-residential permit volume reached the highest annual total of 9.2 million in 2018, followed by an average of 4.6 million square feet in the three following years and jumping to 7.9 million square feet in 2022. The commercial vacancy rate has fallen every year since 2010 to a low rate of 3.2 percent in 2022. The strength of the local economy and continuing demand for data centers and flex and industrial space have been factors in the continued decline in vacancy even as large amounts of new space have delivered.



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

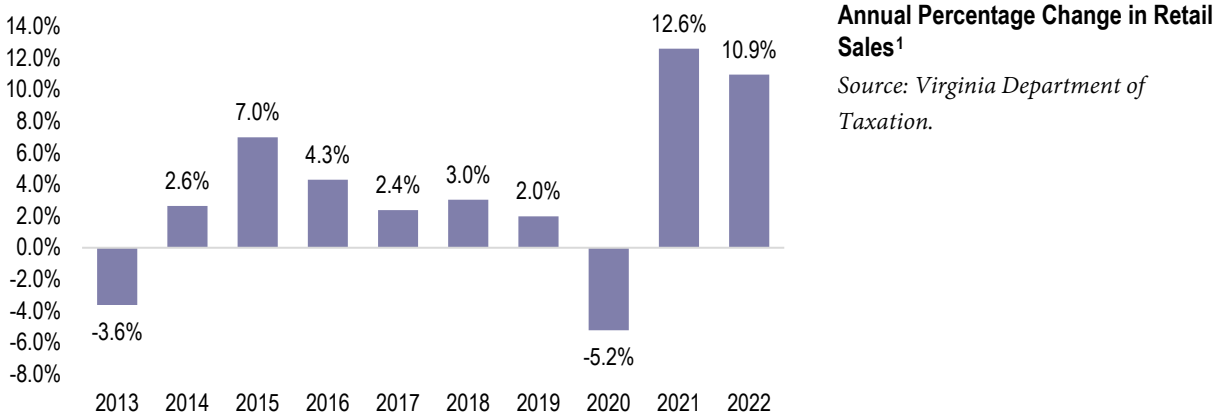
Source: CoStar Group, average vacancy for each year for the combined set of properties classified as office, industrial, or flex. Compiled by Loudoun County Department of Economic Development.



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 decline in retail sales in 2013 was 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 fall in retail sales in 2020, sales and use tax revenue have 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; this recovery continued in 2022.



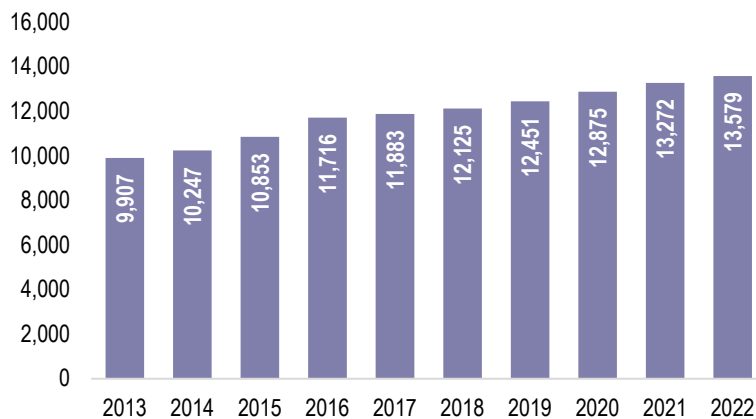
¹ Retail sales in localities are reported by the Virginia Department of Taxation, which administers the collection and distribution of sales and use taxes, which only includes items that are subject to the general sales tax. State law exempts a variety of goods from the sales tax, including motor vehicles (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 increase in the number of business establishments over time reflects local conditions supporting entrepreneurship, the growth of the local economy, and the increase in population. 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 9,907 business establishments in 2013 to 13,579 in 2022 represents a compounded annual growth rate of approximately 3.6 percent.



Number of Business Establishments

Source: Virginia Employment
Commission, Second Quarter Data.

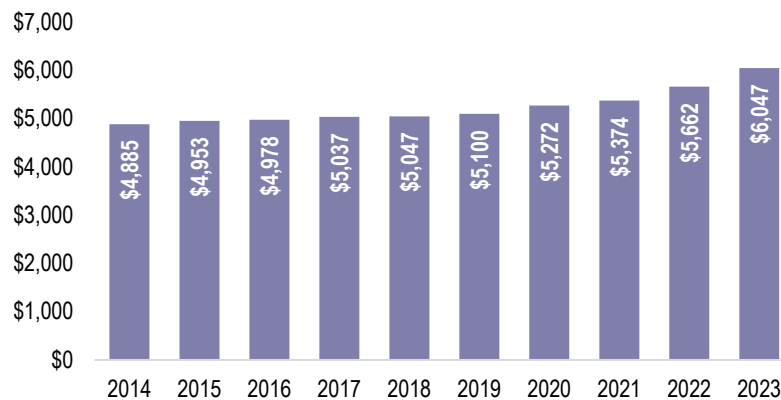


Demographics and Economic Trends

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
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
2023	2024	\$0.875	\$691,100	\$6,047



Average Annual Homeowner Tax Bill

Source: Loudoun County Commissioner of the Revenue. Compiled by Office of Management and Budget (OMB).

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

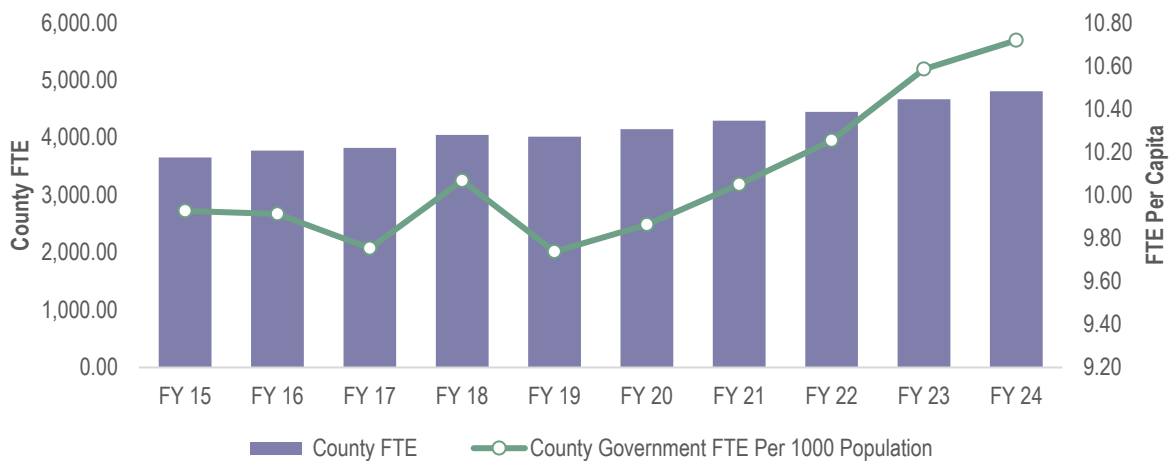
County Government FTE Per 1,000 population

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
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
2023	10.59
2024	10.72

County Government FTE per Capita¹

Source: Loudoun County OMB.



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. According to data from Dulles, overall passenger traffic was down 66.4 percent in 2020 with international travel declining more significantly than domestic. In 2022 overall passenger traffic was 14 percent below the 2019 level, including domestic passengers down 15 percent from 2019 levels and international passengers down 12 percent from 2019 levels.

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. Like passenger traffic, the level of cargo traffic also declined during the COVID-19 pandemic as a significant volume of cargo traffic comes from passenger aircraft. Cargo levels remained down 17 percent in 2022 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. INOVA Health System
5. Verizon
6. United Airlines
7. Northrop Grumman
8. Amazon
9. Raytheon Technologies
10. Walmart
11. U.S. Postal Service
12. Dynalectric
13. JE Richards
14. Loudoun Medical Group
15. Rosendin Electric
16. Air Serv Corp
17. Wegmans
18. Harris Teeter
19. U.S. Department of Transportation
20. Gate Gourmet
21. Allied Universal
22. Costco
23. The Home Depot
24. Giant
25. Metropolitan Washington Airports Authority

¹ Source: Virginia Employment Commission, Quarterly Census of Employment and Wages, Second Quarter 2022. Analysis by Loudoun County Department of Economic Development.

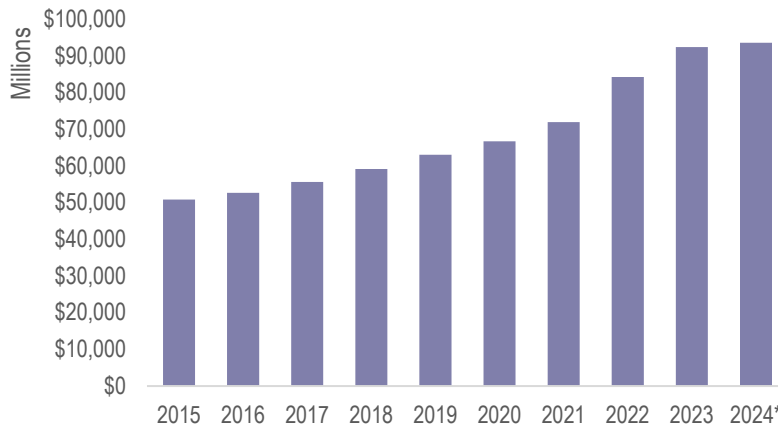


Assessed Value and Tax Rates

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 between 2011 and 2022 were 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 7.8 percent during 2022. Residential new construction and growth activity increased by 13.6 percent between 2021 and 2022. Development activity added \$1.6 billion to the County's residential portfolio in 2022.

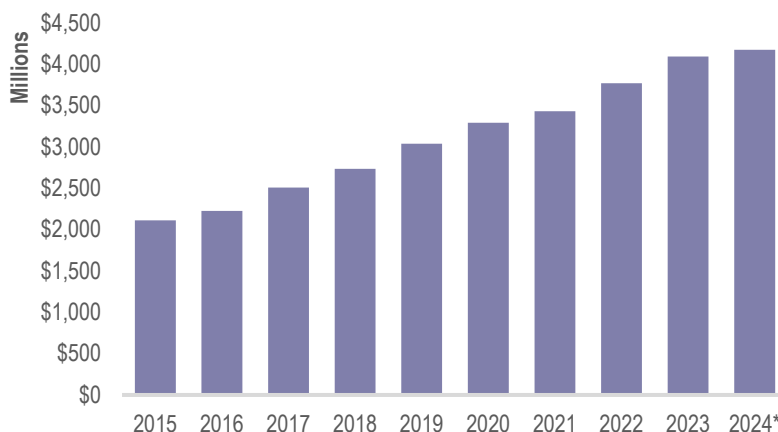
Multi-family properties, which are valued separately from residential property classes, appreciated at a slower rate, 5.0 percent. The charts below illustrate the assessed values for Tax Years (TY) 2014-2023 as well as the forecasted values (*) for TY 2024.



