Other Appropriated Funds
FY 2025 Proposed 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 Fund provides for long-term maintenance of general government and court facilities, as well as computer system replacements, and extends 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. The number of new facilities for LCPS and the County also influences the CAPP budget, as new facilities are added to the County's fixed asset inventory, funding will need to be allocated to maintain the CAPP at optimal levels.

The CAPP is primarily financed with local tax funding. However, revenue collected from surcharges by the Clerk of the Circuit Court for recordation taxes are utilized to support this program as well. The recordation tax surcharge revenue is reserved exclusively in the CAPP budget for the ongoing maintenance of Court-related facilities.

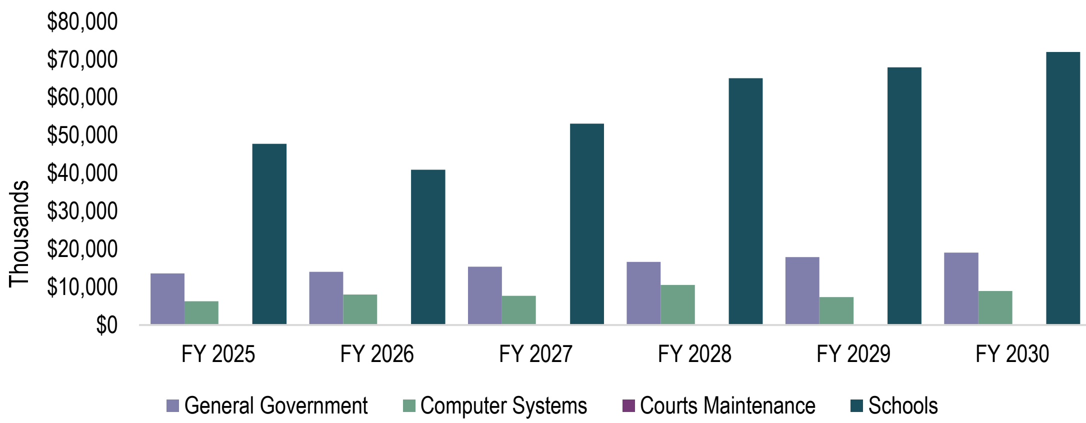
The County CAPP and LCPS CAPP are separate funds and are separate appropriations in the Appropriations Resolution. While the budget projections represented in the tables below represent the long-term needs of the County, only the current year (FY 2025) is included in the Appropriations Resolution.

Revenues and Expenditures[1]

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total
Revenues – Transfer from General Fund							
General Government	$13,652,750	$14,017,726	$15,346,407	$16,631,950	$17,874,558	$19,124,445	$96,647,835
Computer Systems	6,247,250	8,039,850	7,729,650	10,565,150	7,349,060	8,970,521	48,901,481
Schools	47,790,000	40,950,000	53,130,000	65,110,000	67,920,000	72,000,000	346,900,000
Subtotal	**$67,690,000**	**$63,007,576**	**$76,206,057**	**$92,307,100**	**$93,143,618**	**$100,094,966**	**$ $492,449,316**
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	**$67,790,000**	**$63,107,576**	**$76,306,057**	**$92,407,100**	**$93,243,619**	**$100,194,966**	**$493,049,316**
Expenditures							
General Government	$13,652,750	$14,017,726	$15,346,407	$16,631,950	$17,874,559	$19,124,446	$96,647,838
Courts Maintenance	100,000	100,000	100,000	100,000	100,000	100,000	600,000
Computer Systems	6,247,250	8,039,850	7,729,650	10,565,150	7,349,060	8,970,521	48,901,481
Subtotal – County CAPP	**$20,000,000**	**$22,157,576**	**$23,176,057**	**$27,297,100**	**$25,323,618**	**$28,194,966**	**$146,149,316**

[1] Sums may not equal due to rounding.

Schools	$47,790,000	$40,950,000	$53,130,000	$65,110,000	$67,920,000	$72,000,000	$346,900,000
Subtotal – Schools CAPP	**$47,790,000**	**$40,950,000**	**$53,130,000**	**$65,110,000**	**$67,920,000**	**$72,000,000**	**$346,900,000**
Total – Expenditures	**$67,790,000**	**$63,107,576**	**$76,306,057**	**$92,407,100**	**$93,243,618**	**$100,194,9666**	**$493,049,316**



Expenditure Detail

Program Compared to Fixed Asset Value

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Fixed Asset Value (FAV)						
General Government	$2,476,697,183	$2,724,366,901	$2,996,803,591	$3,296,483,951	$3,626,132,346	$3,988,745,580
Schools	2,762,572,038	3,038,829,242	3,342,712,166	3,676,983,383	4,044,681,721	4,449,149,893
Total Fixed Asset Value	**$5,239,269,221**	**$5,763,196,143**	**$6,339,515,758**	**$6,973,467,333**	**$7,670,814,067**	**$8,437,895,473**
CAPP Projects as a Percent of FAV						
General Government	0.81%	0.81%	0.77%	0.83%	0.70%	0.71%
Schools	1.73%	1.35%	1.59%	1.77%	1.68%	1.62%
All CAPP Projects	**1.29%**	**1.10%**	**1.20%**	**1.33%**	**1.22%**	**1.19%**

Proposed FY 2025 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 2025 through FY 2030 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.

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. The CAPP Computer Systems budget includes network equipment, servers and server storage, security mitigation, video conference solutions

Capital Asset Preservation Program

and PC replacements, which are projected to fluctuate each year in the six-year period based on replacement cycle needs, escalation, growth, and expansion of applications and their capabilities.

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 maintenance, and renovation funding 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 2021[1].

Program by Functional Area and Repair Category[2]

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total
General Government		`					
Building	2,317,500	2,387,025	2,458,636	2,532,395	2,608,367	2,686,618	$14,990,541
Mechanical/Electrical Plumbing	2,987,000	3,076,610	3,168,908	3,263,976	3,361,895	3,462,752	19,321,141
Parks/Recreation Facilities	3,045,000	4,045,000	5,045,000	6,045,000	7,045,000	8,045,000	33,270,000
Pavement/Site	2,096,205	2,159,091	2,223,863	2,290,579	2,359,297	2,430,076	13,559,111
CAPP Contingency	2,357,045	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	9,857,045
Roofing	850,000	850,000	950,000	1,000,000	1,000,000	1,000,000	5,650,000
Subtotal – General Government	**$13,652,750**	**$14,017,726**	**$15,346,407**	**$16,631,950**	**$17,874,558**	**$19,124,445**	**$96,647,835**
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							
Computers & Related Equipment	2,760,250	4,269,600	3,830,650	6,563,150	3,242,000	4,755,250	$25,420,900
Network Equipment	2,923,140	3,204,330	3,331,020	3,431,960	3,534,919	3,640,966	20,066,335
Servers & Server Storage	63,860	65,920	67,980	70,040	72,141	74,305	414,246
Security Mitigation Solutions	500,000	500,000	500,000	500,000	500,000	500,000	3,000,000
Subtotal – Computer Systems	**$6,247,250**	**$8,039,850**	**$7,729,650**	**$10,565,150**	**$7,349,060**	**$8,970,521**	**$48,901,481**
Total – County CAPP	**$20,000,000**	**$22,157,576**	**$23,176,057**	**$27,297,100**	**$25,323,618**	**$28,194,966**	**$146,149,316**
Schools							
Electrical	$3,990,000	$584,000	$3,091,000	$2,441,000	$2,410,000	$2,555,000	$15,071,000
HVAC	$18,626,000	$11,308,000	$14,317,000	$27,112,000	$21,749,000	$23,054,000	116,166,000
Plumbing	$4,151,000	$5,488,000	$5,623,000	$6,136,000	$4,321,000	$4,580,000	30,299,000

[1] Item 05f FGOEDC-Update from PRCS on Departmental Master Plan (June 15, 2021, Board Business Meeting)
[2] Sums may not equal due to rounding.

Resurfacing	$1,991,000	$4,034,000	$3,826,000	$5,630,000	$4,745,000	$5,030,000	25,256,000
Roofing	$11,710,000	$12,776,000	$20,451,000	$15,760,000	$27,460,000	$29,108,000	117,265,000
Structure Repair/Windows	$7,321,000	$6,763,000	$5,820,000	$8,034,000	$7,239,000	$7,673,000	42,850,000
Subtotal Schools	**$47,790,000**	**$40,950,000**	**$53,130,000**	**$65,110,000**	**$67,920,000**	**$72,000,000**	**$346,907,000**
Total – All CAPP	**$67,790,000**	**$63,107,576**	**$76,306,057**	**$92,407,100**	**$93,243,618**	**$100,194,966**	**$ $493,049,317**

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 eligible 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.

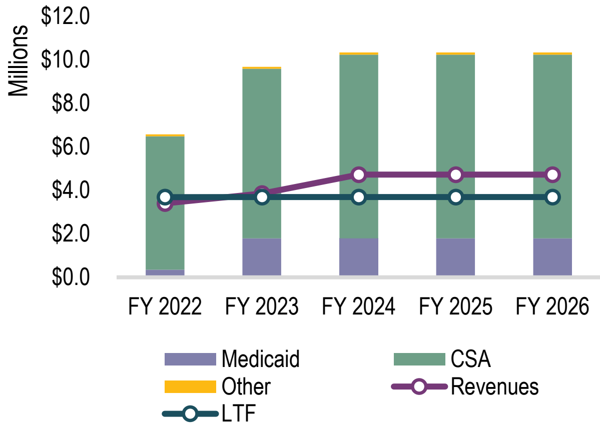
CSA policy is set by a local Community Policy and Management Team (CPMT), which consists of appointed members from the community and the County including mandated representatives from County Administration; DFS; the Department of Mental Health, Substance Abuse, and Developmental Services; the Health 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 Family Assessment and Planning Team (FAPT) process which reviews all requests for CSA funded services.

