

SUPPLEMENTAL PACKET

BOARD OF SUPERVISORS FINANCE/GOVERNMENT OPERATIONS AND ECONOMIC DEVELOPMENT COMMITTEE February 11, 2016

- Item 12 FY 2017 – FY 2011 Proposed Capital Improvement Program Overview-Supplemental

Date of Meeting: February 11, 2016

12 Supplemental

**BOARD OF SUPERVISORS
FINANCE/GOVERNMENT OPERATIONS
AND ECONOMIC DEVELOPMENT COMMITTEE
INFORMATION ITEM**

SUBJECT: FY 2017 – FY 2022 Proposed Capital Improvement Program Overview

ELECTION DISTRICT: Countywide

CRITICAL ACTION DATE: At the Pleasure of the Committee

STAFF CONTACTS: Daniel Csizmar, Transportation and Capital Infrastructure
Joe Kroboth, Transportation and Capital Infrastructure
Julie Crim, Transportation and Capital Infrastructure
Peter Malgieri, Transportation and Capital Infrastructure

PURPOSE: To present an overview of the FY 2017 – FY 2022 Proposed Capital Improvement Program (CIP) and Budget to the Finance/Government Operations and Economic Development Committee (FGOEDC) to begin their review of the proposed projects and funding plan.

RECOMMENDATIONS: Staff recommends that the FGOEDC forward the proposed funding plan for the FY 2017 – FY 2022 Proposed CIP and Budget to its February 23, 2016 budget work session for review and discussion.

Please Note: Board Members are asked to bring their copies of Volume 2 of the Proposed FY 2017 Fiscal Plan, which contains the Proposed FY 2017 – FY 2022 Capital Improvement Program, with them to this meeting.

BACKGROUND: The CIP provides a six year forecast of the County's general government and public schools' land acquisition, design, construction, and equipment procurement needs, with a financing plan to implement each need.

Potential capital improvement projects are evaluated in relation to each other to ensure that the highest priority projects receive public funding, with essential improvements planned in a manner commensurate with the County's ability to pay. Funding decisions concerning the CIP are made in conjunction with decisions regarding the County's operating budget including the ability to finance without impacting the County's bond rating. Final authority to legally expend public funds for purposes specified in the County's operating and capital budgets is accomplished through the adoption of an appropriations resolution by the Board of Supervisors. The appropriations resolution is slated for adoption by the Board of Supervisors in April 2016.

The CIP is developed biennially, with the six-year period moving out two fiscal years every other fiscal year. The FY 2017 – FY 2022 Proposed CIP timeframe spans the six year period from FY 2017 through FY 2022, with proposed appropriations in FY 2017 (capital budget) to develop public facilities as part of the FY 2017 Budget and appropriations resolution. Planning and method of funding and/or financing figures are provided for capital projects from FY 2018 through FY 2022 for funding consideration in future CIP budgets. The FY 2017 CIP (February 2016) adds two new fiscal years into the six-year CIP timeframe, FY 2021 and FY 2022. This allows for new project requests to be considered for inclusion in the CIP. In July, county departments submitted their proposed CIP project requests to Capital Planning and Budget staff in the Department of Transportation and Capital Infrastructure (DTCI). Capital Planning and Budget staff rated the priority of the project requests according to a variety of factors including the following:

- Availability of funding
- Mandated services
- Legal considerations
- Board of Supervisors' direction and priorities
- Conformance to County planning documents
- Public benefit and need.

Capital Planning and Budget staff then built cost estimates for each CIP project request to develop a preliminary CIP and coordinated with Department of Finance and Procurement, Debt Management staff to project the methods for funding and/or financing.

A parallel process of CIP project development occurs within the Loudoun County Public Schools, with review and adoption of a School CIP by the Loudoun County School Board. The School Board's Adopted CIP was forwarded to Capital Planning and Budget staff and the County Administrator. The School Board's requests for school project appropriations were considered in relation to funding availability (i.e., available local tax funds), conformance to County fiscal policy (i.e., adherence to pay-as-you go funding, staying below debt ratios thresholds and new debt issuance limits etc.), and general government priorities in the development of the Proposed CIP.

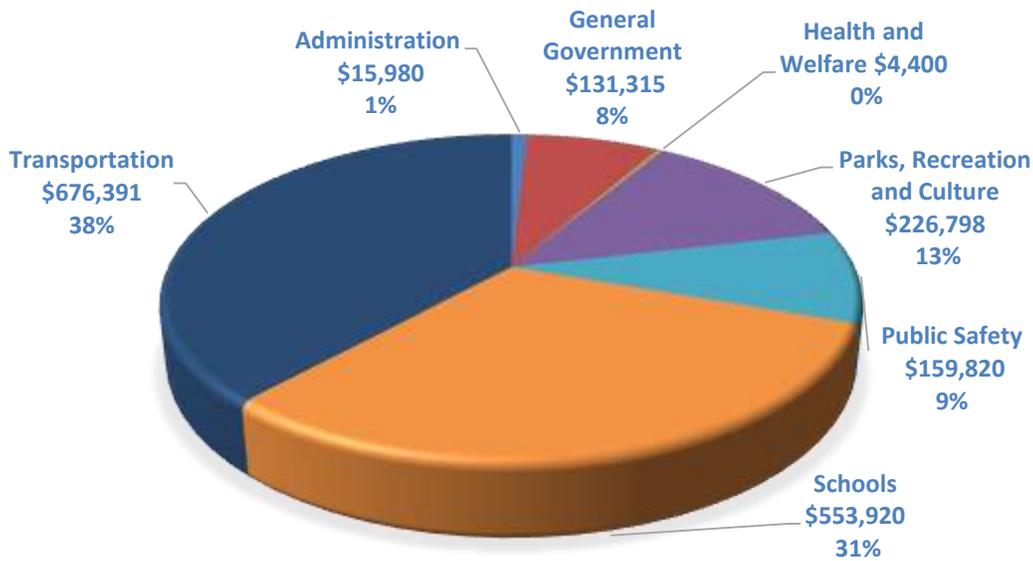
The preliminary CIP was reviewed by the County Administrator and senior staff in County Administration, the Department of Management and Budget, and the Department of Finance and Procurement and DTCI. The County Administrator provides the Proposed CIP to the Board of Supervisors as part of the Proposed Budget document.