Assessed Valuation of Residential Property

Source: Loudoun County

Commissioner of the Revenue – Land Book (2014-2021), January Assessment Summary (2022-2023); Office of Management and Budget (OMB) estimate (2024). Compiled by Loudoun County OMB.



Assessed Valuation of Multi-Family Residential Property

Source: Loudoun County

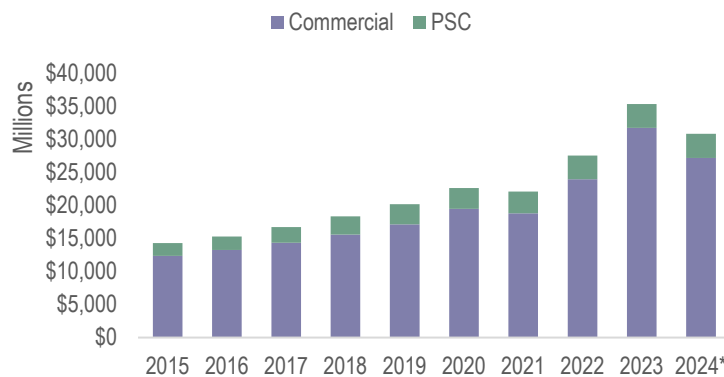
Commissioner of the Revenue – Land Book (2014-2021), January Assessment Summary (2022-2023); OMB estimate (2024). Compiled by OMB.



Assessed Value and Tax Rates

Assessed Valuation of Other Real Property

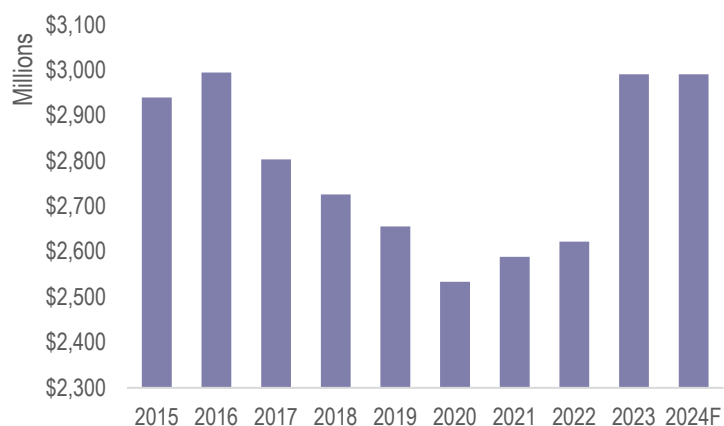
The fair market value (FMV) of commercial and industrial property in Loudoun (reported as of each January 1), grew steadily between 2011 and 2020. On the heels of significant growth in the data center industry during 2019, the pandemic had a negative impact on assessed values during 2020. Rates of change varied by property type with the retail and hospitality sectors experiencing the most significant declines. While commercial properties overall have recovered, retail values remain 16 percent below pre-pandemic levels and hospitality properties remain 34 percent below pre-pandemic levels. Total FMV is anticipated to decline in 2024 due to downward revaluation in data centers as a result of HB 791 which alters the assessment methodology for retail data centers.



Assessed Valuation of Commercial and Industrial Property

Source: Loudoun County Commissioner of the Revenue – Land Book (2014-2021), January 2023 Assessment Summary (2022-2023); OMB estimate (PSC 2022-2023, Commercial - 2024). Compiled by OMB.

FMV for agricultural property fluctuates as properties are rezoned for other uses. The 2023 FMV for agricultural property reflects a revaluation increase of 10.6 percent from 2022. 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, 2023, the value of properties enrolled in the Land Use Assessment Program totaled \$1.28 billion. The charts below display agricultural values as the taxable 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 (2015-2021), January 2023 Assessment Summary (2022-2023); OMB estimate (2024). Compiled by OMB.

¹ Additional information on the County's Land Use Assessment Program may be found at:

<https://www.loudoun.gov/652/Land-Use-Assessment-Program>.

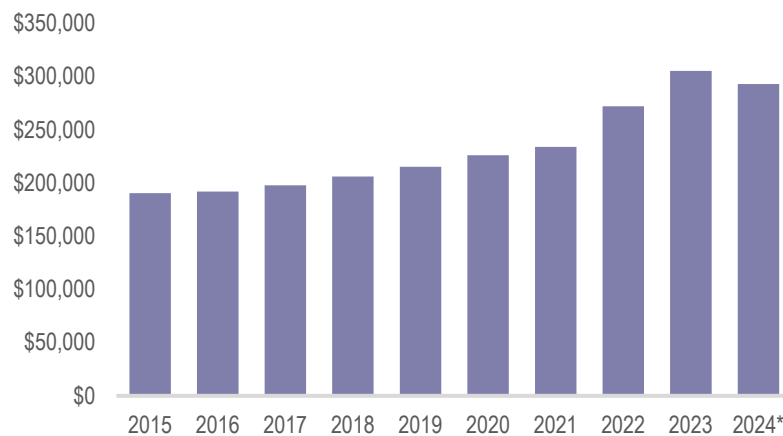
² Agricultural values reflect fair market value and may differ from other tables in this document that refer to taxable value.



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, 2023 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, 2024, reflect an anticipated 4 percent decrease in estimated assessed value per capita, due to an anticipated slight decline in the fair market value of commercial real estate resulting from HB 791, combined with continuing growth in population.



Assessed Value per Capita

Source – Population Data: OMB

Source – Assessed Values: Loudoun County Commissioner of the Revenue – Land Book (2015-2021), January 2023 Assessment Summary (2022-2023); OMB estimate (2024). Compiled by OMB.

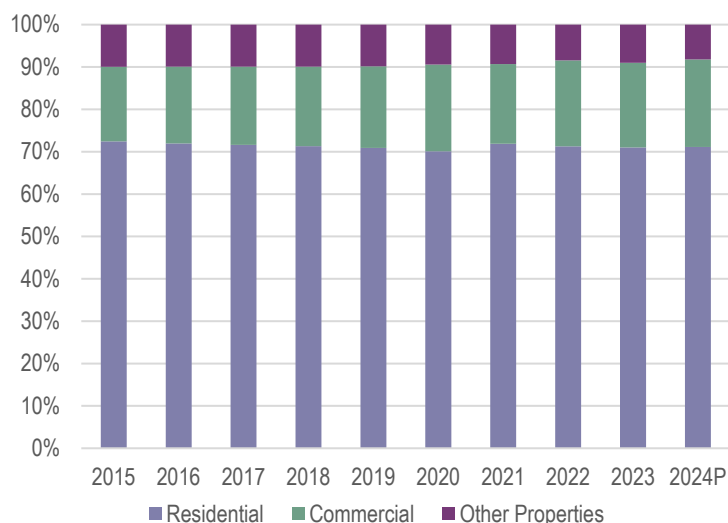


Assessed Value and Tax Rates

Residential and Business Property – Share of Real Property Valuation

As the economy continued to recover from the 2008-2009 Recession, residential properties comprised around 72 percent of the County's real property portfolio, while commercial & industrial properties represented roughly 18 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. Strong performance in the residential market resulted in the sector's accounting for seventy four percent of the total value in 2022, while substantial new construction of data centers led to the commercial sector's reaching twenty four percent of total value in 2023. Residential properties continue to appreciate in value, despite recent increases in mortgage rates, because of limited inventory. Commercial properties are expected to decline in value by 2024 due to downward revaluation in data center properties resulting from HB 791 which has changed the assessment methodology required for data centers.

Year	Residential Property Value as a % of Total	Commercial and Industrial Property Value as a % of Total
2015	72%	18%
2016	72%	18%
2017	72%	18%
2018	70%	19%
2019	70%	19%
2020	70%	21%
2021	72%	19%
2022	74%	21%
2023	71%	24%
2024*	71%	21%



Composition of the Assessed Values by Property Type

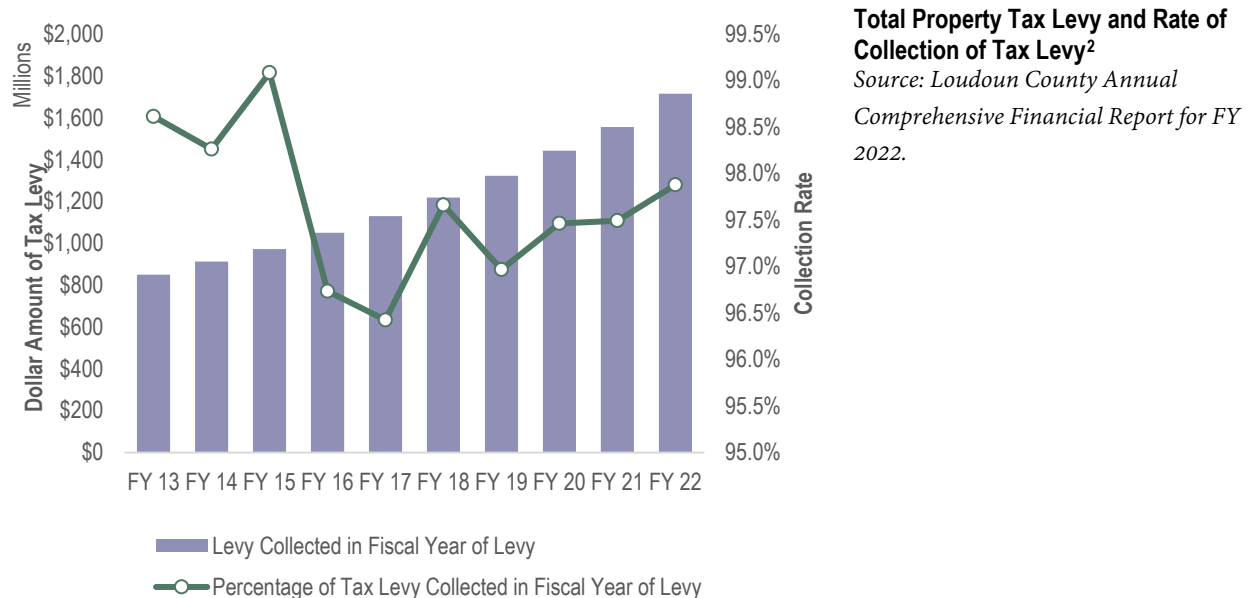
Source: Loudoun County Commissioner of the Revenue – Land Book (2014-2021), January 2023 Assessment Summary (2022-2023); OMB estimate (2024). Compiled by OMB.