Revenues, Expenditures, and Changes in Fund Balance[2]

	FY 2022 Actual[3]	FY 2023 Actual[4]	FY 2024 Adopted	FY 2025 Adopted	FY 2026 Projected
Beginning Fund Balance	**$4,929,730**	**$5,713,387**	**$6,159,042**	**$5,244,614**	**$4,330,186**
Revenues					
Recovered Costs	$264,186	$817,493	$1,004,310	$1,004,310	$1,004,310
Intergovernmental – Commonwealth	3,399,803	3,848,442	4,722,631	4,722,631	4,722,631
Transfer from the General Fund	3,685,000	3,690,075	3,690,067	3,690,067	3,690,067
Total – Revenues	**$7,348,990**	**$8,356,010**	**$9,417,008**	**$9,417,008**	**$9,417,008**
Expenditures					
Medicaid Expenditures	$349,060	$1,340,293	$1,793,161	$1,793,161	$1,793,161
CSA Expenditures	6,130,377	6,468,729	8,436,950	8,436,950	8,436,950
Operating and Maintenance	85,895	101,333	101,325	101,325	101,325
Total – Expenditures	**$6,565,332**	**$7,910,355**	**$10,331,436**	**$10,331,436**	**$10,331,436**
Estimated Ending Fund Balance	**$5,713,387**	**$6,159,042**	**$5,244,614**	**$4,330,186**	**$3,415,758**
Percent Change	16%	8%	(15%)	(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 2022 Annual Comprehensive Financial Report (ACFR).
[4] Source: Loudoun County FY 2023 ACFR.

Revenue and Expenditure History



Revenue/Local Tax Funding

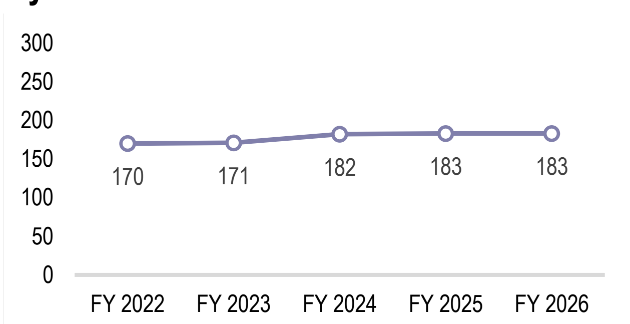
As shown, the CSA Fund is primarily funded by State revenue but receives a significant level of Local Tax Funding (LTF) through a transfer from the General Fund. LTF comprises 43 percent of the budget for the Fund.

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 2025 Proposed 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, youth 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 2024 Adopted Budget included an annual contribution of $15,000,000 to the OPEB Trust; $12,000,000 from LCPS and $3,000,000 from Loudoun County Government.

The FY 2025 Proposed Budget includes an annual contribution of $16,000,000 to the OPEB Trust; $12,000,000 from LCPS and $4,000,000 from Loudoun County Government.[1] Compared to the FY 2024 Adopted Budget, this represents an increase of $1,000,000 from the County Government and no change in contributions from LCPS. Contribution rates are evaluated annually to ensure that the County maintains a full funding approach.

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

Financial Summary

	FY 2022 Actual	FY 2023 Actual	FY 2024 Estimated	FY 2025 Estimated	FY 2026 Estimated
Contributions					
County	$5,500,000	$2,500,000	$3,000,000	$4,000,000	$4,000,000
Schools	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000
Total OPEB Contributions	**$17,500,000**	**$14,500,000**	**$15,000,000**	**$16,000,000**	**$16,000,000**

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).

On October 17, 2023, the Board authorized use of the fund to support the relocation of the Lovettsville Recycling Center to a section of Lovettsville Community Park that is sufficient in size to incorporate the County's glass recycling program.[2] The existing location was not large enough to provide nearby residents access to the glass recycling program and additionally relied on a property lease. Ensuring the continuation of service for a public recycling drop-off center in Lovettsville aligns with the County's environmental strategy in that recycling conserves energy and natural resources and mitigates pollution. Public recycling centers offer residents a free option to properly dispose of items and reduce overburdened curbside collection bins which helps to prevent litter.

Revenues, Expenditures, and Changes in Fund Balance[3]

	FY 2022 Actual	FY 2023 Actual	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$0**	**$0**	**$767,808**	**$767,808**	**$767,808**
Revenues					
Other Local Taxes	$0	$767,808	$275,000	$500,000	$500,000
Total – Revenues	**$0**	**$767,808**	**$275,000**	**$500,000**	**$500,000**
Expenditures					
Operating & Maintenance	$0	$0	$275,000	$500,000	$500,000
Total – Expenditures	**$0**	**$0**	**$275,000**	**$500,000**	**$500,000**
Estimated Ending Fund Balance	**$0**	**$767,808**	**$767,808**	**$767,808**	**$767,808**

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;

[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] October 17, 2023, Business Meeting, Item 5g, Finance/Government Operations and Economic Development Committee Report: Lovettsville Recycling Center Relocation.

[3] Sums may not equal due to rounding.

- Plastic bags that are solely used to wrap, contain, or package ice cream, meat, fish, poultry, produce, unwrapped bulk food items, or perishable food items in order to avoid damage or contamination;
- Plastic bags used to carry dry cleaning or prescription drugs; or
- Multiple plastic bags sold in packages and intended for use as garbage, pet waste, or leaf removal bags.

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

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 Balance[1]

	FY 2022 Actual[2]	FY 2023 Actual[3]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Revenues					
General Property Taxes	$3,248,297	$3,384,682	$3,500,000	$3,500,000	$3,500,000
Total – Revenues	**$3,248,297**	**$3,384,682**	**$3,500,000**	**$3,500,000**	**$3,500,000**
Expenditures					
Community Development	$3,248,297	$3,384,682	$3,500,000	$3,500,000	$3,500,000
Total – Expenditures	**$3,248,297**	**$3,384,682**	**$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 2022 Annual Comprehensive Financial Report (ACFR).
[3] Source: Loudoun County FY 2023 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.

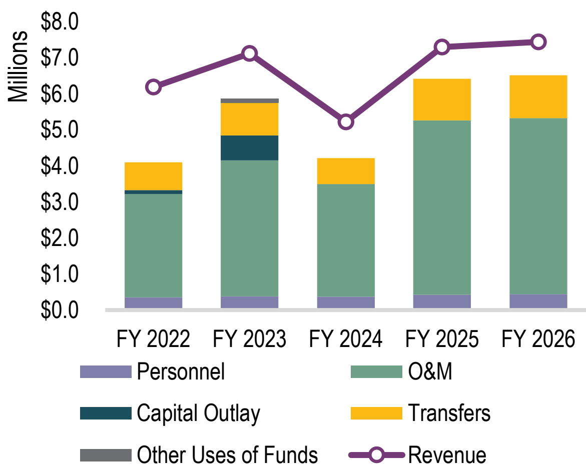
Revenues, Expenditures, and Changes in Fund Balance[1]

	FY 2022 Actual[2]	FY 2023 Actual[3]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$8,340,893**	**$10,433,005**	**$11,688,095**	**$12,692,544**	**$13,571,281**
Revenues					
Use of Money and Property	$0	$0	$0	$0	$0
Charges for Services	6,230,826	7,056,489	5,225,000	7,300,000	7,446,000
Miscellaneous Revenue	0	70,000	0	0	0
Recovered Costs	0	300	0	0	0
Intergovernmental - Federal	(35,938)	0	0	0	0
Total – Revenues	**$6,194,888**	**$7,126,789**	**$5,225,000**	**$7,300,000**	**$7,446,000**
Expenditures					
Personnel	$355,956	$380,285	$369,829	$427,118	$439,932
Operating and Maintenance	2,870,745	3,777,846	3,124,841	4,838,145	4,886,526
Capital Outlay	105,557	690,981	0	0	0
Transfer to the General Fund	770,518	907,620	725,881	1,156,000	1,190,680
Other Uses of Funds	0	114,967	0	0	0
Total – Expenditures	**$4,102,776**	**$5,871,700**	**$4,220,551**	**$6,421,263**	**$6,517,138**
Estimated Ending Fund Balance	**$10,433,005**	**$11,688,095**	**$12,692,544**	**$13,570,681**	**$14,498,925**
Percent Change	25%	12%	9%	7%	7%
FTE	**8.00**	**8.00**	**8.00**	**9.00**	**9.00**

[1] Sums may not equal due to rounding.
[2] Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).
[3] Source: Loudoun County FY 2023 ACFR.

EMS Transport Fund

Revenue and Expenditure History



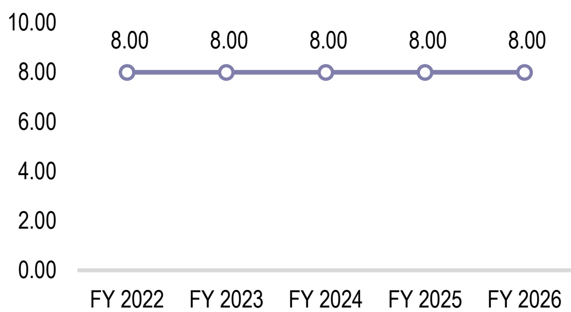
Revenue/Local Tax Funding

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).

Adopted Staffing/FTE History[1]



The FY 2025 Proposed Budget for the EMS Transport Fund reflects an increase of approximately $2 million from FY 2024 Adopted Budget due to updated revenue estimates that align with prior year actuals and population forecasts. 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.

[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. Since FY 2021, a total of 3.00 FTE are supported directly from the EMS Transport Fund.

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 2025.

FY 2025 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.

Revenue Sharing Formula

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

Greenlea Tax District Fund

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

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

Revenues, Expenditures, and Changes in Fund Balance[1]

	FY 2022 Actual[2]	FY 2023 Actual[3]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$2,328**	**$2,328**	**$0**	**$0**	**$0**
Revenues					
General Property Taxes	$45,408	$44,453	$44,038	$44,038	$15,807
Total – Revenues	**$45,408**	**$44,453**	**$44,038**	**$44,038**	**$15,807**
Expenditures					
Public Works	$47,736	$44,453	$44,038	$44,038	$15,807
Total – Expenditures	**$47,736**	**$44,453**	**$44,038**	**$44,038**	**$15,807**
Estimated Ending Fund Balance	**$0**	**$0**	**$0**	**$0**	**$0**

[1] Sums may not equal due to rounding.
[2] Source: Loudoun County FY 2022 Annual Comprehensive Annual Financial Report (ACFR).
[3] Source: Loudoun County FY 2023 ACFR.