The FGOEDC will make recommendations to the full Board of Supervisors (Board) regarding what projects and funding should be appropriated in FY 2017, and what projects and funding should be planned for in the FY 2018 – FY 2022 timeframe. The FGOEDC is scheduled to review the FY 2017 – FY 2022 Proposed CIP in detail at a special meeting on February 23, 2016. The goal will be to make recommendations to the Board regarding the Proposed CIP and what should be included for appropriations as part of the FY 2017 Fiscal Plan and appropriations resolution. To achieve this goal, staff encourages all Board members to bring initial questions and requests to the February 23rd meeting, and notify staff in the DTCI of their questions and requests prior to the meeting to allow staff to prepare for the meeting and expedite the process.

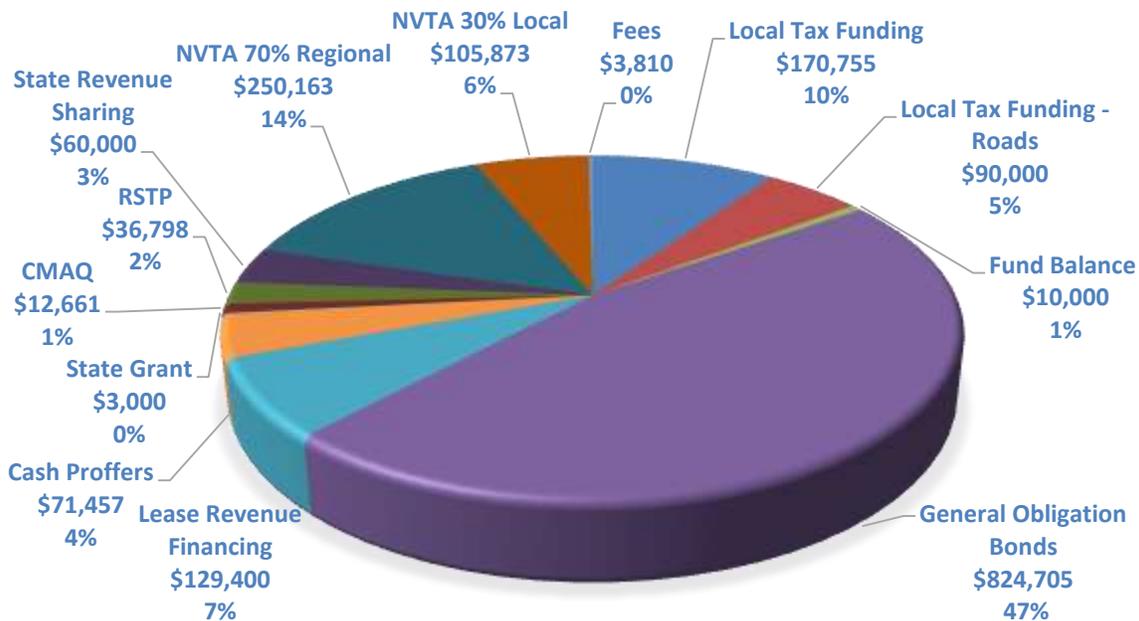
The FY 2017 – FY 2022 Proposed CIP

The FY 2017 Proposed CIP includes expenditures totaling \$1.76 billion during the FY 2017 – FY 2022 timeframe. School construction and renovation projects total \$553.92 million, while County construction projects total \$1.21 billion. Graphs 1 and 2 below outline total expenditures in the six-year Proposed CIP, as well as the sources of funding for projects in the CIP.

Graph 1. Total Six-Year Proposed CIP Expenditures (\$ in 1,000's)



Graph 2. Total Six-Year Proposed CIP Funding Sources (\$ in 1,000's)



When reviewing the Proposed CIP, it is important to note the different funding sources that fund projects. There are certain factors to keep in mind when proposed amendments to the CIP are being considered to ensure that the County does not violate any of its fiscal policies:

1. The Board of Supervisors' fiscal policy has a goal of 10% "pay-as-you-go" cash funding in the CIP, which requires that at least 10% of total CIP expenditures are paid for using cash funding. This cash funding can be comprised of local tax funding, which denotes monies from the General Fund from budgeted tax revenues, or the use of prior fiscal year fund balance for one-time expenditures in the Capital Fund. The Proposed CIP includes \$270,754,962 in local tax funding and use of fund balance, or 15.31% of total CIP revenues. In FY 2017, local tax funding comprises 10.28% of total revenues, which means that appropriations in FY 2017 can only increase an additional \$1.5 million before additional local tax funding would be required to meet the policy. Proposed funding amendments to the CIP that would increase appropriations in a given year may also require an increase in local tax funding to ensure adherence to the 10% cash funding policy.
2. The Proposed CIP needs to comply with the County's debt ratios and policies. This includes an annual debt issuance limit, or "new" debt issuance limit of \$225 million, and a set of ratios to ensure the County is not leveraging the use of too much debt in the Proposed CIP that would endanger the County's AAA Bond Rating. Proposed funding amendments to the CIP need to ensure that debt issuance does not violate any of these established ratios. It is advisable, especially from FY 2017 to FY 2019, that if a project is being proposed to be accelerated forward in the CIP, or if a new project is being introduced, that involves the use of debt financing at the expense of another project currently in the Proposed CIP, that the new project replace an existing project containing a similar amount and type of debt. For example, if the Board were seeking to add a \$50 million project into FY 2017 and sought to delay Hanson Park, this would not free up sufficient debt issuance capacity to accommodate the new funding request. Hanson Park only contains \$29.7 million in general obligation bond financing in FY 2017, which may have a different debt issuance schedule than the new project being proposed.
3. For Transportation projects, the County leverages the use of all available funding sources in the development of the Proposed CIP, and programs the use of all available funds on projects in the six-year CIP. If a transportation project is being proposed to be accelerated forward in the CIP, or if a new project is being introduced into the CIP, another project of similar size with appropriate sources of funding must be deferred in the Proposed CIP to accommodate the new funding request. For example, all NVTA regional and local funds are programmed for use on transportation projects in the six-year CIP based on revenue estimates provided by NVTA. If a new project is being proposed for inclusion in the Proposed CIP using NVTA regional and local funds, a project containing NVTA funding of a similar size would have to be deferred to free up funding for the new request since all available funds are proposed for use on transportation projects in the Proposed CIP.