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 did not have a noticeable impact on collection rates.



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). Currently, the Collection Division of the Treasurer's Office does not pursue actions on delinquencies until 90 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 (Table I) may be accessed at <https://www.loudoun.gov/1476/Annual-Comprehensive-Financial-Reports>.



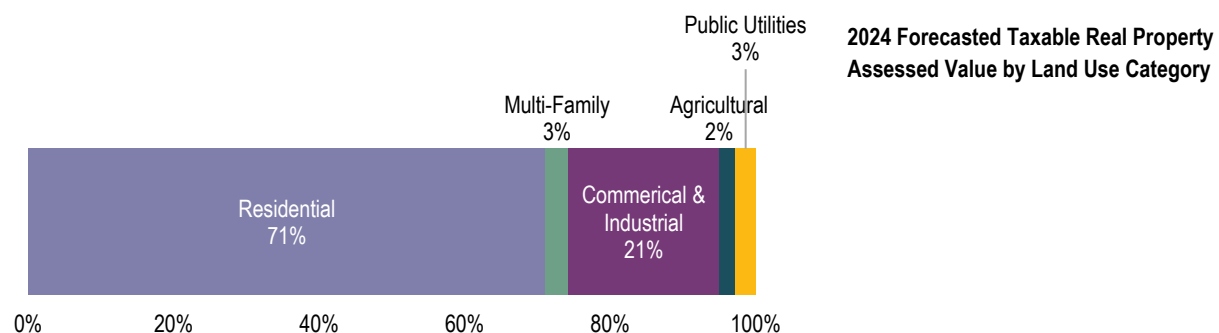
Assessed Value and Tax Rates

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. In 2024 the overall portfolio value is expected to decline by about 2.4 percent, due to a forecasted drop in the assessed value of commercial and industrial properties resulting from HB 791.

Taxable Real Property Assessed Values by Land Use Category for Loudoun County: January 1, 2015 – 2024¹

Year	Residential	Multi-family	Commercial & Industrial	Agricultural ²	Public Utilities ³	Total
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	84,275,046,780	3,768,123,520	23,972,797,060	2,622,386,450	3,583,750,966	118,222,104,776
2023	92,419,117,930	4,092,642,880	31,749,941,240	2,991,175,700	3,619,588,476	134,872,466,226
2024*	93,619,117,930	4,172,642,880	27,206,548,549	2,991,175,700	3,655,784,360	131,645,269,419



¹ Values shown for 2021 and earlier reflect final Land Book values; values for 2022 and 2023 reflect the 2023 Assessment Summary from the Commissioner of the Revenue as well as the 2023 OMB estimates for public service corporations; values for 2024 reflect OMB estimates used to develop the FY 2024 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.

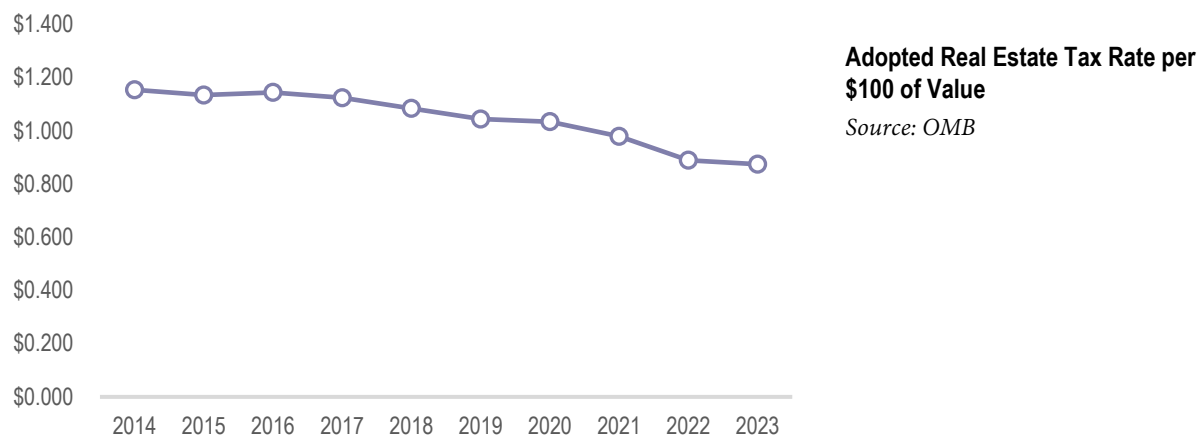


Assessed Value and Tax Rates

Real Estate, Personal Property, Machinery and Tools, and Heavy Construction Machinery Tax Rates

While historically, tax rates for personal property, machinery and tools, and heavy construction machinery have remained stable for several years, the Tax Year 2023 personal property tax rate reflects a five-cent reduction to \$4.15. The real estate tax rate has changes more frequently as evidenced in the table below. 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. The FY 2024 Adopted Budget reflects the annualization of the five-cent personal property tax rate reduction that was anticipated in the FY 2023 Adopted Budget and which took effect January 1, 2023. A full list of FY 2023 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
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
2023	0.875	4.15	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

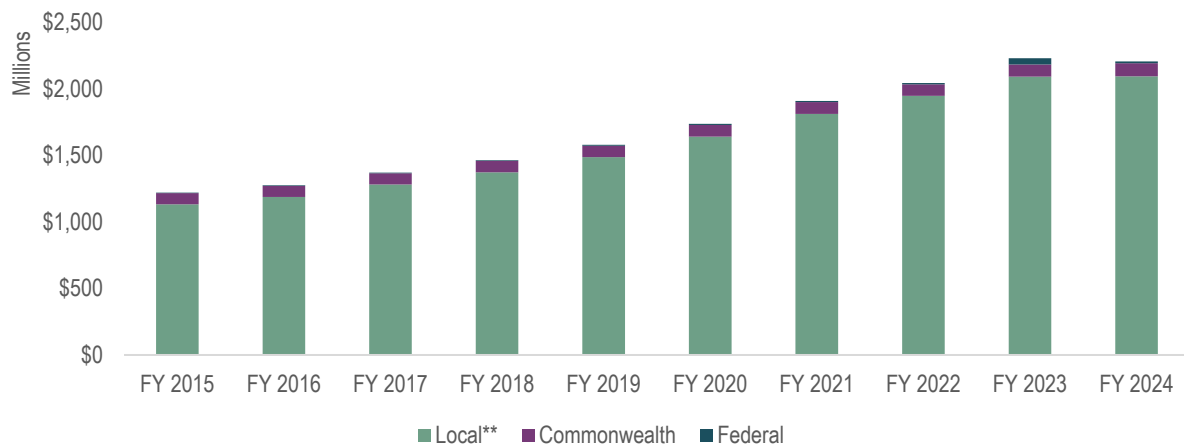
General Fund Revenue Budget by Source

The table below shows the General Fund adopted budget for revenues by source for fiscal years (FY) 2015 through 2024, 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 – 95 percent in FY 2024. State revenue accounts for 4.5 percent of the FY 2024 budget and federal revenue accounts for 0.6 percent.

Local revenues are forecasted to increase 7.3 percent in FY 2024, 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 increase in FY 2024 primarily due to growth in grants and reimbursements from the Compensation Board. Commonwealth revenue in the General Fund does not include state funds provided directly to the Loudoun County Public School System. Federal revenue is forecasted to decline significantly in FY 2024, reflecting the ending of American Rescue Plan Act (ARPA) funding. 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 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%
FY 2024	2,245,441,317	95.0%	98,361,482	4.5%	12,570,560	0.6%