Housing Fund

The Housing Fund, managed by the Department of Housing and Community Development, is used to account for monies which are restricted to use for attainable 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 largest component 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 Chapter 9 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[1]. Expenditures (uses) involve a variety of County programs and initiatives including the Down Payment/Closing Cost Assistance Program, the Public Employee Homeownership Grant 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 Chapter 9 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 2025 Proposed Budget includes approximately $7.4 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.[2]

[1] December 13, 2023, Public Hearing, Item 1, ZOAM-2020-0001, Zoning Ordinance Rewrite.

[2] September 8, 2021, Unmet Housing Needs Strategic Plan.

Revenues, Expenditures, and Changes in Fund Balance[1]

	FY 2022 Actual[2]	FY 2023 Actual[3]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$50,200,615**	**$62,563,251**	**$76,578,368**	**$87,047,368**	**$98,457,368**
Revenues					
Use of Money and Property	$366,178	$2,125,621	$0	$0	$0
Miscellaneous Revenue	5,826,026	5,866,289	5,000,000	5,000,000	5,000,000
Recovered Costs	347	523	0	0	0
Transfer from Public Facilities Fund	1,223,161	3,878,795	0	0	0
Transfer from General Fund	5,000,000	2,200,000	6,469,000	7,410,000	7,410,000
Total – Revenues	**$12,415,712**	**$14,071,227**	**$11,469,000**	**$12,410,000**	**$12,410,000**
Expenditures					
Operating and Maintenance[4]	$53,076	$56,110	$1,000,000	$1,000,000	$1,000,000
Total – Expenditures	**$53,076**	**$56,110**	**$1,000,000**	**$1,000,000**	**$1,000,000**
Estimated Ending Fund Balance	**$62,563,251**	**$76,578,368**	**$87,047,368**	**$98,457,368**	**$109,867,368**
Percent Change	25%	22%	14%	13%	12%
Unavailable Fund Balance[5]	**$25,370,000**	**$34,330,954**	**$40,343,265**	**$50,843,265**	**$61,343,265**
Available Fund Balance	**$37,193,251**	**$42,247,414**	**$46,704,103**	**$47,614,103**	**$48,524,103**

[1] Sums may not equal due to rounding.
[2] Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).
[3] Source: Loudoun County FY 2023 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 2022 and FY 2023 represents loans to developers that have been approved by the Board. Unavailable Fund Balance for FY 2024 through FY 2026 represents estimated awards for the County's affordable housing loan programs based on analysis of previous fiscal years and anticipated applications.

Housing Fund

Affordable Multi-Family Housing Loan Program[1]

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.[2] Loans from 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[3]	$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[4]	6,012,311	FY 2023
Old Arcola Residential[5]	2,000,000	FY 2024
Commonwealth Center Residential[6]	7,570,981	FY 2024

Rental Housing Acquisition and Preservation Loan Program[7]

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.[8] At the January 18, 2022, Business Meeting, the Board approved the RHAP program guidelines.[9] While the use of fund balance established RHAP, the program will require additional resources in future years. For FY 2025, staff recommends dedicating the majority of the approximately $7.4 million (equivalent of one-half cent of the real property tax rate) to the RHAP program.

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[1] More information on the Affordable Multi-Family Housing Loan Program and guidelines is available on the County website.
[2] July 3, 2018, Affordable Multi-Family Housing Loan Program.
[3] 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.
[4] February 21, 2023, Business Meeting, Item 09a, Review of Affordable Multi-Family Housing Loan Application for Avonlea Senior Apartments.
[5] October 11, 2023, Public Hearing, Item 6, LEGI-2023-0033, Old Arcola Residential.
[6] November 15, 2023, Public Hearing, Item 16, LEGI-2023-0041, Commonwealth Center Residential.
[7] More information on the RHAP Program and guidelines is available on the County website.
[8] January 4, 2022, Business Meeting, Item 4a, Uses of FY 2021 General Fund Balance.
[9] January 18, 2022, Business Meeting, Item 20d, Rental Housing Acquisition and Preservation Loan Program Guidelines.

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 Chapter 9 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.

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.

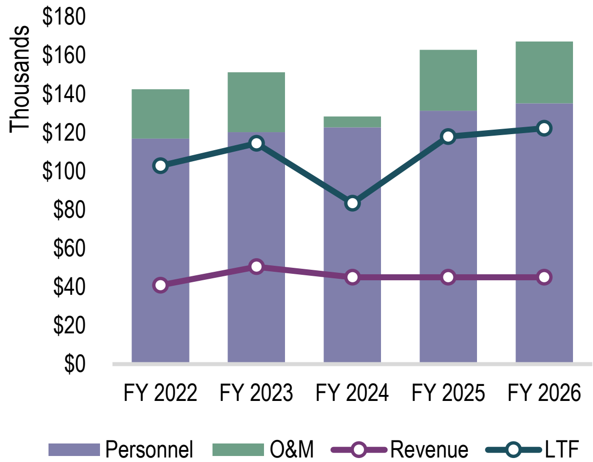
Revenues, Expenditures, and Changes in Fund Balance[1]

	FY 2022 Actual[2]	FY 2023 Actual[3]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$21,430**	**$22,612**	**$36,192**	**$36,192**	**$36,192**
Revenues					
Charges for Services	$40,871	$48,479	$44,980	$44,980	$44,980
Use of Money and Property	41	1,958	0	0	0
Transfers from the General Fund	102,867	114,448	83,448	118,024	122,281
Total – Revenues	**$143,779**	**$164,885**	**$128,428**	**$163,004**	**$167,261**
Expenditures					
Personnel	$116,978	$120,218	$122,767	$131,343	$135,283
Operating and Maintenance	25,618	31,087	5,661	31,661	31,978
Total – Expenditures	**$142,596**	**$151,305**	**$128,428**	**$163,004**	**$167,261**
Estimated Ending Fund Balance	**$22,612**	**$36,192**	**$36,192**	**$36,192**	**$36,192**
Percent Change	6%	60%	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 2022 Annual Comprehensive Financial Report (ACFR)
[3] Source: Loudoun County FY 2023 ACFR.

Legal Resource Center Fund (Law Library)

Revenue and Expenditure History



Revenue/Local Tax Funding

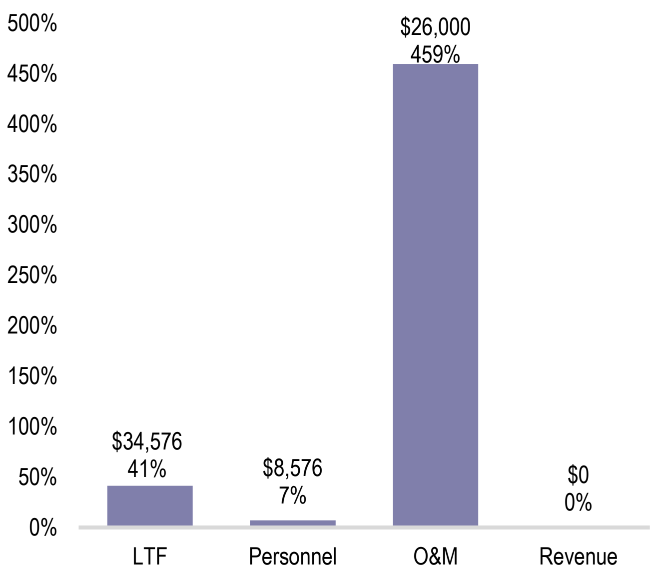
The Law Library's funding sources are charges for services, which relate to revenue collections by the Clerk of the Circuit Court and the Clerk of the General District Court, revenues from the use of money and property, and a transfer from the General Fund (local tax funding).

Expenditure

The majority of the Law Library's expenditure budget is dedicated to personnel costs (80 percent). 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 revenues and expenditures. It is anticipated that expenditures in this fund will continue to be higher than projected revenues. This will likely necessitate an increase in the transfer from the General Fund in FY 2025.

Percent Change from Adopted FY 2024 to Proposed FY 2025

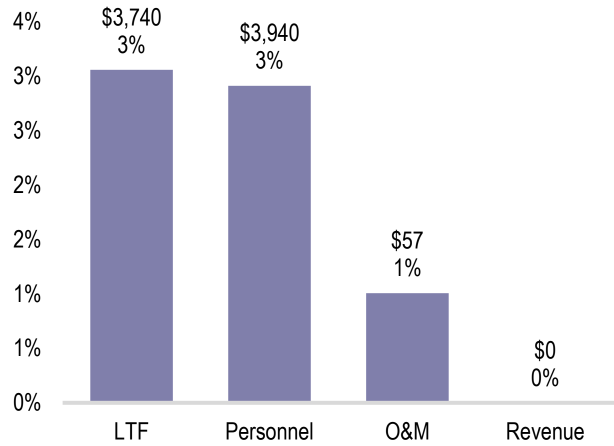


Reasons for Change:

Personnel: ↑ **||** Annualization of FY 2024 compensation increases, benefit rate adjustments
O&M: ↑ Increased budget for books and subscriptions for the Law Library to reflect the actual expenditures of the Law Library[2] **||**
Revenue: ↔

[1] See summary of merit increases in Non-Departmental Expenditures section 6-2.
[2] Books and subscriptions expenditures have increased since the 2020 pandemic. The FY 2025 budget increases these expenditures by $26,000 to a budget of $31,422. This will ensure that the Law Library has the budget to keep its collection current.

Percent Change from Proposed FY 2025 to Projected FY 2026



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.

Currently, 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 evaluate the asset replacement schedule and related documentation to ensure the inclusion of additional assets and new equipment are placed into service. Staff monitors revenue and expenditure needs for the Fund, ensuring a sufficient balance is available.