4. Nearly 31% of total funding in the Proposed CIP consists of “restricted” funding sources that can only be used on transportation projects. These funding sources include NVTA Regional and Local funding, State Revenue Sharing funds, local tax funding for roads, and federal grant funding. State Revenue Sharing and NVTA Regional funds are applied for on a competitive basis and subject to award to the County by VDOT and NVTA, respectively. Only projects that are eligible to apply for these competitive funds, and are likely to obtain funding awards, should be considered for these funds.

When discussing the development of the FY 2017 – FY 2022 Proposed CIP, the following three CIP budgets will be discussed frequently when comparing requested project appropriations and development schedules. A description of each of the documents is provided to help establish the distinctions between the three CIP budget documents.

The FY 2016 Adopted CIP (April 2015) is the current CIP in effect as adopted by the Board of Supervisors. This CIP document includes funding appropriations for FY 2016 and planned appropriations for capital projects from FY 2017 through FY 2020. The Adopted CIP includes the funding plan for County and School capital projects.

The School Board’s FY 2017 – FY 2022 Adopted CIP (December 2015) represents the Loudoun County Public School Board’s requests for school project funding appropriations in the FY 2017 to FY 2022 timeframe. This plan will be referred to as the **“School Board’s Adopted CIP.”** The School Board’s Adopted CIP does not represent actual project appropriations. Appropriation authority resides solely with the Board of Supervisors in the County’s FY 2017 – FY 2022 Adopted CIP.

The FY 2017 – FY 2022 Proposed CIP (February 2016) represents the County Administrator’s Proposed CIP to the Board of Supervisors for the FY 2017 – FY 2022 six-year CIP timeframe, to include both County and School projects. This plan may be referred to as the **“FY 2017 Proposed CIP,”** or **“Proposed CIP.”** The School Board’s Adopted CIP requests for school project appropriations are considered in relation to funding availability, conformance to County fiscal policies, and general government priorities in the development of the Proposed CIP. The FY 2017 Proposed CIP abides by all County fiscal policies and debt ratios, and therefore, may not be able to accommodate all of the School Board’s capital project appropriation requests in the timeframes requested.

When developing the Proposed CIP, staff attempts to maintain project funding schedules for capital projects as established in the current Adopted CIP. Projects may be recommended to be accelerated ahead of schedule due to changing priorities or needs, or delayed due to the need to provide financial resources, such as debt issuance capacity or local tax funding, to accommodate high priority projects or new project requests. The following sections highlight factors that influenced the development of the Proposed CIP, and adjustments to the funding schedule staff is recommending to accommodate high priority capital projects in the six-year Proposed CIP.

Factors Influencing the Development of the FY 2017 – FY 2022 Proposed CIP:**1. Loudoun County Public School Funding Requests**

The School Board's Adopted CIP accelerated requests for appropriations into FY 2017 and FY 2018 to develop school facilities that help meet the demand for pupil seats generated by student enrollment growth, primarily in the Dulles North and Dulles South school planning areas.

- The FY 2016 Adopted CIP included planned school appropriations totaling \$48,600,000 in FY 2017 and \$183,560,000 in FY 2018.
- The School Board's Adopted CIP includes requested appropriations of \$291,435,000 in FY 2017, an increase of \$242,835,000 in requested appropriations from the FY 2016 Adopted CIP, and \$131,330,000 in FY 2018, a decrease of \$52,230,000 from the FY 2016 Adopted CIP.
- Altogether, an additional \$190,605,000 in appropriations were requested for school projects in FY 2017 and FY 2018 of the School Board's Adopted CIP above planned appropriations in the FY 2016 Adopted CIP.

Due to the County's 10 percent "pay as you go" cash funding policy of the CIP, accelerating an additional \$242,835,000 in school project appropriations into FY 2017 requires an additional \$24 million in required local tax funding in FY 2017 to support the CIP. Furthermore, the County experienced lower than expected growth in real estate assessment values that limited the amount of local tax funding available for capital projects in FY 2017. With limited available local tax funding to allocate toward the CIP, accelerating this level of school projects forward as proposed by the School Board's Adopted CIP into the first year of the CIP is not feasible. The County does not have the local tax funding resources in FY 2017 to support all of the School Board's requests for appropriations in the timeframes requested.

In an already constrained debt issuance situation, decisions regarding the acceleration and delay of school projects in the Proposed CIP were made based on the availability of land sites for the proposed school projects, in order to provide funding for projects with the ability to move forward and provide much needed pupil seats as soon as possible. Funding for specific school projects with land sites (e.g., HS-11, MS-7, and ES-28) are accelerated in the Proposed CIP. Due to the acceleration of these projects, an already constrained debt issuance schedule is further compromised. In order to free up debt issuance capacity needed to accelerate the development of these three schools, the schedule of development for HS-9 and the classroom additions at selected elementary schools need to be deferred in the Proposed CIP project appropriation schedule compared to funding requests made for the projects in the School Board's Adopted CIP.