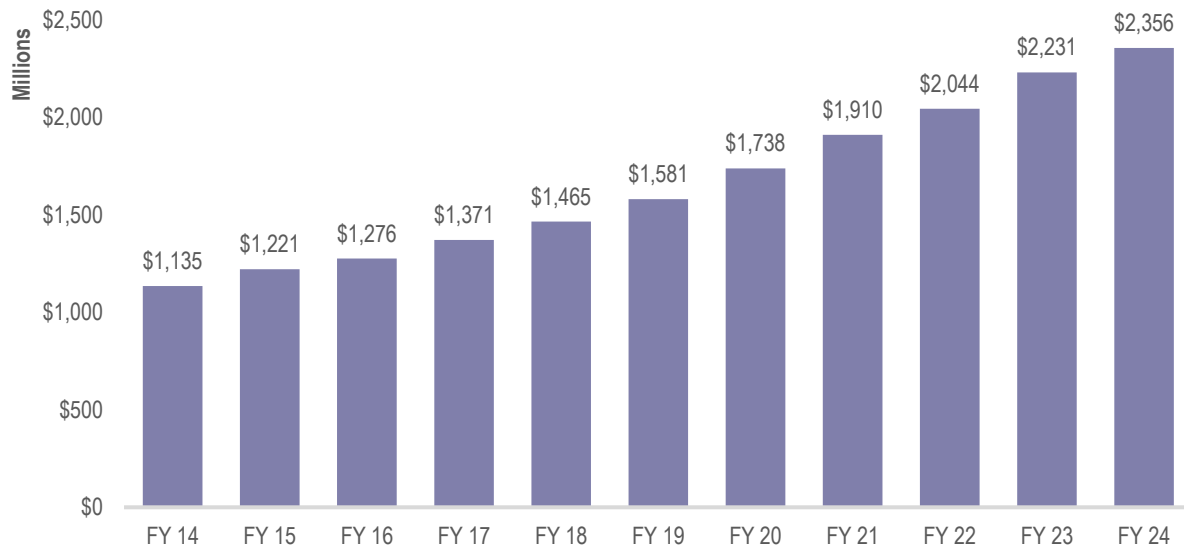


Revenues and Expenditures

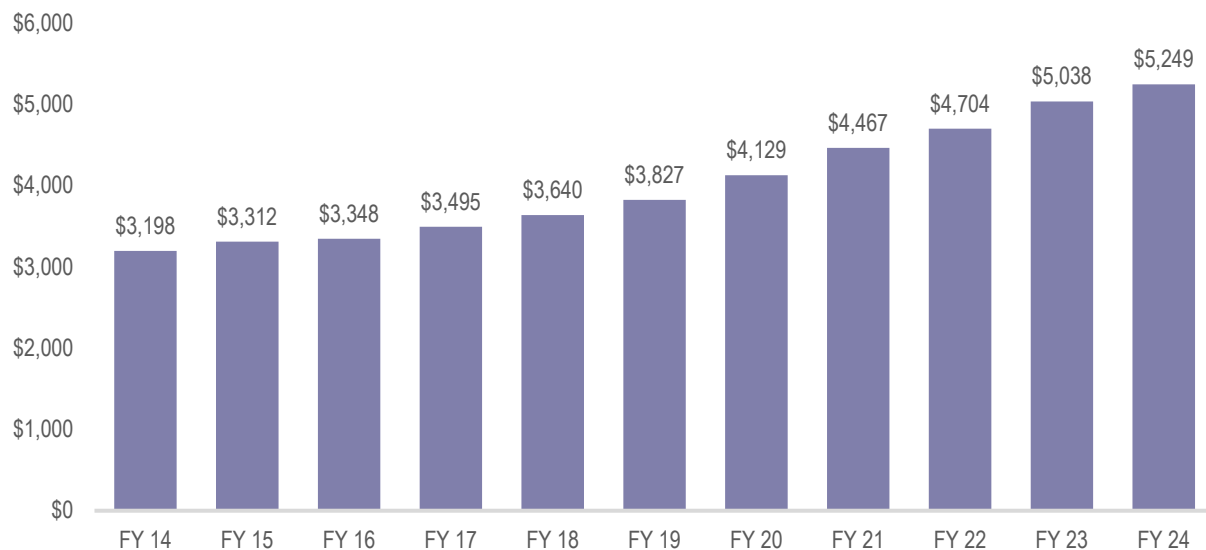
Total General Fund Revenue Budget

General Fund revenue in the FY 2024 Adopted Budget, excluding transfers from other funds and the use of prior year fund balance, is 5.6 percent higher than that in the FY 2023 Adopted Budget. The FY 2024 General Fund revenue budget per capita increased 4.2 percent, or \$211 to \$5,249.

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.

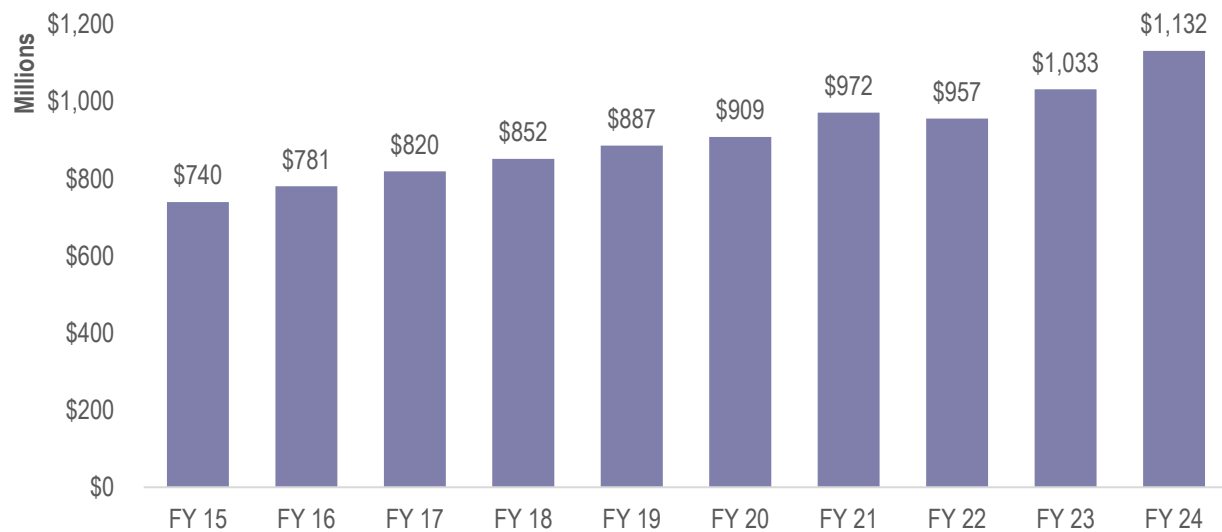


Revenues and Expenditures

Real Property Taxes

The FY 2024 budget for general real property taxes is 9.65 percent higher than the amount budgeted in FY 2023. This is attributable to new construction, strong revaluation, and a Tax Year (TY) 2023 real property tax rate 7 cents above the overall equalized rate.¹ The tax on real property is the County's largest revenue source. For FY 2024, budgeted real property tax revenue comprises 48.1 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 2024, the general real property tax rate is \$0.875 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

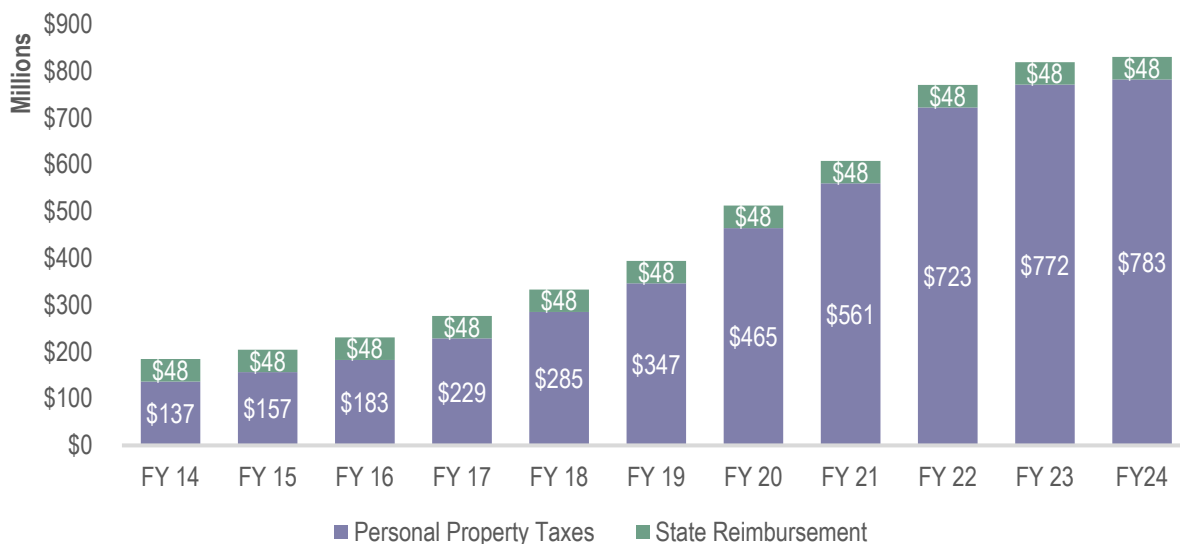
Personal Property Taxes

The FY 2024 budget for personal property tax revenue is 1.3 percent higher than the amount budgeted for FY 2023. This lower rate of growth is due to the annualization of the tax rate reduction which was effective in the spring levy of FY 2023 and reflects the conservative approach to forecasting data center computer equipment taxes which fell short of expectations in Tax Year 2021 and 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 annual increases shown below is data center development, with the attendant increase in taxable computer equipment. For FY 2024, the budget for computer equipment taxes specifically located in data centers accounts for 72 percent of personal property tax revenue, or \$561 million. The general personal property tax rate remained at \$4.20 per \$100 of assessed value between 1988 and 2022; however, in 2023 the rate was lowered to \$4.15 per \$100 of assessed value. The FY 2024 Adopted Budget does not anticipate a further reduction in the personal property tax rate. 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.

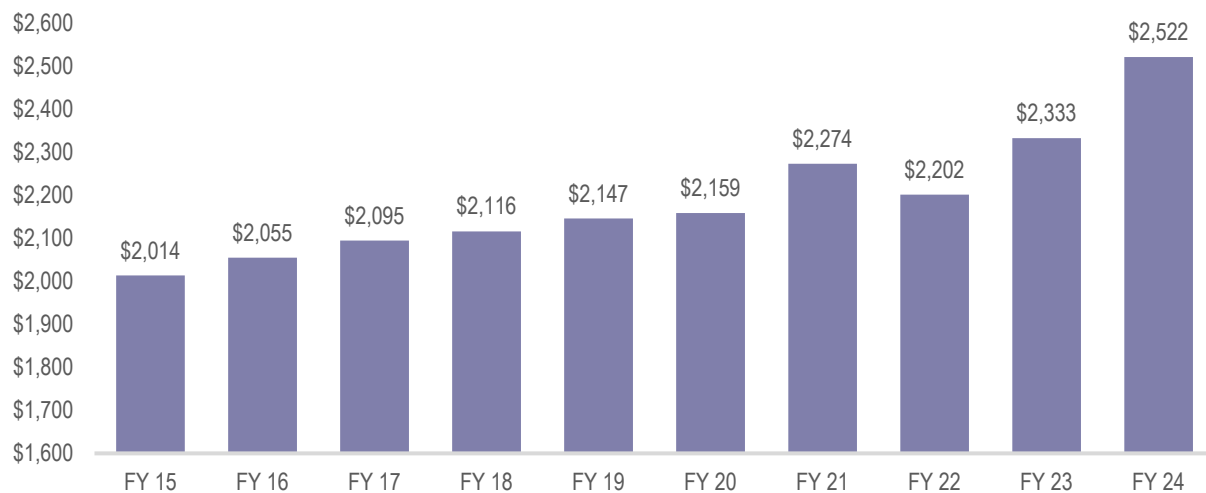


Revenues and Expenditures

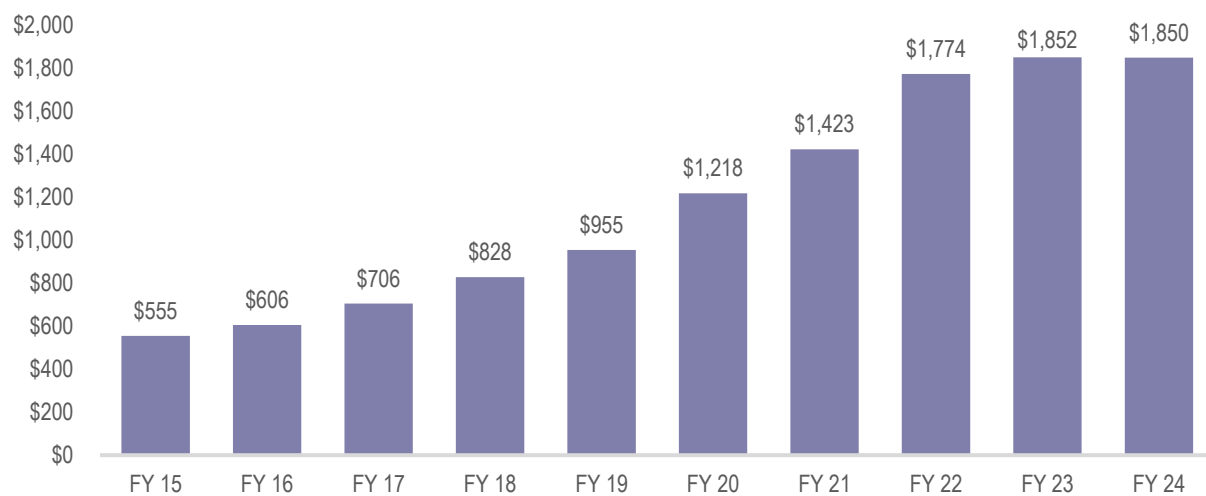
Real and Personal Property Taxes Per Capita¹

The FY 2024 budgeted real property tax revenue per capita increased by \$189 or 8.1 percent to \$2,522. While the FY 2024 budget reflects a reduction in the real property tax rate of 1.5 cents to \$0.875, this rate is 7 cents above the overall equalized rate (the rate that would generate the same revenue year-over-year). The FY 2024 budgeted personal property tax revenue per capita, including the State's annual reimbursement for property tax relief, declined by \$2, or 0.1 percent, from FY 2023. As shown in the chart below, personal property tax revenue per capita has 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 \$561 million in FY 2024.