Revenues, Expenditures, and Changes in Fund Balance[1]

	FY 2022 Actual[2]	FY 2023 Actual[3]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$7,233,812**	**$9,590,533**	**$12,303,777**	**$8,534,681**	**$4,674,015**
Revenues					
Capital Revenues	$6,740	$22,875	0	0	0
Transfer from the General Fund	4,000,000	4,000,000	1,520,160	1,520,160	5,500,000
Total – Revenues	**$4,006,740**	**$4,022,875**	**$1,520,160**	**$1,520,160**	**$5,500,000**
Expenditures					
Planned Replacement	0	0	$307,631	$5,380,826	$5,500,000
General Government	6,500	0	339,167	0	0
Parks, Recreation, Culture	25,293	17,042	988,838	0	0
Public Safety	5,372	410,507	2,573,472	0	0
Public Works	648,207	0	1,080,148	0	0
Capital Outlay	964,647	882,082	0	0	0
Total – Expenditures	**$1,650,019**	**$1,309,631**	**$5,289,256**	**$5,380,826**	**$5,500,000**
Estimated Ending Fund Balance	**$9,590,533**	**$12,303,777**	**$8,534,681**	**$4,674,015**	**$4,674,015**

[1] Sums may not equal due to rounding.
[2] Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).
[3] Source: Loudoun County FY 2023 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 South Station. This Fund is managed by the Department of General Services.

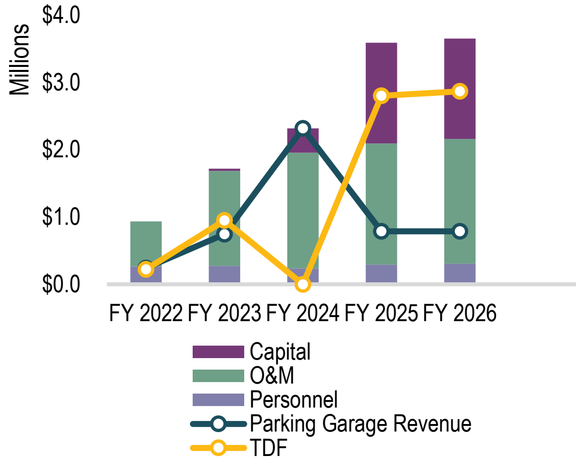
Revenues, Expenditures, and Changes in Fund Balance[1]

	FY 2022 Actual	FY 2023 Actual[2]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$717,608**	**$22,692**	**$0**	**$0**	**$0**
Revenues					
Parking Garage Revenue	$22,127	$747,188	$2,317,496	$787,000	$787,000
Transfer Transportation District Fund	220,000	948,108	0	2,807,263	2,873,165
Total – Revenues	**$242,127**	**$1,695,296**	**$2,317,496**	**$3,594,263**	**$3,660,165**
Expenditures					
Personnel	$263,867	$272,842	$234,202	$295,106	$306,910
Operating and Maintenance	673,176	1,413,397	1,723,930	1,803,263	1,857,361
Capital Outlay	0	31,749	359,364	1,495,894	1,495,894
Total – Expenditures	**$937,043**	**$1,717,988**	**$2,317,496**	**$3,594,263**	**$3,660,165**
Estimated Ending Fund Balance	**$22,692**	**$0**	**$0**	**$0**	**$0**

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. The revenue service is projected to provide a portion of the funding needed for the day-to-day operations, preventative maintenance, and long-term maintenance of the garages. It is projected that revenues generated from the Metro parking garage operations will not be sufficient to fund the Metro Parking Garage Fund. 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, FY 2022, FY 2023, and is projected for FY 2024, FY 2025, and FY 2026. Staff will continue to monitor the fund's operations and will determine whether supplemental funding is necessary.

[1] Sums may not equal due to rounding.
[2] Source 2023 ACFR

Revenue and Expenditure History



Revenue/Local Tax Funding/Gas Tax

As shown, the Metro Parking Garages Fund is funded predominantly by a transfer of gas tax from the TDF.

Expenditure

Most expenditures in the Metro Parking Garages Fund are dedicated to operating and maintenance costs, primarily to fund daily operations.

Both parking garages are managed with minimal County staff presence while providing a primary contract for their day-to-day management. 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, building and property management services, utilities, and other ancillary contracts.

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 the County-owned Metro garages and protecting available on-street parking for local business patrons and residents.

Opioid Abatement Settlement Fund

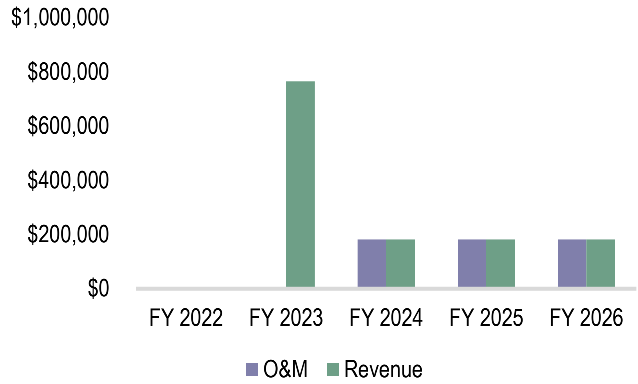
The Board of Supervisors established the Opioid Abatement Settlement Fund to manage and account for revenues received from the Virginia Opioid Abatement Settlement Fund, administered by the Virginia Opioid Abatement Authority. The Authority is an independent body, the purpose of which is to abate and 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 2022 Actual	FY 2023 Actual	FY 2024 Adopted	FY 2025 Adopted	FY 2026 Projected
Beginning Fund Balance	**$0**	**$0**	**$765,186**	**$765,186**	**$765,186**
Revenues					
Virginia Opioid Abatement Fund	$0	$765,186	$180,867	$180,867	$180,867
Total – Revenues	**$0**	**$765,186**	**$180,867**	**$180,867**	**$180,867**
Expenditures					
Operations and Maintenance	$0	$0	$180,867	$180,867	$180,867
Total – Expenditures	**$0**	**$0**	**$180,867**	**$180,867**	**$180,867**
Estimated Ending Fund Balance	**$0**	**$765,186**	**$765,186**	**$765,186**	**$765,186**

[1] Sums may not equal due to rounding.
[2] The Opioid Abatement Settlement Fund was created in FY 2024.

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 Code of Virginia Title 2.2, Chapter 22, Article 12, which created the state Opioid Abatement Authority (OAA) 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 epidemic[1]. 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, the 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 2025 – FY 2030 Public Facilities Fund

The FY 2025 – FY 2030 plan for the Public Facilities Fund includes the use of $25,735,995 in cash proffers to fund capital projects in the six-year period of the CIP Budget. 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 2025 – FY 2030 Public Facilities Fund, only those amounts for FY 2025 are included in the FY 2025 Proposed Budget.

Planned Proffer Expenditures[1]

	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	6-Year Total
Revenues							
Cash Proffers	$14,474,410	$1,482,749	$1,096,136	$31,988	$949,009	$0	$18,034,292
Cash Proffer Interest	459,236	0	0	0	0	0	459,236
Projected Proffers	0	2,343,890	3,212,382	0	686,195	1,000,000	7,242,467
Total – Revenues	**$14,933,646**	**$3,826,639**	**$4,308,518**	**$31,988**	**$1,635,204**	**$1,000,000**	**$25,735,995**
Expenditures							
Health and Welfare	$0	0	0	0	0	0	$0
Parks and Culture	8,145,879	3,615,117	500,000	0	0	0	12,260,996
Public Safety	0	0	0	0	0	1,000,000	1,000,000
Roads and Sidewalks	6,787,767	211,522	3,808,518	31,988	1,635,204	0	12,474,999
Towns	0	0	0	0	0	0	0
Total – Expenditures	**$14,933,646**	**$3,826,639**	**$4,308,518**	**$31,988**	**$1,635,204**	**$1,000,000**	**$25,735,995**

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 Proposed FY 2026 – FY 2030 cash proffer uses are contingent upon proffer determinations from the Loudoun County Zoning Administrator verifying that the uses are appropriate to the intent of the original proffer statements provided by the proffer contributors.

[1] Sums may not equal due to rounding.

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**

Crosstrail Boulevard Segment C - Sycolin Road to Dulles Greenway

ZMAP	Development	Sequence #	Amount
SBRD-2002-0015	Roxbury Heights L 1-10	99064442	$25,877.28
Total			**$25,877.28**

Dulles West Boulevard – Northstar Boulevard to Arcola Boulevard

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0002	Brambleton Active Adult	99078331	$1,697,180.05
ZMAP-2005-0003	East Gate Three	99066970	32,194.32
Total			**$1,729,374.37**

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

ZMAP	Development	Sequence #	Amount
SBRD-2004-0012	Rokeby Hamlets	99064779	$199,226.44
Total			**$199,226.44**

Farmwell Road Intersection Improvements

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0003	Regency at Belmont Chase	99079295	$403,656.93
ZMAP-2002-0005	Loudoun Station	99078482	121,900.00
ZMAP-2012-0018	Prologis Park	99074169	10,310.00
ZMAP-2012-0010	University Center Parcel P-1	99076316	61,673.11
ZCPA-2020-0011	West Dulles Station	99083055	400,520.00
ZCPA-2020-0011	West Dulles Station Lockridge Substation	99083056	416,140.28
Total			**$1,414,200.32**

LPAT Signature Project

ZMAP	Development	Sequence #	Amount
ZMAP-2004-0013	Alexanders Chase	99066799	$280,422.50
ZMAP-2018-0004	Ashbrook Residential	99081455	1,572,042.94
ZMAP-2014-0002	Ashburn Overlook	99075145	58,905.28