The FY 2017 Proposed CIP seeks to limit the amount of funding delays for school projects to the greatest extent possible, while maintaining project schedules for high priority County capital projects. However, in order to maintain compliance with the County's fiscal policies, certain County projects are also delayed in the Proposed CIP in order to accommodate school project accelerations, as summarized in Table 1.

Table 1. County Projects Delayed in FY 2017 Proposed CIP

Project	FY 2016 Adopted CIP	FY 2017 Proposed CIP
Courts Complex Land Acquisition	FY 2017	FY 2020
DS Group Residence - Purcellville	FY 2017	FY 2018
DS Group Residence – Eastern Loudoun	FY 2019	FY 2022
Round Hill Fire Station Replacement	FY 2018	FY 2019
Leesburg South Fire and Rescue Station	FY 2017	FY 2020
Crosstrail Boulevard Segment B	FY 2019	FY 2020

- Courts Complex Land Acquisition - In order to free up local tax funding in FY 2017, the planned appropriation of \$1,500,000 in local tax funding in FY 2017 for the acquisition of land at the Courts Complex was deferred to FY 2020.
- DS Group Residence – Purcellville - Lease revenue financing was deferred for the Purcellville Developmental Services (DS) Group Residence replacement project due to a delay in the project schedule for the opening of the Round Hill DS Group Residence, which needs to be completed prior to the development of the Purcellville DS Group Residence. The current residents of the Purcellville Group Residence will be moved to the Round Hill Residence once completed, allowing for the demolition and re-construction of the Purcellville residence. The delay provides additional debt capacity in FY 2017 as the project is delayed until FY 2018.
- DS Group Residence – Leesburg - Lease revenue financing was deferred for the Eastern Loudoun DS Group Residence to provide additional debt capacity in FY 2019.
- Round Hill Fire Station Replacement - General obligation bond financing was deferred for the Round Hill Fire Station Replacement project to FY 2019 to provide additional debt capacity in FY 2018.
- Leesburg South Fire Station - General obligation bond financing was deferred for the Leesburg South Fire Station project to FY 2020 to provide additional debt capacity from FY 2017 to FY 2019. The deferral was made possible because the Department of Fire, Rescue and Emergency Management is requesting permission from the Board of Supervisors to seek a new location for the station. Currently, the station is planned to be co-located on the same site as the Public Safety Firing Range off of Shreve Mill Road. The department is requesting to search for sites further south along the Route 15/Evergreen Mills corridor to improve response times in the area.
- Crosstrail Boulevard Segment B - General obligation bond financing was deferred for the Crosstrail Boulevard Segment B project to FY 2020 to provide additional debt capacity in FY 2019.

The following tables provide a comparison of the planned funding appropriations for school capital projects in the FY 2016 Adopted CIP (April 2015), the School Board’s FY 2017 – FY 2022 Adopted CIP (December 2015), and the FY 2017 – FY 2022 Proposed CIP (February 2016). The tables provide a quick, summary analysis of the FY 2017 Proposed CIP’s planned appropriations for school projects to show which projects have been accommodated in the Proposed CIP, and which projects require delays in order to remain in compliance with the County’s fiscal policies.

Table 2. Comparison of Elementary School Project Planned Appropriations

ELEMENTARY SCHOOLS	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total
ES-23 Dulles North							
FY 2016 Adopted CIP					45,640		45,640
FY 2017 School Board Adopted CIP			4,370	39,300			43,670
FY 2017 Proposed CIP				4,545	40,875		45,420
ES-28 Dulles South							
FY 2016 Adopted CIP		2,090	39,700				41,790
FY 2017 School Board Adopted CIP	38,770						38,770
FY 2017 Proposed CIP	38,770						38,770
ES-31 Dulles North							
FY 2016 Adopted CIP	36,355						36,355
FY 2017 School Board Adopted CIP	36,355						36,355
FY 2017 Proposed CIP	36,355						36,355
ES - 3 Classroom Addition							
FY 2016 Adopted CIP							0
FY 2017 School Board Adopted CIP	16,320	17,055					33,375
FY 2017 Proposed CIP			35,390				35,390
Lovettsville Bus/ Visitor Parking							
FY 2016 Adopted CIP							0
FY 2017 School Board Adopted CIP					660		660
FY 2017 Proposed CIP					660		660
ES Facility Renovations							
FY 2016 Adopted CIP							0
FY 2017 School Board Adopted CIP						5,280	5,280
FY 2017 Proposed CIP						5,280	5,280

- ES-23, Dulles North Elementary School – The School Board requested to accelerate project funding two years, into FY 2019 for design and FY 2020 for construction. Due to debt issuance limitations, the Proposed CIP provides for design funding in FY 2020 and construction funding in FY 2021, a one year difference from the School Board’s request, but a one year acceleration compared to the FY 2016 Adopted CIP. The school is proposed to be located on a proffered site in the Arcola Center development. The parcel has not yet been subdivided or dedicated to the County.
- ES-28, Dulles South Elementary School - The School Board requested to accelerate funding for both design and construction into FY 2017, accelerating the project one year for design and two years for construction as compared to the planned appropriations in the FY 2016 Adopted CIP. The Proposed CIP provides for design and construction funding in FY 2017, meeting the School Board’s request for funding. The school is planned to be co-located on the same site as John Champe High School.
- ES-31, Dulles North Elementary School - The School Board requested construction funding in FY 2017, following planned appropriations in the FY 2016 Adopted CIP. Design funding was appropriated for the project in FY 2016. The Proposed CIP provides for construction funding in FY 2017, meeting the School Board’s request for funding for the project. The Loudoun County Public Schools have not acquired a site for this school yet. Voters approved the use of general obligation bonds for this project on the November 2015 referendum.
- Classroom Additions to Elementary Schools - The School Board requested design and construction funding in FY 2017 and FY 2018 to provide for three (3) classroom additions to twelve elementary schools in the County. This is a new funding request; no planned appropriations for this project are in the FY 2016 Adopted CIP. Due to debt issuance limitations, the Proposed CIP proposes to provide funding for this project in FY 2019.
- Other School Projects - The Proposed CIP meets the School Board’s requests for funding in FY 2021 for Bus and Visitor Parking at Lovettsville Elementary School, and in FY 2022 for preliminary design funding for the renovation of elementary school facilities throughout the County.