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.

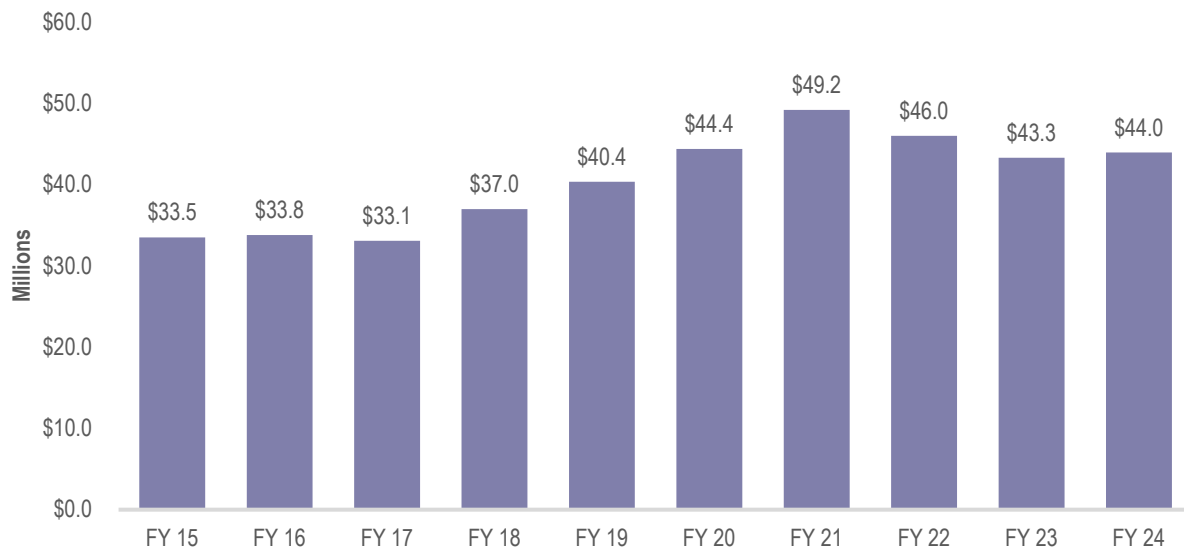


Revenues and Expenditures

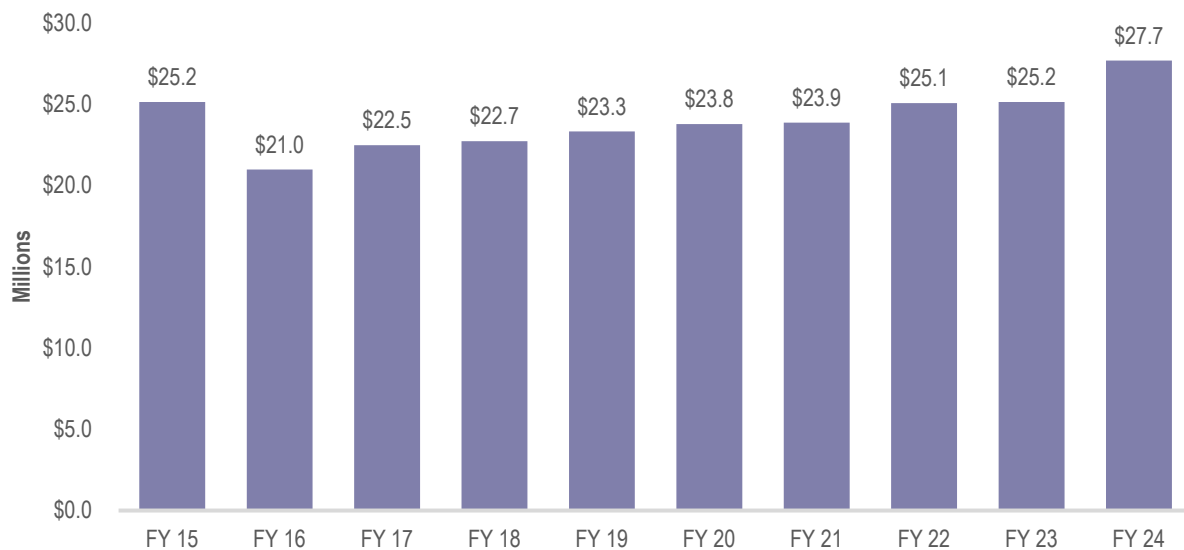
Charges for Services Budget and Permits, Fees, & Licenses Budget

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 2024 revenue from charges for services is \$0.7 million higher than budgeted in FY 2023. Budgeted revenue from permits, fees, and licenses is higher than the FY 2023 budget, due in part to projected increases in building permit fees and traffic data collection fees.

Charges for Services Budget



Permits, Fees, & Licenses Budget





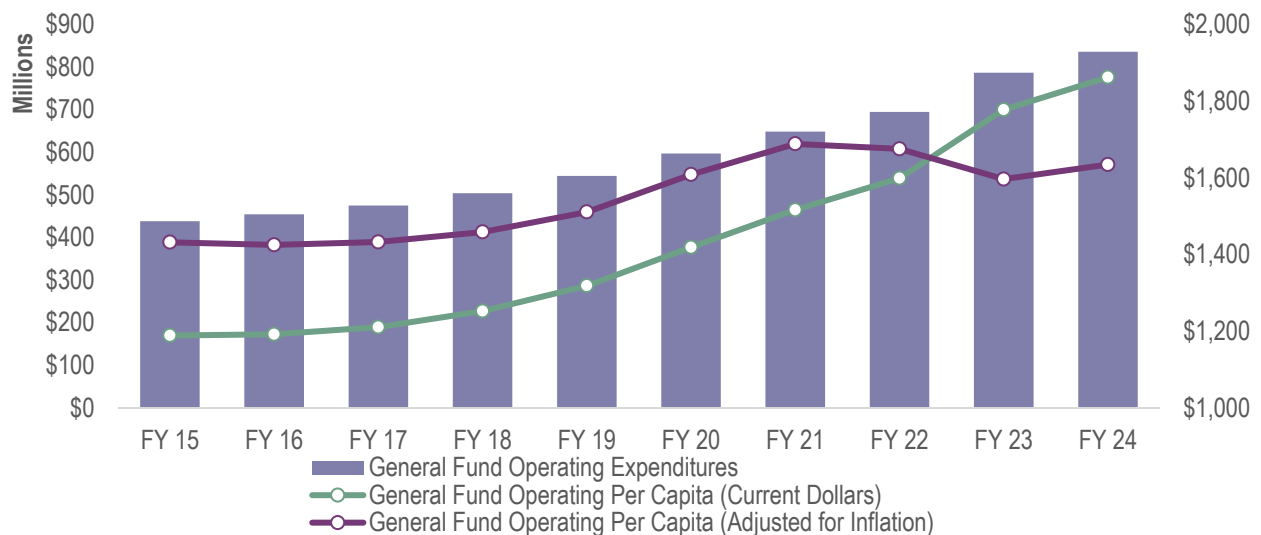
Revenues and Expenditures

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 2024 is estimated to be 2.4 percent higher than its level in FY 2023.

General Government Budgeted Expenditures per Capita

Fiscal Year	General Fund Operating Expenditures ⁴	Current Dollars	2024 Constant Dollars	Percent Change Constant Dollars
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	\$1,597	-4.7%
2024	\$836,210,215	\$1,863	\$1,635	2.4%



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."

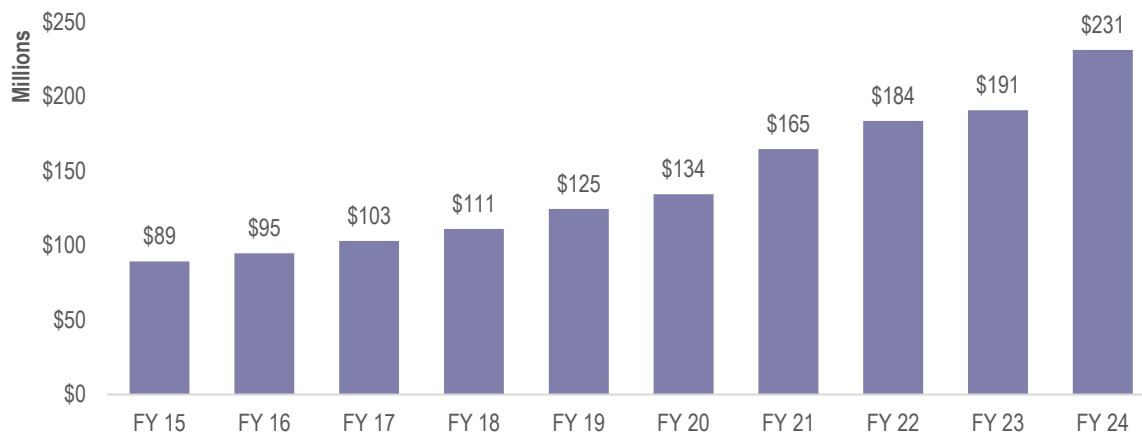


Revenues and Expenditures

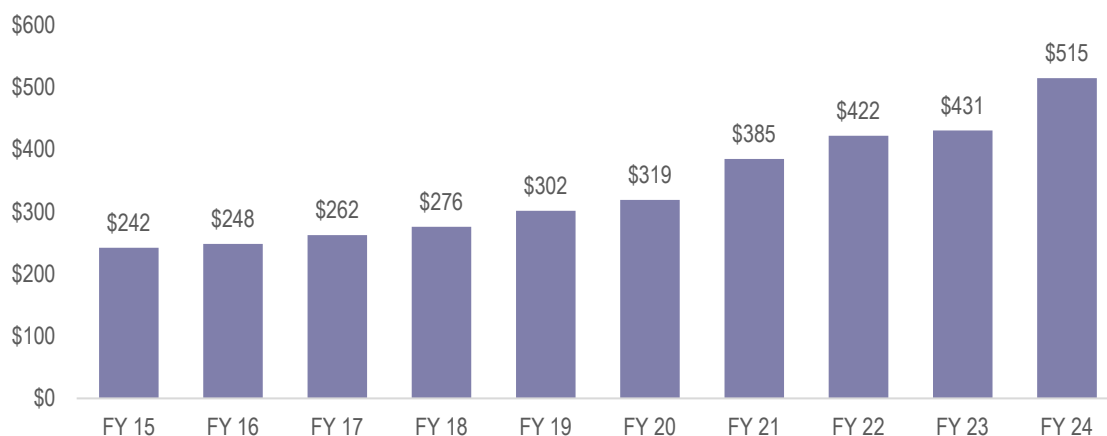
General Government Expenditures^{1,2,3}

General Government includes funding for the offices of the Board of Supervisors, the Commissioner of the Revenue, the County Administrator, 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 21.2 percent higher in FY 2024 compared to the amount budgeted in FY 2023, reflecting the movement of transit operations to the Department of General Services. Per capita spending increased 19.5 percent.