Public Facilities Fund

ZMAP-2013-0003	Belmont Executive Center	99079326	7,052.28
ZMAP-2016-0010	Broadlands Ashburn Metro	99080169	360,856.07
ZMAP-2015-0008	Century Corner at Goose Creek	99077154	3,520.11
ZMAP-2003-0018	Croson Property	99066029	35,032.10
ZMAP-2005-0026	Erickson Retirement	99067825	402,746.45
ZMAP-2005-0026	Erickson Retirement Communities	99067843	232,973.20
ZMAP-2018-0016	Goose Creek Village East	99081392	1,019,813.40
ZMAP-2003-0006	Lansdowne Village Greens	99066827	74,836.34
ZMAP-2013-0012	Lim Property	99075070	42,096.76
ZMAP-2001-0003	Moorefield Station	99065311	4,757.83
ZMAP-2006-0003	Morley Corner	99069004	19,225.88
ZMAP-2016-0001	National Conference East	99079368	1,372,109.91
ZMAP-2018-0005	One Loudoun	99081282	2,295.09
ZMAP-2018-0005	One Loudoun	99081280	41,967.84
ZMAP-2000-0007	Red Cedar	99064258	10,630.00
ZMAP-2005-0023	Regency at Ashburn	99068329	3,000.00
ZMAP-2004-0018	Reserve at Waxpool	99067448	14,460.97
ZMAP-1993-0002	Ridges at Ashburn	95060028	57,384.38
Total			**$5,616,129.33**

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**

Route 7 Shared Use Path

ZMAP	Development	Sequence #	Amount
ZCPA-2012-0005	Cascades Section 12 – Middlefield Drive	99075037	$25,776.46
ZMAP-1990-0022	Loudoun Village	97015458	5,671.78
ZMAP-1986-0026	Mirror Ridge Center South	96125909	92,487.48
ZMAP-1986-0013	Potomac Lakes Amended	96022347	96,146.42
ZMAP-1997-0008	River Crest	99061993	26,685.89
ZMAP-1996-0009	Shurgard Storage Center Sterling - Cascades	97081306	9,000.00
Total			**$255,768.03**

Shellhorn Road – MWAA Property Boundary to Moran Road

ZMAP	Development	Sequence #	Amount
ZMAP-1986-0019	Evans-Cockerille	97010830	$50,000.00
ZMAP-1986-0019	Evans-Cockerille	97011548	39,870.65
ZCPA-2012-0014	Kincora Village Center	99076354	492,261.18
Total			**$582,131.83**

Sterling Neighborhood Park

ZMAP	Development	Sequence #	Amount
ZMAP-2014-0005	Belfort Properties	99075326	$723,760.69
ZMAP-2012-0019	Cascades Overlook	99075004	215,945.85
ZMAP-2005-0022	Hall Road Property	99067739	146,287.80
ZMAP-2005-0022	Hall Road Property	99067738	735,622.98
ZMAP-2018-0001	Mount Sterling	99079417	14,739.67
ZMAP-2002-0017	Parc Dulles II	99072361	681,383.72
ZMAP-2005-0038	Townes at Autumn Oaks	99068712	12,009.29
Total			**$2,529,750.00**

Waxpool Road / Loudoun County Parkway Intersection Improvements

ZMAP	Development	Sequence #	Amount
ZMAP-1989-0038	Dulles Parkway Center	97040385	$203,698.45
SPEX-2010-0022	CIT Guildford Drive LLC Data Center	99070939	8,000.63
ZMAP-1999-0021	Fairfield Residential at Silo Creek	99063323	75,232.75
ZCPA-2018-0001	Loudoun Center	99079009	571,632.36
SPEX-2004-0023	Ryan Park Center Restaurants	99067111	16,641.61
Total			**$875,205.80**

Westwind Drive – Loudoun County Parkway to Old Ox Road

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0003	Belmont Executive Center	99079316	$411,190.20
Total			**$411,190.20**

FY 2025 Total: $14,933,645.71

FY 2026 Public Facilities Fund

Dulles South Community Park

ZMAP	Development	Sequence #	Amount
ZMAP-2006-0015	Arcola Center	99072078	$856,110.27
n/a	Projected Cash Proffers	n/a	2,143,889.73
Total			**$3,000,000.00**

Farmwell Road Intersection Improvements

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0003	Regency at Belmont Chase	99079295	$11,522.02
Total			**$11,522.02**

Route 50 / Everfield Roundabout

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	$200,000.00
Total			**$200,000.00**

Sterling Neighborhood Park

ZMAP	Development	Sequence #	Amount
ZMAP-2012-0019	Cascades Overlook	99075004	$37,174.81
ZMAP-1990-0014	Dulles Town Center	96043216	109,556.70
ZMAP-1991-0010	Grovewood	95060199	59,066.74
ZMAP-2018-0003	Montebello Farms	99080279	245,115.47
ZMAP-2002-0017	Parc Dulles II	99072362	53,682.49
ZMAP-2008-0001	Schmitz Industrial Park L 20 40A 41A 42	99071564	5,178.62
ZMAP-2005-0038	Townes at Autumn Oaks	99068694	90,804.95
ZMAP-2005-0039	Victoria Station	99068235	1,321.44
ZMAP-2005-0039	Victoria Station	99068236	13,215.60
Total			**$615,116.82**

FY 2026 Total: $3,826,638.84

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**

Croson Lane Widening -Claiborne Parkway to Old Ryan Road

ZMAP	Development	Sequence #	Amount
ZMAP-2002-0004	Reserve at Belle Terra	99064796	$88,634.50
ZMAP-1998-0003	Worldcom/Uunet	99070292	562,515.13
n/a	Projected Cash Proffers	n/a	663,484.87
Total			**$1,314,634.50**

Dulles Adult Day Center

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

Northstar Boulevard – Tall Cedars Parkway to Braddock Road

ZMAP	Development	Sequence #	Amount
ZMAP-2006-0007	Glascock Field at Stone Ridge	99071137	$28,409.37
n/a	Projected Cash Proffers	n/a	807,153.63
Total			**$835,563.00**

Route 7 Eastbound Widening - Loudoun County Parkway to Route 28

ZMAP	Development	Sequence #	Amount
ZMAP-2018-0012	Aston Martin and Bentley of Loudoun	99081634	$25,200.00
ZMAP-2018-0012	Aston Martin and Bentley of Loudoun	99081633	134,892.54
n/a	Projected Cash Proffers		448,228.46
Total			**$608,321.00**

Route 50 / Everfield Drive Roundabout

ZMAP	Development	Sequence #	Amount
n/a	Projected Cash Proffers	n/a	$550,000.00
Total			**$550,000.00**

FY 2027 Total: $4,308,518.50

FY 2028 Public Facilities Fund

Route 15 / Lovettsville Road Intersection Improvement

ZMAP	Development	Sequence #	Amount
SBRD-2002-0035	Waterford Run	99064414	$31,987.68
Total			**$31,987.68**

FY 2028 Total: $31,987.68

Public Facilities Fund

FY 2029 Public Facilities Fund

Arcola Mills Road – 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**

Prentice Drive – Loudoun County Parkway to Lockridge Road

ZMAP	Development	Sequence #	Amount
ZMAP-2013-0003	Belmont Executive Center	99079316	$232,825.01
ZMAP-2016-0022	Highpoint East	99079344	156,664.20
ZCPA-2014-0002	Moorefield Station	99075990	559,519.71
Total			**$949,008.92**

FY 2029 Total: $1,635,203.92

FY 2030 Public Facilities Fund

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**

FY 2030 Total: $1,000,000.00

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) Housing Choice Voucher (HCV) programs including 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 of the Area Median Income (AMI) [1], 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 the National Standards for Physical Inspection of Real Estate (NSPIRE). 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 AMI. The Mainstream Voucher program assists persons with disabilities. The VASH program combines rental assistance for homeless veterans and their families with case management and clinical services provided by the United States 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 (amounts are based on household income and the gross rent of the property),directly to the landlord and the program's participants are responsible for paying no more than 30 percent of their monthly 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 2023 ACC includes funding for 795 total vouchers, including regular vouchers and special-purpose vouchers, which are designated for use within particular populations, such as low-income households, veterans, families reunifying with their children, and people with disabilities.

[1] In 2023, 50 percent AMI is $53,250 for a one-person household; $60,850 for a two-person household; $68,450 for a three-person household; and $76,050 for a four-person household. HUD typically publishes updated AMI amounts in April of each year.

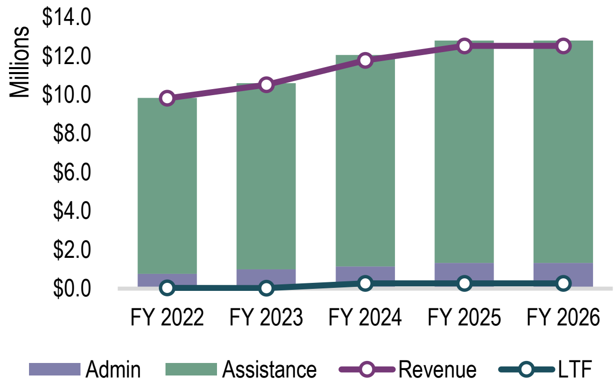
Revenues, Expenditures, and Changes in Fund Balance[1]

	FY 2022 Actual[2]	FY 2023 Actual[3]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Revenues					
Use of Money and Property	$757	$947	$4,400	$20,600	$20,600
Miscellaneous Revenue	41,847	18,743	131,000	131,000	131,000
Recovered Costs	1,043,313	463,956	1,250,000	850,000	850,000
Intergovernmental – Federal	8,734,703	10,040,574	10,397,838	11,527,330	11,527,330
Transfer from the General Fund	26,900	71,338	272,390	272,390	272,390
Total – Revenue	**$9,847,520**	**$10,595,558**	**$12,055,628**	**$12,801,320**	**$12,801,320**
Expenditures					
Rental and Utility Assistance	$9,085,318	$9,597,261	$10,912,400	$11,478,600	$11,478,600
Administration	762,202	998,298	1,143,228	1,322,720	1,322,720
Total – Expenditure	**$9,847,520**	**$10,595,558**	**$12,055,628**	**$12,801,320**	**$12,801,320**
Estimated Ending Fund Balance[4]	**$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 2022 Annual Comprehensive Financial Report (ACFR).
[3] Source: Loudoun County FY 2023 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

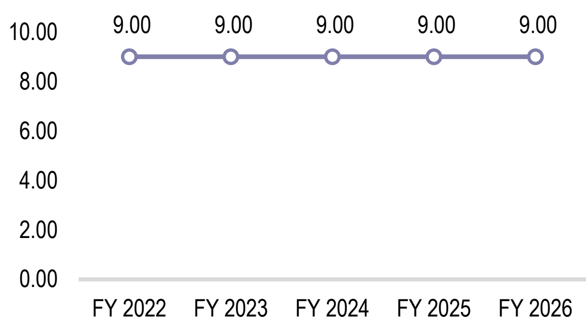
Revenue and Expenditure History



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).