Table 3. Comparison of Middle School Project Planned Appropriations

MIDDLE SCHOOLS	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total
MS-7 Dulles South							
FY 2016 Adopted CIP	7,605	53,235					60,840
FY 2017 School Board Adopted CIP	60,820						60,820
FY 2017 Proposed CIP	60,820						60,820

- MS-7, Dulles South Middle School – The School Board requested to accelerate project funding for design and construction into FY 2017. The FY 2016 Adopted CIP provided for design funding in FY 2017 and construction funding in FY 2018. The Proposed CIP meets the School Board’s request by providing for design and construction funding in FY 2017. The school is proposed to be located on a site owned by the Loudoun County Public Schools along Braddock Road.

Table 4. Comparison of Other School Project Planned Appropriations

OTHER SCHOOL PROJECTS	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total
Division Security Improvements							
FY 2016 Adopted CIP							0
FY 2017 School Board Adopted CIP					9,570		9,570
FY 2017 Proposed CIP					9,570		9,570
Transportation Fuel Facility							
FY 2016 Adopted CIP	1,520						1,520
FY 2017 School Board Adopted CIP							0
FY 2017 Proposed CIP							0

- Division Security Improvements - The Proposed CIP meets the School Board’s request for funding for security improvements in FY 2021. This is a new funding request; no planned appropriations for this project are in the FY 2016 Adopted CIP.
- Transportation Fuel Facility - The FY 2016 Adopted CIP included planned appropriations in FY 2017 to develop a transportation fueling facility at the Loudoun County Public School’s Administration building in Ashburn. Funding for this project was not requested as part of the School Board’s Adopted CIP, and therefore, funding was not provided in any year of the Proposed CIP.

Table 5. Comparison of High School Project Planned Appropriations

HIGH SCHOOLS	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total
CS Monroe Conversion							
FY 2016 Adopted CIP					50,100		50,100
FY 2017 School Board Adopted CIP	1,750	1,750					3,500
FY 2017 Proposed CIP	1,750				50,100		51,850
HS- 9 Dulles South							
FY 2016 Adopted CIP		6,370	120,980				127,350
FY 2017 School Board Adopted CIP	12,505	112,525					125,030
FY 2017 Proposed CIP			13,525	121,710			135,235
HS-11 Dulles North Area HS							
FY 2016 Adopted CIP		121,870					121,870
FY 2017 School Board Adopted CIP	118,825						118,825
FY 2017 Proposed CIP	118,825						118,825
Loudoun County High School Naval JROTC							
FY 2016 Adopted CIP	3,120						3,120
FY 2017 School Board Adopted CIP	3,130						3,130
FY 2017 Proposed CIP	3,130						3,130
Modular Classrooms (8) - John Champe HS							
FY 2016 Adopted CIP							0
FY 2017 School Board Adopted CIP	1,480						1,480
FY 2017 Proposed CIP	1,480						1,480
Modular Classrooms (8) - Dulles North & Dulles South							
FY 2016 Adopted CIP							0
FY 2017 School Board Adopted CIP	1,480						1,480
FY 2017 Proposed CIP	1,480						1,480
Modular Classroom Removal (10) - Briar Woods HS							
FY 2016 Adopted CIP							0
FY 2017 School Board Adopted CIP			280				280
FY 2017 Proposed CIP			280				280
HS Stadium Synthetic Turf & Track Resurface							
FY 2016 Adopted CIP							0
FY 2017 School Board Adopted CIP					2,265	7,110	9,375
FY 2017 Proposed CIP					2,265	7,110	9,375

- CS Monroe Conversion – The School Board requested \$1.75 million in cash proffer funding from the Town of Leesburg in FY 2017 to conduct preliminary studies regarding the use of the CS Monroe facility. An additional \$1.75 million was requested in FY 2018 for preliminary design, but the School Board did not request a specific dollar amount for construction of the project in FY 2019. The FY 2016 Adopted CIP provided for design and construction funding in FY 2021. Due to debt issuance limitations, the Proposed CIP provides for design and construction funding in FY 2021, following the same project schedule as the FY 2016 Adopted CIP. The School Board has not determined a cost estimate for the construction of the facility, and therefore, acceleration of the project is not feasible in the Proposed CIP given other, high priority projects. The Proposed CIP plans to appropriate the cash proffers from the Town of Leesburg in FY 2017, pending a cash proffer determination from the Town’s Zoning Administrator allowing the use of the proffer funds for the project.
- HS-9, Dulles South High School – The School Board requested to accelerate funding one year by providing for design funding in FY 2017 and construction funding in FY 2018. The FY 2016 Adopted CIP provided for design funding in FY 2018 and construction funding in FY 2019. Due to debt issuance limitations, the Proposed CIP provides design funding in FY 2019 and construction funding in FY 2020. The Loudoun County Public Schools have not acquired a site for this school yet; delaying the project will give ample time for the schools to conduct due diligence and acquire a site to develop the school.
- HS-11, Dulles North High School – The School Board requested to accelerate funding one year by providing for design and construction funding in FY 2017 of the CIP. The FY 2016 Adopted CIP provided for design and construction funding in FY 2018. The Proposed CIP meets the School Board’s request by providing for design and construction funding in FY 2017, and accelerates the project ahead one year as compared to the FY 2016 Adopted CIP. The school is proposed to be located on a proffered site in the Brambleton community.
- Other School Projects - The Proposed CIP meets the School Board’s requests for funding for the Loudoun County High School Naval JROTC Facility renovations in FY 2017 using cash proffers, the installation of eight (8) modular classrooms at John Champe High School to help resolve over-crowding issues at Mercer Middle School, the installation of an additional eight (8) modular classrooms in the Dulles North and Dulles South areas of the County in FY 2017, the removal of modular classrooms at Briar Woods High School in FY 2019, and high school synthetic turf and track re-surfacing at Dominion, Freedom and Heritage High Schools in FY 2021 and FY 2022.