General Government Expenditure Budget



General Government Budgeted Expenditures Per Capita⁴



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). In the FY 2023 budget, it was then reorganized to the independent Department of Housing and Community Development (Community Development).

³ Beginning in FY 2024, transit operations moved from the Department of Transportation and Capital Infrastructure (Community Development) to the Department of General Services (General Government).

⁴ 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.

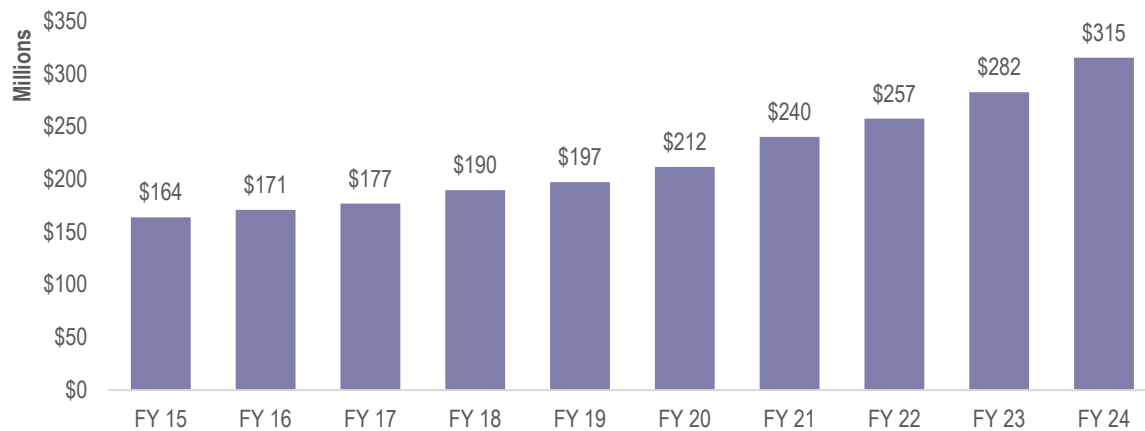


Revenues and Expenditures

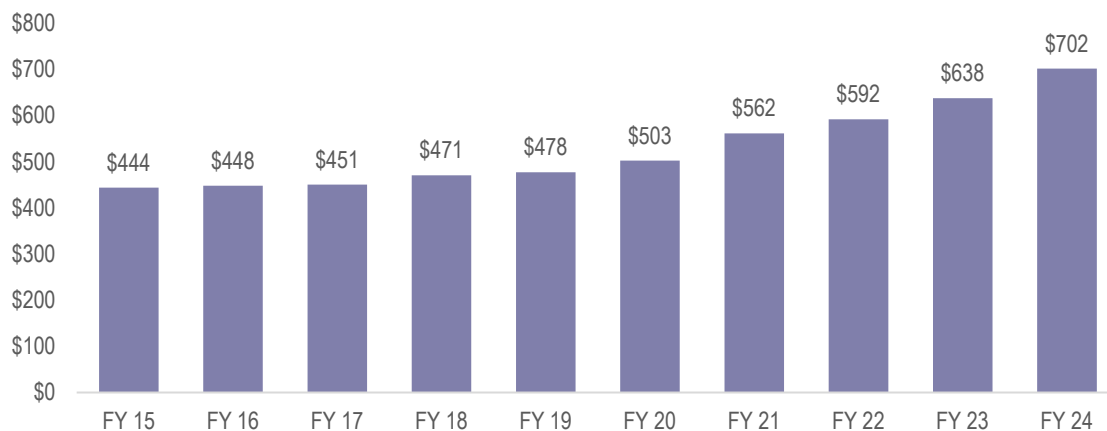
Public Safety and Judicial Administration Expenditures^{1,2}

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 11.6 percent higher in FY 2024 compared to the amount budgeted in FY 2023. Per capita spending increased 10.0 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.

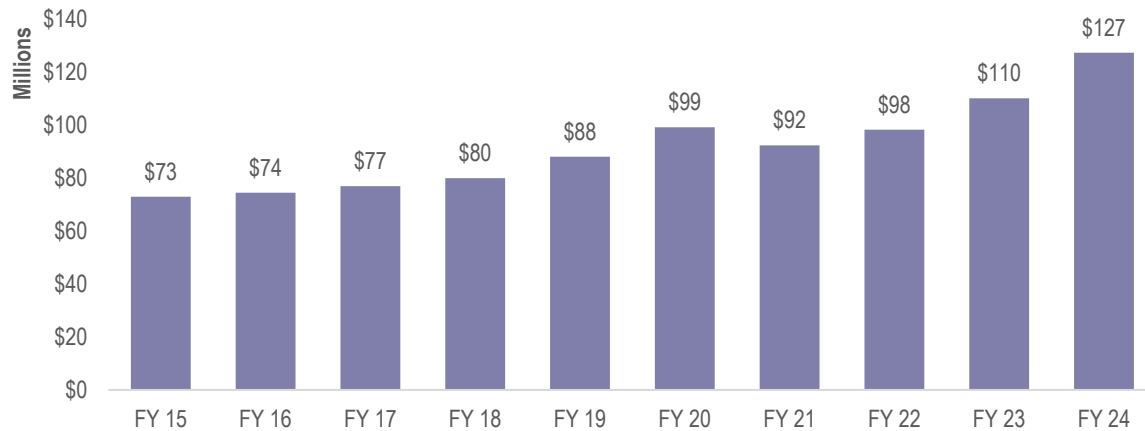


Revenues and Expenditures

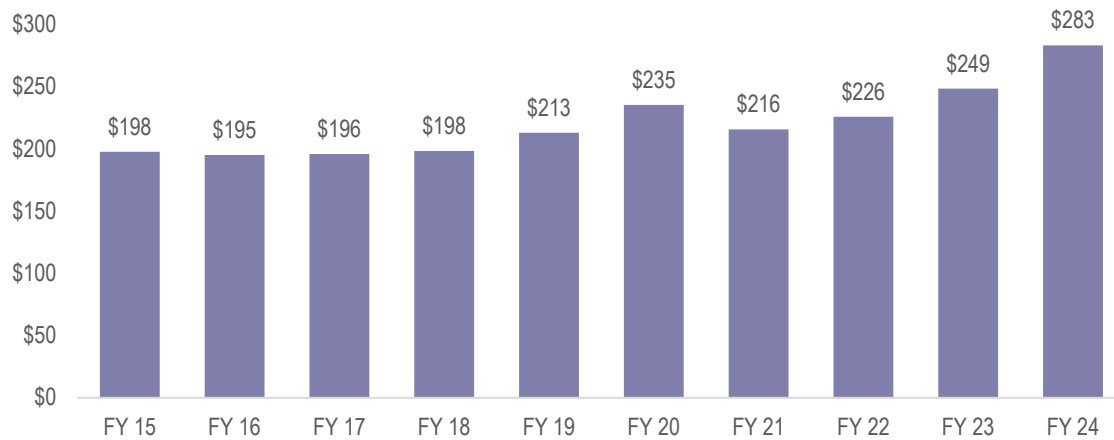
Health and Welfare Expenditures^{1,2}

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 15.6 percent higher in FY 2024 compared to the amount budgeted in FY 2023. Per capita spending increased 14.0 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.

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.

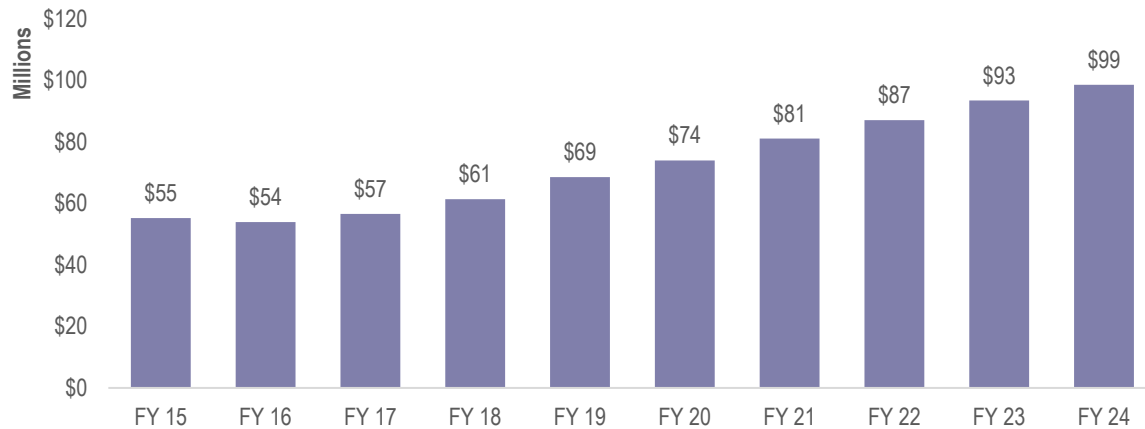


Revenues and Expenditures

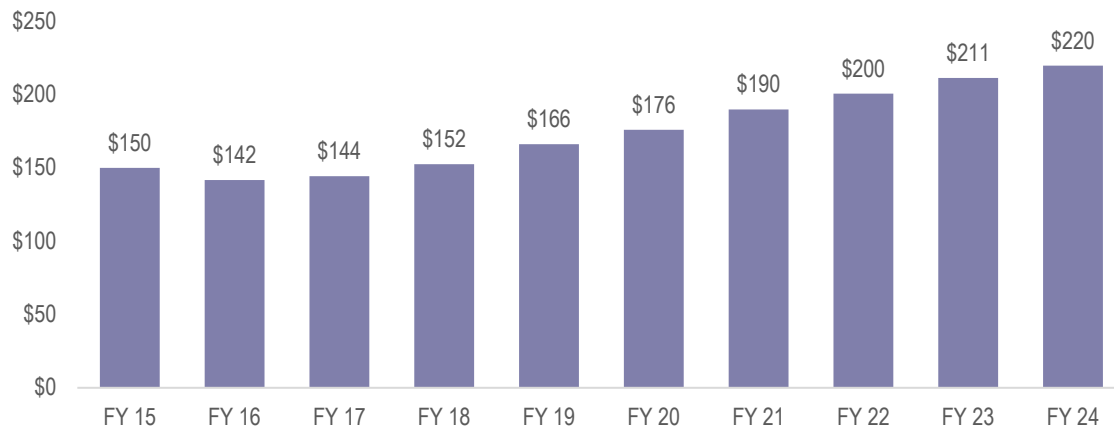
Parks, Recreation, and Culture Expenditures¹

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 5.4 percent higher in FY 2024 compared to the amount budgeted in FY 2023. Per capita spending increased 4.0 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.