Adopted 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 2025 Proposed 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.

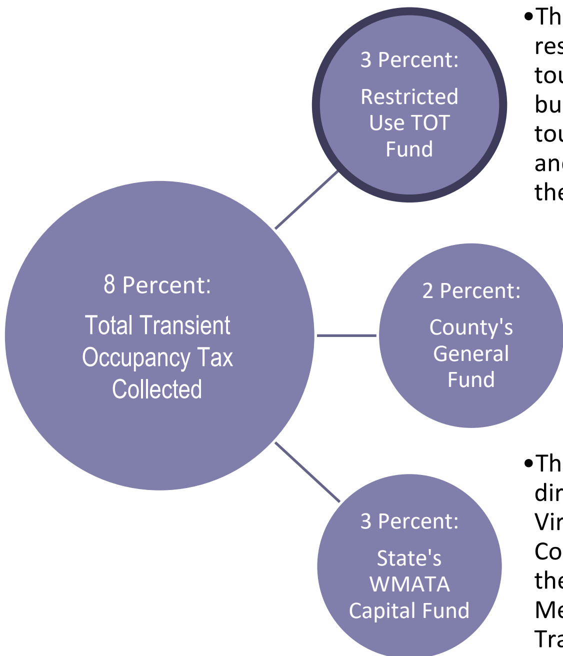
Policies

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



- These funds are restricted to promoting tourism, travel, or business that generates tourism in the County and are summarized on the following pages.
- These funds are unrestricted and become part of the County's General Fund.
- These funds are directed to the Northern Virginia Transportation Commission (NVTC) for the State's Washington Metropolitan Area Transit Authority (WMATA) Fund.

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.

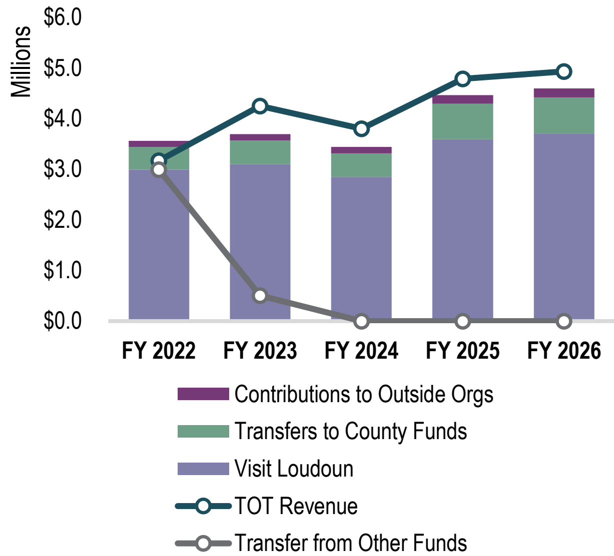
Revenues, Expenditures, and Changes in Fund Balance[1]

	FY 2022 Actual [2]	FY 2023 Actual [3]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$161,947**	**$2,761,213**	**$3,766,643**	**$4,125,059**	**$4,447,185**
Revenues					
Estimated Restricted TOT Revenue	$3,169,944	$4,249,206	$3,800,000	$4,790,000	$4,933,700
Transfers from Other Funds[4]	$2,992,500	$507,500	$0	$0	$0
Total – Revenues	**$6,162,444**	**$4,756,706**	**$3,800,000**	**$4,790,000**	**$4,933,700**
Expenditures					
Visit Loudoun Annual Contribution	$2,298,750	$2,592,727	$2,850,000	$3,592,500	$3,700,275
Transfers to General Fund	447,678	468,584	468,584	702,374	723,445
Visit Loudoun Pandemic Supplement[5]	543,750	357,500	0	0	0
Visit Loudoun Recovery Grants	150,000	150,000	0	0	0
Visit Loudoun Sports Grants	50,000	50,000	50,000	100,000	100,000
Visit Loudoun International Travel	36,500	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	99,500	0	0	0
Miscellaneous Expenditures	0	(40,035)	0	0	0
Total – Expenditures	**$3,563,178**	**$3,751,276**	**$3,441,584**	**$4,467,874**	**$4,596,720**
Estimated Ending Fund Balance	**$2,761,213**	**$3,766,643**	**$4,125,059**	**$4,447,185**	**$4,784,165**
Percent Change	1,605%	36%	10%	8%	8%
Policy Mandated Reserves[7]	**$316,994**	**$424,921**	**$380,000**	**$479,000**	**$493,370**
Available Fund Balance	**$2,444,219**	**$3,341,723**	**$3,745,059**	**$3,968,185**	**$4,290,795**

[1] Sums may not equal due to rounding.
[2] Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR)
[3] Source: Loudoun County FY 2023 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 and FY 2023, 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 (84 percent), which primarily includes contributions to Visit Loudoun. A portion of annual expenditures are transferred to the General Fund (16 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. Commercial passenger traffic from Washington Dulles International Airport, which is a strong influence on TOT revenue, returned to pre-pandemic levels in FY 2023.

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.

The FY 2025 Proposed Budget includes a $50,000 increase to Visit Loudoun's Sports Tournament Grant Program. The program is designed to support bids on tournaments that will generate the greatest return on investment and has seen a 39 percent increase in grant requests over the past two years. Between FY 2017 - FY 2023, the program generated $6,376,315 in direct spending at hotels in Loudoun, therefore generating an estimated $319,000 in combined unrestricted (2%) and restricted (3%) transient occupancy tax revenue. Additionally, the proposed budget includes an increase in the transfer to the General Fund in order to offset costs associated with a new international business development manager within the Department of Economic Development.[1]

Looking to FY 2026, revenue is forecasted to stabilize as influencing factors such as occupancy rates, average daily rates, Dulles International Airport traffic, and business and leisure travel stabilize to a new post-pandemic normal.

[1] Additional information related to this position can be found in the Resource Request section of the Proposed Budget.

Expenditure Detail

Department	FY 2022 Actual[1]	FY 2023 Actual	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Transfer to the General Fund					
Department of Economic Development	$230,678	$240,496	$240,496	$474,286	$490,775
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 O&M and the cost of two positions 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)	$99,220	$110,308	$110,308	$110,308	$114,720
Restricted Use TOT funding is used to offset the personnel cost of the Office of Emergency Management's (OEM's) Special Events Coordinator in the General Fund. This position serves as the conduit for collaborative work with event organizers to ensure compliance with permitting requirements; assists in the development of emergency contingency plans; aids in identifying ways to minimize the impact of events on the surrounding community; and, in many instances, provides onsite support during an event. Through the efforts of the Special Events Coordinator, OEM is able to work with event organizers to create safe and successful events benefiting the residents of and visitors to Loudoun County. Each year hundreds of special events in varying size, scope, and complexity occur at venues throughout the County, drawing thousands of participants. These events include community celebrations, parades, fairs and festivals, sporting events, runs and walks, concerts, and many charity events benefiting members of the community or organizations supporting the community. This economic activity promotes the core tourism principles that are part of the Restricted Use TOT Funding Policy.					
Department of Parks, Recreation, and Community Services	$117,780	$117,780	$117,780	$117,780	$117,780
A portion of the Department of Parks, Recreation, and Community Services' (PRCS) athletic field maintenance expenditures are offset by Restricted Use TOT funding due to the relationship between the County's ability to facilitate sports tournaments and overnight hotel stays in the County. Quality maintenance of fields makes them more attractive venues for tournaments which bring economic activity. Field maintenance was completely funded through the General Fund until FY 2013 when a portion of Restricted Use TOT Funding was identified to offset some field maintenance expenditures. PRCS field maintenance services are under heavy pressure due to high usage of the County's athletic fields.					
Total – Transfer to the General Fund	**$447,678**	**$468,584**	**$468,584**	**$702,374**	**$723,275**

Restricted Transient Occupancy Tax Fund

Department	FY 2022 Actual	FY 2023 Actual	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Contributions to External Organizations					
Visit Loudoun Annual Contribution	$2,298,750	$2,592,727	$2,850,000	$3,592,500	$3,700,275
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	$693,750	$507,500	$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	$100,000	$100,000
Sports tourism, which refers to travel to view or participate in a sporting event, is a fast growing sector in the global travel industry. Loudoun is well-positioned to take advantage of this segment, with quality facilities, professional sports, parks and recreation organizations, and a community that supports tourism. The Sports Tournaments Grant Program was established as one of the Strategic Growth Initiatives of the Tourism Destination Strategy adopted by the Board of Supervisors in March 2006. The program is designed to support bids on sports tournaments, including human and animal events that generate the greatest return on investment in terms of visitor spending in the County. A competitive application process encourages cooperation, ensures that the tournaments can be accommodated, and increases their success.					
Visit Loudoun International Travel Strategic Tourism Initiatives	$36,500	$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	$99,500	$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 prorgram resumed in FY 2023.					
Total – Contributions to External Organizations	**$3,115,500**	**$3,322,727**	**$2,973,000**	**$3,715,500**	**$3,823,275**

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

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.