2. Debt Issuance Limitations and Policies

The FY 2017 – FY 2022 Proposed CIP is fully compliant with all of the County's debt policies and ratios as part of the Board's Adopted Fiscal Policy. By complying with the guidelines and ratios, the County limits outstanding debt obligations and manages the debt repayment schedule in a fiscally responsible manner to maintain its AAA bond rating, which maximizes affordability when borrowing.

The County's debt policies and ratios are as follows:

- Annual “new” debt issuance guideline of \$225 million.
 - This guideline is the maximum amount of “new” debt that can be issued, excluding debt for the Dulles Metrorail project and the Landfill for which debt service is offset through special revenues or fees.
- Net debt as a percentage of estimated market value of taxable property should not exceed 3%.
 - This ratio means that the amount of outstanding debt cannot exceed 3% of the value of the County's taxable property. The bond rating agencies consider this ratio to be very important.
- Net debt per capita as a percentage of income per capita should not exceed 8%.
 - This ratio means the amount of outstanding debt for each person cannot exceed 8% of the estimated income for each person based on population projections.
- Debt service expenditures as a percentage of governmental fund expenditures should not exceed 10%.
 - This ratio means the amount of debt service (i.e., principal and interest payments) in each fiscal year cannot exceed 10% of total governmental funds expenditures. This includes all appropriated funds, not just the General Fund. The bond rating agencies also consider this ratio to be very important.
- The ten year debt payout ratio should be above 60%.
 - This ratio means the amount of principal paid off in a ten year period should be more than 60% of the projected debt outstanding. Per the Fiscal Policy, the County uses a level principal repayment structure for debt service; and thus allowing the County to pay down principal faster.
- The affordability index, which consists of the weighted average of the net debt per capita (20%), net debt as a percentages of estimated market value of taxable property (45%), and debt to per capita income (35%).
 - This index demonstrates the maximum amount of debt the County can afford to have outstanding without overburdening the taxpayers.

The impact on future debt ratios table on the proceeding page shows the impact of debt issued during the Proposed six-year CIP period. The table establishes the projected amount of debt outstanding at the beginning of each fiscal year plus the amount of new debt to be issued and less the amount of debt to be paid off or retired (both old and new), and the resulting outstanding debt at the end of the fiscal year. Additionally, the table shows various target ratios and guidelines based on the Board's adopted Fiscal Policy compared to the County's projected debt position as a result of the proposed CIP.

The Beginning Net Tax Supported Debt is the amount of principal projected to be outstanding at the beginning of FY 2017. Based on the debt-financed projects in the Proposed six-year CIP, a schedule of issuance is determined. The amount of debt scheduled to be issued in that fiscal year, represents "New Debt Issued." This amount includes the total principal of all debt issued. "Retired Old Debt" is the actual amount of principal scheduled to be paid during that fiscal year on existing debt. "Retired New Debt" is the amount of principal to be paid on the new debt that is issued in the current year. As shown in Table 6, principal on new debt issued in FY 2017 will not be paid in FY 2017, but will commence in FY 2018. The "Ending Net Tax Supported Debt" represents the outstanding existing debt, plus new debt issued, less retired debt.

The next portion of the table shows the different data elements that are used as part of the debt ratio calculations. These include: population estimates, estimated property value, per capita income, total proposed governmental expenditures, and the projected debt service expenditures. As stated above, the debt ratios and affordability index are established within the Board's adopted Fiscal Policy. Each policy target has been met for each fiscal year of the Proposed six-year CIP period.

The "Annual Debt Issuance" Guideline, or limit is also established by the Board's Fiscal Policy. At its January 6, 2016 Business Meeting, the Board amended its Fiscal Policy by increasing the annual debt issuance guideline from \$200 million to \$225 million per fiscal year. The "Debt Issuance Projected," shows the amount of debt to be issued each year, exclusive of debt issued for the Dulles Metrorail project and the County Landfill. This debt for these projects is excluded because the debt service is offset by special revenue, or fees. The bond rating agencies have continued to allow the County to exclude debt on the Dulles Metrorail Project due to its unique nature and size. The Remaining Debt Capacity demonstrates the amount of debt that could still be issued in each year before reaching the Board's guideline.

The "Overlapping Debt" is the portion of debt from special districts sharing the County's geographical location such as the Dulles Town Center Community Development Authority and regional projects such as the Route 28 special tax district. Per the Board's Fiscal Policy, the maximum amount of outstanding overlapping debt allowed is 0.75% of estimated property value. This guideline is set to limit the burden on taxpayers. The Overlapping Debt Projected represents that actual amount of overlapping debt expected to be outstanding each year based on the current payment schedule.