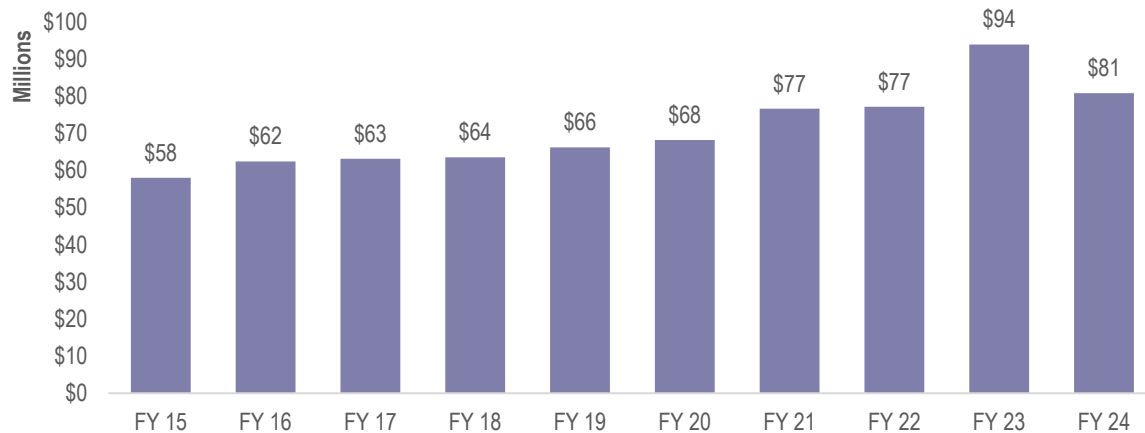


Revenues and Expenditures

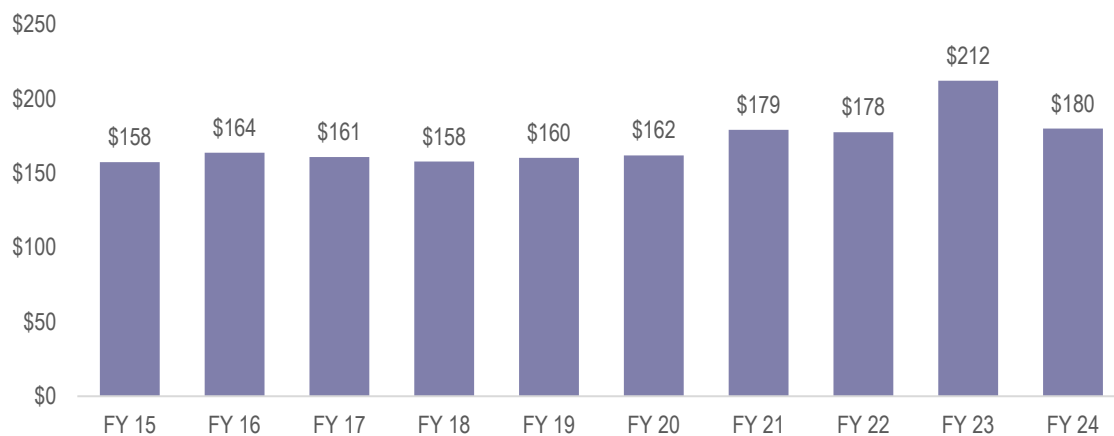
Community Development Expenditures^{1,2,3}

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 14.0 percent lower in FY 2024 compared to the amount budgeted in FY 2023 reflecting the reorganization of transit operations into the Department of General Services (General Government). Per capita spending decreased 15.2 percent.

Community Development Expenditure Budget



Community Development Budgeted Expenditures Per Capita⁴



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.

³ Beginning in FY 2024, transit operations moved from the Department of Transportation and Capital Infrastructure (Community Development) to the Department of General Services (General Government).

⁴ 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.

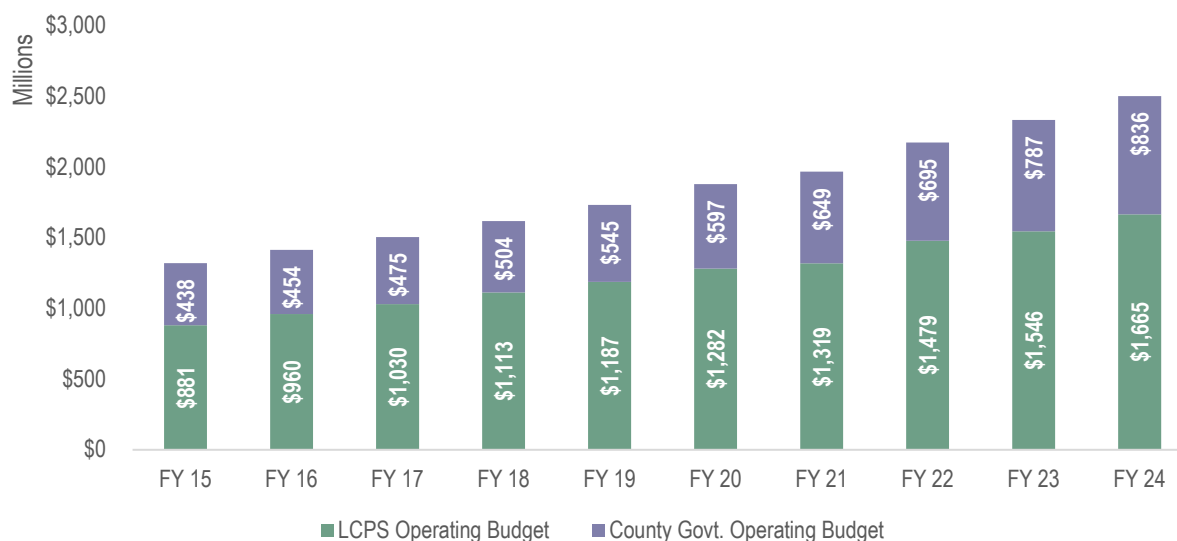


Revenues and Expenditures

County Government and Schools Operating Budget¹

The County Government's General Fund operating budget for FY 2024 is 6.2 percent higher than FY 2023, while the operating budget for Loudoun County Public Schools (LCPS) increased by 7.7 percent. For the period from FY 2015 through FY 2024 (a ten-year period), the County Government's General Fund operating budget increased at an average annual rate of 7.3 percent while the operating budget for LCPS increased at an average annual rate of 7.4 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
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 ²	\$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
2024	\$836,210,215	\$1,665,045,179	\$2,501,255,394



¹ Amounts shown do not include the amendment to the revised budget approved by the Board in May 2023 to increase the LCPS appropriation by \$13 million. (Item 11g, FGOEDC Report: State revenue for the LCPS Operating Budget, May 16, 2023 Board Business Meeting).

² 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

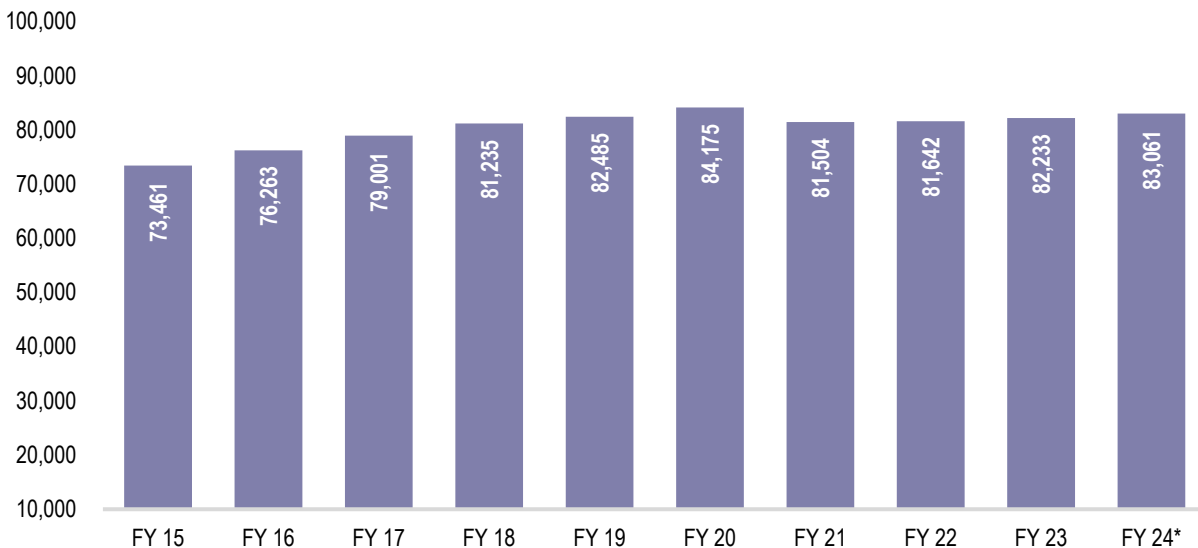
Loudoun County Public School Student Enrollment

Public school enrollment has increased steadily, but the rate of growth is moderating from the rapid rates of the past decade. In FY 2023, actual enrollment was approximately 1,950 fewer students than in FY 2020 (pre-pandemic). Student enrollment is projected to increase 1.0 percent in FY 2024, 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, 2022 for FY 2023).