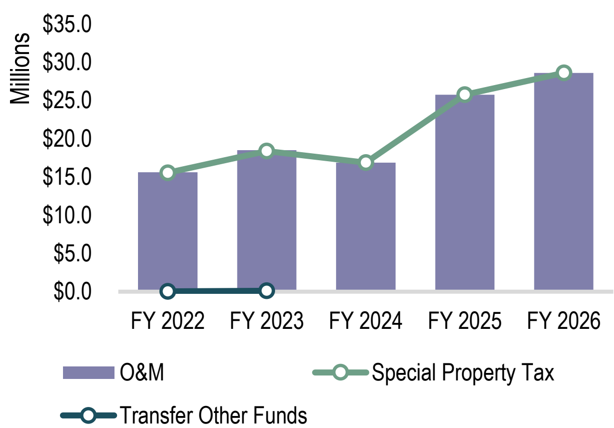
Loudoun County and Fairfax County entered into a contract with the District on September 1, 1988, and agreed to levy additional tax assessments as requested by the District, collect the tax, and pay all tax revenues to the Commonwealth Transportation Board. The contract specified that: (1) the County 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 2025, the Route 28 Special Improvements Fund is projected to generate $25,740,000 in current and delinquent tax revenue to offset its estimated $25,740,000 in expenditures. There is no local tax funding in this fund.

Revenues, Expenditures, and Changes in Fund Balance[1]

	FY 2022 Actual[2]	FY 2023 Actual[3]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$525,293**	**$592,836**	**$194,853**	**$194,853**	**$194,853**
Revenues					
General Property Taxes[4]	$15,552,867	$18,378,067	$16,875,000	$25,740,000	$28,611,000
Transfer from Other Funds	43,472	115,951	0	0	0
Total – Revenues	**$15,596,339**	**$18,494,018**	**$16,875,000**	**$25,740,000**	**$28,611,000**
Expenditures					
Public Works	$15,528,796	$18,892,001	$16,875,000	$25,740,000	$28,611,000
Total – Expenditures	**$15,528,796**	**$18,892,001**	**$16,875,000**	**$25,740,000**	**$28,611,000**
Estimated Ending Fund Balance	**$592,836**	**$194,853**	**$194,853**	**$194,853**	**$194,853**

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.

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[1] Sums may not equal due to rounding.
[2] Source: Loudoun County FY 2022 Annual Comprehensive Annual Financial Report (ACFR).
[3] Source: Loudoun County FY 2023 ACFR.
[4] Includes real property taxes, public service corp. taxes, and penalties and interest for delinquent payments.

Route 28 Special Improvements Fund

Revenue Analysis

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

Tax Year 2024 Estimated Fair Market Value of Real Taxable Property - Route 28	**$15,681,569,887**
Add: Reassessment due to Revaluation	$1,568,156,989
Add: Estimated Value of New Construction	$200,000,000
Tax Year 2025 Forecasted Fair Market Value of Real Taxable Property - Route 28	**$17,449,726,875**
FY 2025 Forecasted Real Property Tax Base[2]	**$16,565,648,381**
Less: Potential Administrative and/or Board of Equalization adjustments[3]	($57,979,769)
Plus: Partial Value of New Construction	$40,000,000
FY 2025 Forecasted Real Property Tax Base Total	**$16,547,668,612**

	Forecasted Taxable Base	Net Revenue per Penny	Estimated FY 2024 Revenue[4]
Real Property[5]	$16,547,668,612	$1,605,125	$25,682,000
Public Service Corp	$31,042,778	$1,125	18,000
Delinquent Penalties and Interest		n/a	40,000
Total Revenue			**$25,740,000**

[1] Excludes residential properties which, within the District, are not taxable and $31.04 million in public service corporation properties. Assessed value information forecasted by the Office of Management and Budget (January 2023).

[2] FY 2025 revenues are the product of Tax Year 2024 (Fall FY 2024 levy) and Tax Year 2025 (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 2025 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 includes 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).

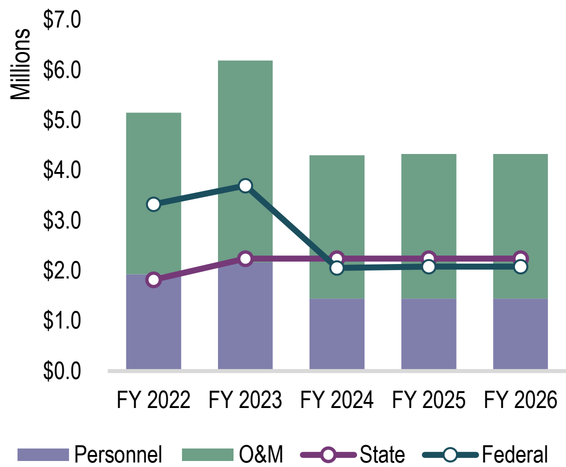
Revenues, Expenditures, and Changes in Fund Balance[1]

	FY 2022 Actual[2]	FY 2023 Actual[3]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$294,190**	**$311,316**	**$57,965**	**$57,965**	**$58,065**
Revenues					
Miscellaneous Revenue	$0	$0	$0	$0	$0
Recovered Costs	17,127	0	0	0	0
Intergovernmental – Commonwealth	1,820,294	2,239,859	2,241,725	2,241,725	2,241,725
Intergovernmental – Federal	3,326,590	3,696,155	2,055,852	2,081,400	2,081,400
Total – Revenues	**$5,164,011**	**$5,936,014**	**$4,297,577**	**$4,323,125**	**$4,323,125**
Expenditures[4]					
LCFR	$349,387	$302,017	$364,530	$364,530	$364,530
DHCD	715,681	2,142,843	1,379,452	1,405,000	1,404,900
County Administration	1,313,493	290,414	0	0	0
MHSADS	2,379,865	2,913,129	2,526,295	2,526,295	2,526,295
DTCI[5]	27,300	27,300	0	0	0
DGS	0	0	27,300	27,300	27,300
Other Departments	361,158	513,662	0	0	0
Total – Expenditures	**$5,146,885**	**$6,189,365**	**$4,297,577**	**$4,323,125**	**$4,323,015**
Estimated Ending Fund Balance[6]	**$311,316**	**$57,965**	**$57,965**	**$57,965**	**$57,965**
Percent Change	6%	-81%	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 2022 Annual Comprehensive Financial Report (ACFR).
[3] Source: Loudoun County FY 2023 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



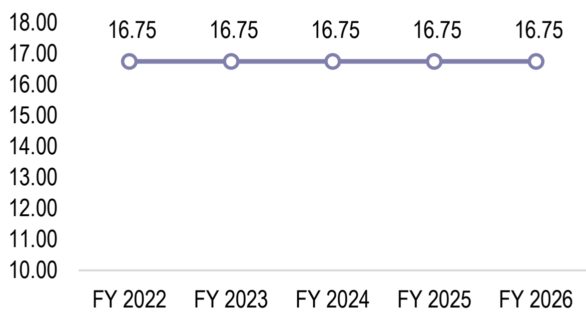
Revenue/Local Tax Funding

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.

Adopted Staffing/FTE History



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.

Expenditure Detail

Grant / Department	FY 2022 Actual	FY 2023 Actual	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Four-for-Life (LCFR)	$114,529	$70,982	$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)	$1,128,273	$2,142,843	$1,379,452	$1,405,000	$1,405,000
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)	$1,788,643	$2,312,504	$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)	$541,453	$550,856	$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	$1,496,917	$3,177,954	$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	**$5,146,884**	**$6,189,365**	**$4,297,577**	**$4,323,125**	**$4,323,125**

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 is 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 Grant[1]

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

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

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

Early Intervention Program[2]

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.

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[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.

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 Program[1]

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 he 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 Balance[1]

	FY 2022 Actual[2]	FY 2023 Actual[3]	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Beginning Fund Balance	**$0**	**$0**	**$0**	**$0**	**$0**
Revenues					
General Property Taxes	$61,741	$124,997	$60,572	$60,572	$60,572
Total – Revenues	**$61,741**	**$124,997**	**$60,572**	**$60,572**	**$60,572**
Expenditures					
Public Works	$61,741	$124,997	$60,572	$60,572	$60,572
Total – Expenditures	**$61,741**	**$124,997**	**$60,572**	**$60,572**	**$60,572**
Estimated Ending Fund Balance	**$0**	**$0**	**$0**	**$0**	**$0**

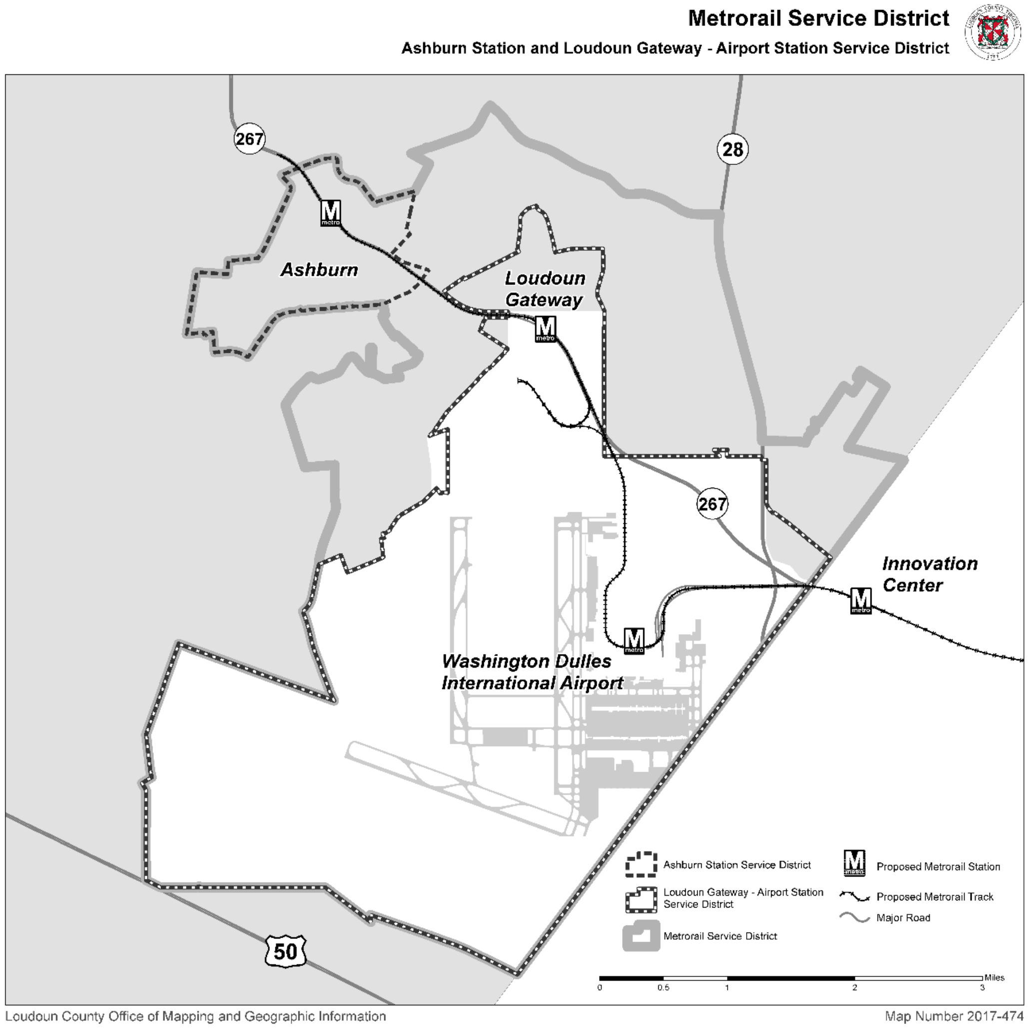
[1] Sums may not equal due to rounding.
[2] Source: Loudoun County FY 2022 Annual Comprehensive Financial Report (ACFR).
[3] Source: Loudoun County FY 2023 ACFR.