Table 6. Impact of the Proposed CIP on the County’s Debt Ratios

Table 2: IMPACT ON FUTURE DEBT RATIOS FY 2017 - FY 2022						
	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Beginning Net Tax Supported Debt	\$ 1,443,325,340	\$1,634,106,523	\$1,768,434,164	\$1,892,175,005	\$1,938,135,616	\$1,947,425,616
New Debt Issued	321,448,017	273,023,000	271,302,000	204,045,000	168,185,000	192,510,000
Retired Debt (Old)	130,666,834	122,410,359	115,551,159	110,024,389	96,340,000	86,635,000
Retired Debt (New)	0	16,285,000	32,010,000	48,060,000	62,555,000	71,045,000
Ending Net Tax Supported Debt	\$1,634,106,523	\$1,768,434,164	\$1,892,175,005	\$1,938,135,616	\$1,947,425,616	\$1,982,255,616
Population	385,114	394,968	404,056	412,538	420,115	428,000
Public School Enrollment	78,665	80,700	81,777	83,337	84,529	85,731
Estimated Property Value (in Millions)	\$81,565	\$85,386	\$89,059	\$92,597	\$96,176	\$99,817
Per Capita Income	\$77,948	\$82,127	\$85,117	\$87,393	\$89,682	\$92,075
Expenditures (in Thousands)	\$2,346,595,505	\$2,463,925,280	\$2,599,441,171	\$2,742,410,435	\$2,893,243,009	\$3,052,371,374
Debt Service (1)	\$184,307,070	\$203,240,752	\$223,216,371	\$243,760,577	\$246,008,825	\$246,067,367
Ratios:						
Debt to Estimated Property Value (Fiscal Policy Target = <3%)	2.00%	2.07%	2.12%	2.09%	2.02%	1.99%
Debt to Per Capita Income (Fiscal Policy Target = <8%)	5.44%	5.45%	5.50%	5.38%	5.17%	5.03%
Debt Service to Expenditures (Fiscal Policy Target =<10%)	7.85%	8.25%	8.59%	8.89%	8.50%	8.06%
Ten-Year Debt Payout Ratio (Fiscal Policy Target=>60%)	63.52%	62.52%	62.32%	63.06%	63.84%	64.58%
Annual Debt Issuance Guideline:						
Debt Issuance Guideline	\$225,000,000	\$225,000,000	\$225,000,000	\$225,000,000	\$225,000,000	\$225,000,000
Debt Issuance Projected	\$215,448,017	\$218,023,000	\$224,472,000	\$195,985,000	\$168,185,000	\$192,510,000
Remaining Debt Capacity	\$9,551,983	\$6,977,000	\$528,000	\$29,015,000	\$56,815,000	\$32,490,000
Affordability Index: (2)						
Outstanding Debt Guideline	\$2,134,212,750	\$2,258,446,034	\$2,367,301,467	\$2,465,810,636	\$2,563,382,596	\$2,664,956,300
Outstanding Debt Projected	\$1,634,106,523	\$1,768,434,164	\$1,892,175,005	\$1,938,135,616	\$1,947,425,616	\$1,982,255,616
Overlapping Debt: (3)						
Overlapping Debt Guideline	\$611,737,500	\$640,395,000	\$667,942,500	\$694,477,500	\$721,320,000	\$748,627,500
Overlapping Debt Projected	\$159,748,021	\$152,228,916	\$144,408,364	\$137,915,872	\$131,351,793	\$124,669,479
1) Debt includes general obligation bonds and appropriation-based financing.						
(2) Affordability Index is the weighted average of Debt Per Capita (20%) / Debt to Estimated Property Value (45%) / Debt to Per Capita Income (35%).						
(3) Maximum Outstanding Overlapping Debt allowed per the Fiscal Policy is 0.75% of estimated property value.						
Note: The \$225 million annual debt issuance guideline does not include the projected construction costs of the Dulles Corridor Metrorail Project, the three Loudoun County-based Metrorail garages, or the County Landfill.						

The County’s overall debt appropriations were reduced by \$25,553,000 in preparing the FY 2017- FY 2022 Proposed CIP (February 2016) as compared to the FY 2015 – FY 2020 Adopted CIP (April 2015):

- The FY 2015 – FY 2020 Adopted CIP contained \$772,165,000 in planned general obligation bond financing over the six-year CIP period. The FY 2017 – FY 2022 Proposed CIP provides for \$824,705,000 in planned general obligation bond financing over the six-year CIP period, an increase of \$52,540,000.

The FY 2015 – FY 2020 Adopted CIP contained \$207,493,000 in planned lease revenue financing over the six-year CIP period. The FY 2017 – FY 2022 Proposed CIP provides for \$129,400,000 in planned lease revenue financing over the six-year CIP period, a decrease of \$78,093,000.

The following existing capital projects were deferred into a future fiscal year (FY 2023 or FY 2024):

Project	\$ Amount
Adolescent Independent Living Residence	\$6,145,000
Juvenile Detention Center Phase II	\$5,195,000
Gum Spring/Evergreen Mills/Belmont Ridge Road Intersection Improvements	\$12,000,000
TOTAL	\$23,340,000

- Adolescent Independent Living Residence - There is no immediate need to develop the Adolescent Independent Living Residence in the six-year CIP. A non-profit may potentially be entering the market that could eliminate the need for such a facility in the County if the services were provided by the non-profit agency. More time is needed to determine if the non-profit agency is a viable option.
- Juvenile Detention Center, Phase II - In the Fall of 2015, the Board of Supervisors adopted the Government Support Center special exception application, which included the location for Phase I of the Juvenile Detention Center. Phase II development of the Juvenile Detention Center is not needed until Phase I of the facility has been completed and operations of the facility are established.
- Gum Spring/Evergreen Mills/Belmont Ridge Road Intersection Improvements - Due to the size of the funding requirement, planned funding may be delayed for intersection improvements at Gum Spring/Evergreen Mills Roads, and Evergreen Mills/Belmont Ridge Road. The expected traffic volumes on these roads is anticipated to decrease once Route 606 is widened, potentially negating the need for these improvements in the six-year CIP.

While there is additional debt issuance capacity in the six-year CIP, from FY 2020 through FY 2022, the ability to issue more debt is dependent on the availability of local tax funding required to support future debt service payments on the amount of debt issued, and to support the CIP's 10 percent "pay as you go" cash funding requirement.

Please note, the sale of debt often occurs over several years as a capital project develops, not all at once. Therefore, some of the debt financing appropriated for capital projects in fiscal years prior to FY 2017 has not been sold yet and is deferred into the schedule of major financings in the FY 2017 – FY 2022 CIP timeframe. The sale of prior appropriated debt that falls into the six-year CIP timeframe could also be due to schedule delays for capital projects, or due to the way the sale of debt to finance the project is scheduled. The sale of debt appropriated prior to FY 2017 may reduce the amount of available debt for new projects being proposed in the FY 2017 – FY 2022 timeframe.