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	82,233	0.7%
FY 2024 ¹	83,061	1.0%

School System Student Enrollment¹

Source: Loudoun County Superintendent's Recommended FY 2024 – FY 2029 Capital Improvement Program and Capital Asset Preservation Program Budget.



¹ Amounts for FY 2024 reflect forecasted school system enrollment.

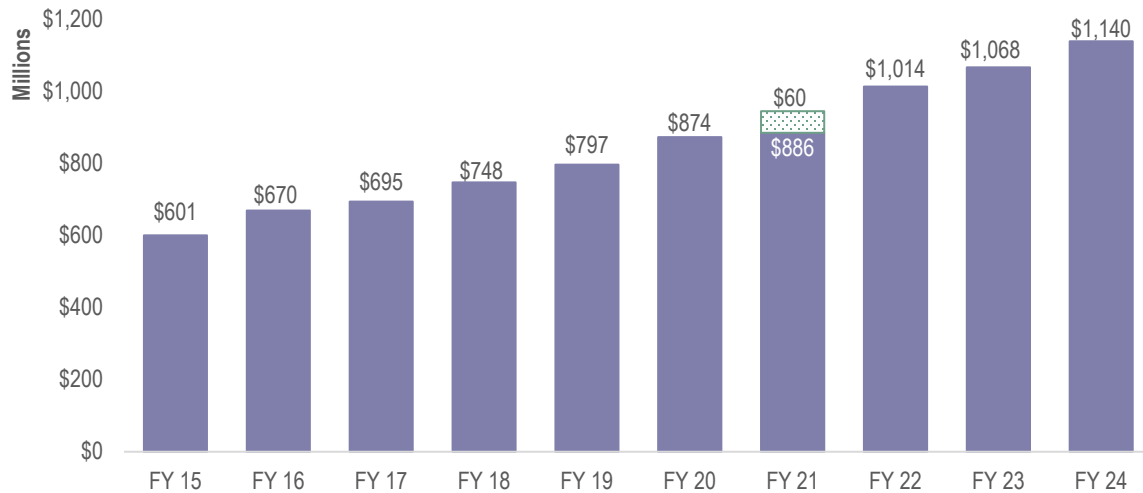


Revenues and Expenditures

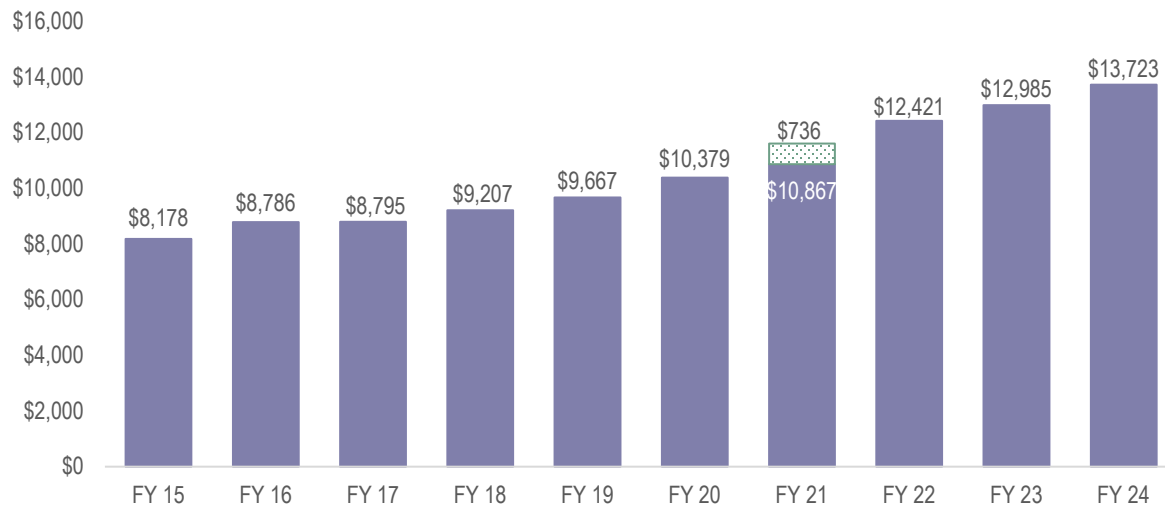
General Fund Transfer to Schools^{1,2,3}

For FY 2024, the General Fund transfer to the schools will increase 6.7 percent compared to the FY 2023 Adopted Budget. The FY 2024 budgeted local transfer per pupil represents a 5.7 percent increase from \$12,985 to \$13,723. The per pupil estimates presented below are skewed by the negative impacts of the COVID-19 pandemic on student enrollment since FY 2021, 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 the change in values absent the reserve.

³ Amounts shown do not include the amendment to the revised budget approved by the Board in May 2023 to increase the LCPS appropriation by \$13 million. [Item 11g, FGOEDC Report: State revenue for the LCPS Operating Budget, May 16, 2023 Board Business Meeting](#)



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. Unassigned General Fund Balance for FY 2022 was largely driven by revenues from vehicle taxes as vehicle values spiked during the early part of the pandemic.

Fiscal Reserve and Unassigned General Fund Balance

Source: Annual Comprehensive 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 Annual Comprehensive Financial Report for that year. The Annual Comprehensive Financial Report may be accessed at <https://www.loudoun.gov/1476/Annual-Comprehensive-Financial-Reports>.



Glossary and Index

FY 2024 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 inter-fund 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 that 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 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 a 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 Preservation Program Fund	A fund established to ensure a consistent means of financing and planning for major countywide 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 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%").
Obligation	A future expenditure requirement incurred by voluntary agreement or legal action.



Glossary

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.
Prorate Tax System	A system in which taxes are assessed proportionally during the year.



Glossary

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 Gasoline Tax	This is a 7.6 cent per gallon tax on gasoline sold in the County. Regional gasoline tax collections are directed to a special account maintained by the Northern Virginia Transportation Commission (NVTC).
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 and 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.



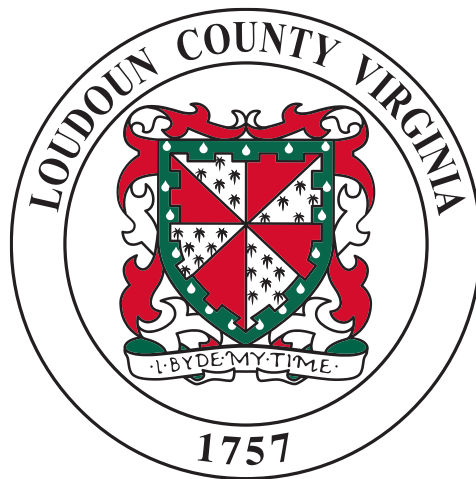
Glossary

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.

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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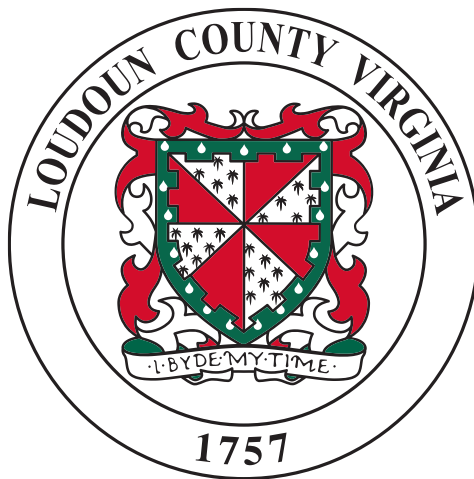
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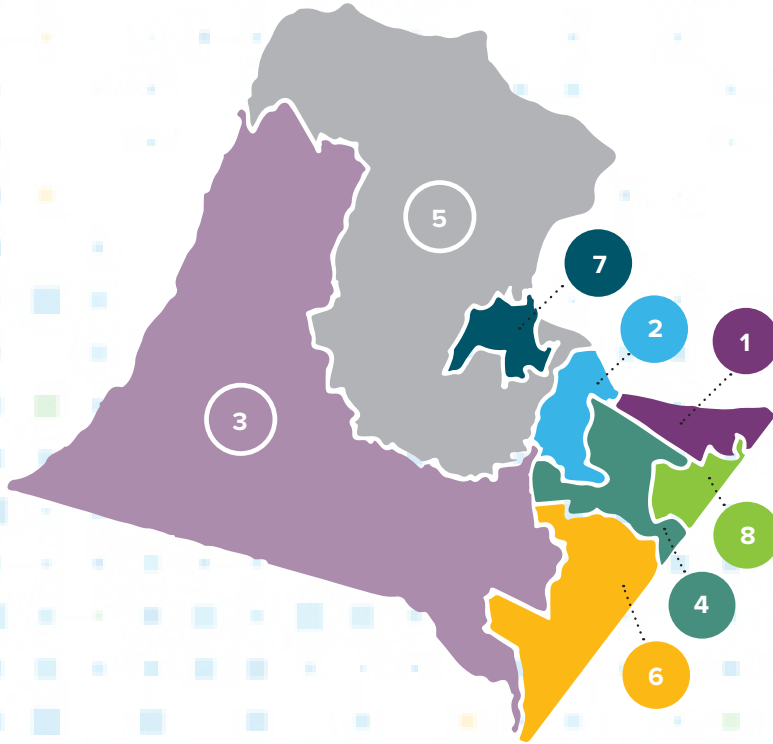
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LOUDOUN COUNTY

ELECTION DISTRICTS



Loudoun County Board of Supervisors 2020 – 2023:

Loudoun County Board of Supervisors 2020–2023 (First row, from left to right) Juli E. Briskman, Algonkian; Koran T. Saines, Vice Chair, Sterling; Phyllis J. Randall, Chair At Large; Kristen C. Umstatt, Leesburg. Second row, from left to right: Caleb A. Kershner, Catoctin; Sylvia R. Glass, Broad Run; Tony R. Buffington, Blue Ridge; Michael R. Turner, Ashburn; Matthew F. Letourneau, Dulles.

The map above represents the 2011 election districts, from which the members of the 2020-2023 Loudoun County Board of Supervisors were elected in November 2019. Loudoun County Election Districts were updated in 2022 through the local redistricting process based on the 2020 U.S. Decennial Census. The 2024-2027 Board of Supervisors election will take place in November 2023, using the 2022 election district map, based on the 2020 U.S. Decennial Census.

Office of Management and Budget

loudoun.gov/budget | Phone: 703-777-0500

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This document is a publication of Loudoun County Government.



Algonkian – George Washington University



Ashburn – Ashburn Library



Blue Ridge – Salamander Resort



Broad Run – One Loudoun



Catoctin – Lucketts Community Center



Dulles – Dulles Airport



Leesburg – Historic Downtown



Sterling – Claude Moore Recreation Center