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.



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 2024 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. Since the debt service associated with the 2020 refunding was 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 included $20,775,624 to make principal and interest payments. An additional payment of $1,040,628 for payment of the 2023 EDA was executed upon the closing of the bonds in June 2023. The principal and interest payments on the refunding bonds included in the FY 2025 Proposed Budget is $21,796,212.

Beginning in FY 2021, Loudoun County began paying its portion of WMATA capital contributions for the Metrorail system. The opening of Metrorail service in Loudoun in mid FY 2023 entitles Loudoun to receive Department of Rail and Public Transportation (DRPT) funding assistance based on a Subsidy Allocation Model (SAM), which is administered by the Northern Virginia Transportation Commission (NVTC) that is applied to the County's capital and operating Metrorail obligations. In FY 2025, Loudoun is estimated to receive $7.8 million to offset costs for both operating and capital subsidies.

The County's FY 2025 Metrorail capital contribution and DRPT payment are estimated to be $7.9 million and are anticipated to increase incrementally each year. The estimated SAM allocation for FY 2025, which will offset the capital subsidy payment is $1,806,950, resulting in the utilization of $6,093,050 in NVTA 30% revenue for the capital subsidy payment in FY 2025.

HB 2313 Statutory Requirements and Local 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

[1] Chapter 766, 2013 Acts of Assembly

be diverted to WMATA to be used exclusively for the payment of Metrorail capital expenses effective July 1, 2018.[1] At that time, the revenues consisted of approximately 20 percent of the regional tax revenue collected in Loudoun. As a result of the legislation, the regional transportation improvement fee and the regional transient occupancy tax revenues are no longer available to fund NVTA sponsored transportation projects, and localities do not have access to the 30 percent local share of these funds.[2] Effective May 1, 2021, the regional transportation improvement fee was reduced to $0.10 and the transient occupancy tax was increased to three percent, these revenues remain dedicated to WMATA capital costs.

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.[3] The reinstitution of the congestion relief fee is in addition to the regional transportation improvement fee, also a grantor's tax, but only the transportation improvement fee continues to be diverted to WMATA. Beginning in FY 2021, 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.[4] In July 2022, NVTA approved funding for all four Loudoun County projects submitted, totaling $73.75 million across 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 $54.8 million in FY 2025. This is an increase from the FY 2024 C&I equivalent, approximately $29.9 million, and reflects record levels of new construction and revaluation, primarily in the data center market. To date, the Board of Supervisors has taken no action to levy a C&I Property Tax.

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[1] Resulting from the enactment of HB 1539 by the Virginia General Assembly in 2018.
[2] Towns that have a population over 3,500 within are to be provided the proportional share of the 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.
[3] Resulting from the enactment of HB 1414 and SB 890 by the Virginia General Assembly in 2020.
[4] NVTA FY 2022-FY2027 Six-Year Program

Transportation District Fund

The FY 2025 Proposed Budget includes a transfer of local tax funding from the General Fund, cash proffers from the Public Facilities Fund, and gasoline revenue in the amount of $53,511,979 for transportation and transit purposes, which satisfies 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 other Funds 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 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. In FY 2024, the tax rates are 8.7 centers per gallon for gasoline and 8.8 cents per gallon for diesel. The FY 2025 revenue estimates anticipate rates of 8.9 cents for gasoline and alternative fuels and 9.0 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.
Staff estimates Loudoun's share of the FY 2025 withholdings is $9.2 million. While revenues declined significantly in FY 2021 because of the pandemic, the most recent monthly data indicates that revenues have returned to pre-pandemic levels and staff anticipates regional gasoline tax revenues to increase incrementally each year.

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.

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 utilized $10,161,451 of CARES funds, between both operating and capital subsidies, and a remaining balance of $843,917 from FY 2021 was paid in FY 2022.

The County budgeted gasoline tax revenue for WMATA payments, but pandemic related credits freed up gas tax allocations and allowed the County to use a portion of the revenue on transit services within the Department of Transportation and Capital Infrastructure. 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 2023, this funding was not needed.[1] The FY 2024 Adopted CIP Budget did not program any gasoline tax revenue to support transit services, and relied instead on the use of local tax funding until a new post-pandemic normal level of activity is made known.[2]

The County's FY 2021 Adopted Budget included 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

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[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

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.

The County's FY 2022 Adopted Budget included funding for the Metrorail operating costs totaling $12,227,315. The payment was made by utilizing the federal credits, which consisted of ARPA and CRRSAA funds. For FY 2023, the Metrorail operating payment was $15,000,000, and the payment was made utilizing ARPA credits, a SAM credit, and $1,378,233 of the County's local gasoline tax revenues. All federal credits were exhausted in FY 2023.

In FY 2024, the Metrorail operating payment is estimated to be $16,083,146 and a SAM allocation of $5,629,101 is anticipated, resulting in the use of $10,454,045 in gasoline tax revenue. The FY 2025 estimated Metrorail operating payment is estimated to be $19,900,000, and a SAM allocation of $5,993,050 is anticipated, resulting in the use of $13,906,950 of gasoline tax revenue.

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 three years. Additional sources of revenue, such as NVTA 30%, will need to be used in combination with gasoline tax beginning in the late 2020s.

A transfer of $2,807,263 in gasoline tax revenue is being used to partially fund the Metro Parking Garages Fund's operating budget in FY 2025. The Metro Parking Garage Fund was created in FY 2020 and accounts for the operations of County-owned Metro Parking Garages located at the Loudoun Gateway Station and the Ashburn South Station. This fund relies on parking revenues, and it was anticipated that revenues generated from the Metro parking garages would support operations, but it has been significantly impacted by the effects of the pandemic. A transfer of gasoline tax revenue has been needed in FY 2020, FY 2021, FY 2022, FY 2023, and is projected for FY 2024, FY 2025, and FY 2026 to support operations.

Transportation District Fund

Revenues, Expenditures, and Changes to Fund Balance (Reserves)

	FY 2024 Adopted	FY 2025 Proposed	FY 2026 Projected
Estimated Beginning Fund Balance	**$48,539,544**	**$46,732,621**	**$65,314,004**
Revenues			
Metrorail Special Tax Districts	$19,732,000	$36,153,500	$38,817,000
Local Gasoline Tax – Use of Current Year Revenue	7,673,000	9,200,000	9,759,000
Local Gasoline Tax – Use of Prior Year Revenue	2,791,045	7,524,213	7,277,979
NVTA Local 30% - Use of Current Year Revenue	26,251,800	28,187,600	29,666,000
NVTA Local 30% - Use of Prior Year Revenue	0	0	1,148,949
NVTA Regional 70%	36,730,000	36,750,000	19,000,000
Transfer from the General Fund	25,900,000	30,000,000	31,100,000
Transfer from the Public Facilities Fund	22,875,796	6,787,766	211,522
Total – Revenues	**$141,953,641**	**$154,603,079**	**$136,980,450**
Transfers & Expenditures			
Local Gasoline Tax	**$10,464,045**	**$16,724,213**	**$17,036,979**
Administrative – NVTC	10,000	10,000	10,000
Payment to WMATA	10,454,045	13,906,950	14,153,814
Transfer to Metro Parking Garages	0	2,807,263	2,873,165
NVTA	**$63,745,099**	**$60,713,505**	**$50,963,898**
Local (30%) – Transfer to the Capital Projects Fund	26,251,800	23,963,505	30,814,949
Local (30%) – Transfer to the Capital Fund of Prior Year Revenue	763,299	0	1,148,949
Regional (70%) - Transfer to the Capital Projects Fund	36,730,000	36,750,000	19,000,000
Metrorail Construction Debt Service	**$20,755,624**	**$21,796,212**	**$21,778,508**
Transfer to the Debt Service Fund	20,775,624	21,796,212	21,778,508
Local Tax Funding and Cash Proffers	**$48,775,796**	**$36,787,766**	**$31,311,522**
Local Tax Funding Transfer to Capital Projects Fund	25,900,000	30,000,000	31,100,000
Cash Proffers Transfer to the Capital Projects Fund	22,875,796	6,787,766	211,522
Total – Transfers & Expenditures	**$143,760,563**	**$136,021,696**	**121,090,907**
Estimated Impact to Fund Balance	**($1,806,923)**	**$18,581,383**	**$15,889,543**
Projected Ending Fund Balance	**$46,732,621**	**$65,314,004**	**$81,203,547**