3. Funding for Transportation Projects

New cost estimates were developed for all transportation projects in the Proposed CIP to refine:

- Right-of way acquisition costs.
- Utility relocation costs.
- The projected location and size of bridges over wetlands and floodplains.
- Anticipated construction administration costs.
- Project contingencies.

Due to project cost estimate increases, planned funding allocations needed to be re-configured in the Proposed CIP to fund the County's highest priority road projects first. Staff evaluated road projects for the following factors in determining their priority rating:

- Board input provided at their Transportation Summit (July 18, 2013).
- Prior Board direction to fund specific projects in the CIP.
- Projects already in design in need of additional construction funding.
- Road connections required to access the Route 772 and Route 606 Metro Stations.
- Costs associated with the Metro Silver Line.
- Missing links of major collector roads to reduce traffic congestion.
- Roads complementary to the missing link major collector roads.
- Other road, transportation and pedestrian projects.

The Proposed CIP attempts to allocate funding for road projects more efficiently, in order to shorten appropriation schedules and award construction contracts more quickly. For example, Northstar Boulevard from Shreveport Road to Route 50 contains planned funding appropriations over a six year period in the Adopted CIP, from FY 2015 through FY 2020. In the Proposed CIP, planned funding appropriations are condensed to be completed in FY 2019, allowing the project to obtain full appropriations for potential construction contract award one year earlier than the Adopted CIP project schedule.

The County also had to re-organize funding for projects in FY 2017 due to Northern Virginia Transportation Authority (NVTA) Regional funding allocations. In FY 2017, the only project in the County eligible to receive NVTA Regional funds is the Route 7/Battlefield Parkway Interchange. The County had planned allocations of NVTA Regional funds on other County projects in FY 2017 of the current Adopted CIP. Due to the need to allocate all potential NVTA Regional funds in FY 2017 (\$38,760,720) to the Route 7/Battlefield Parkway Interchange project in the Proposed CIP, project funding allocations needed to be re-configured to fully fund all projects in the six-year Proposed CIP.

Other notable aspects of transportation projects in the Proposed CIP include:

1. The CIP allocates \$0.02 of the real estate tax rate to provide local funding for transportation projects in the County. This funding is used to help provide the local “maintenance of effort” funding required by NVRTA in order for the County to receive NVRTA Regional and Local funds for transportation projects. The value of \$0.02 of the real estate tax rate increased from \$13,600,000 annually in the FY 2016 Adopted CIP to \$15,000,000 annually in the Proposed CIP. This provides for an additional \$8,400,000 for transportation projects in the six-year Proposed CIP. This additional local tax funding is already recommended to be allocated for specific projects in the Proposed CIP.
2. The Proposed CIP does not include the use of local gasoline tax funding for project expenses. Local gasoline tax fund revenues are needed to support the County’s Commuter and Transit Bus Service operations. Beginning in FY 2019, local gasoline tax revenues will be required to support the County’s operational expenses for the Metrorail Silver Line when it becomes operational.
3. Only two transportation projects are proposed to be deferred to a future fiscal year:
 - Evergreen Mill/Gum Spring Road and Evergreen Mill/Belmont Ridge Road intersection improvements.
 - Route 9/Route 287 Roundabout – alternatives for this project are currently being reviewed. Without a better understanding of likely design options and related costs, the project is proposed to be deferred into a future fiscal year until information regarding the project is refined.
4. Annual appropriations are provided to replenish the County’s three transportation related contingency accounts:
 - Sidewalk Contingency – provides funding for studies and the design of sidewalk projects proposed by the Board based on constituent safety concerns.
 - Traffic Signal Contingency – provides funding for warrant studies and the design of traffic signals proposed by the Board.
 - Traffic Calming Contingency – provides funding for studies and installations of electronic speed signs, traffic signs, speed bumps, pavement markings and other traffic calming measures based on Board constituent safety concerns.
5. The Proposed CIP includes planned appropriations to Towns within the County for transportation purposes. The funding was requested by the Towns to complete projects that will provide essential road improvements, reduce traffic congestion, and provide pedestrian safety improvements within the Town limits that have a benefit to the County:

- Middleburg - The Town of Middleburg requested \$561,000 in the FY 2016 CIP to provide additional funding for the Route 50 Traffic Calming Crosswalk project being administered by VDOT. The County was not able to accommodate this request for funding in FY 2016; the County is allocating \$585,000 in local tax funding for this project in FY 2017 of the Proposed CIP.
- Hamilton - The County is proposing to provide \$566,414 in cash proffer interest to the Town of Hamilton in FY 2017 to provide for sidewalk and drainage improvements along West Colonial Highway, in between North Reid Street and North Laycock Street.
- Hillsboro - The County is proposing to provide \$4,800,000 to the Town of Hillsboro in FY 2018 to provide for road improvements along Route 9 to coincide with the planned water line installation related to the Town’s Water System Improvement project. The funding would provide for the construction of underground utilities, sidewalks, storm water drainage, curbs and gutters, repaving, and traffic calming elements of the “middle section” of the Town’s road project along Route 9, between the Route 9/Route 690 intersection and the Route 9/Stony Point Road intersection. The intent is to provide funding to perform the road construction work at the same time as the water line installation, to reduce adverse impacts to commuters by phasing construction of both projects simultaneously. Funding would be provided using \$1,900,000 in Revenue Sharing funds and \$2,900,000 in NVTA local funding in FY 2018.
- Leesburg - The County is proposing to provide \$1,000,000 in NVTA local funding in FY 2018 to the Town of Leesburg to expand Battlefield Parkway to four lanes between Route 15 and the Greenway. This project would be of benefit to the County to reduce traffic congestion that occurs on Battlefield Parkway in the vicinity of the Greenway in the morning and afternoon rush hours, especially during the school year due to the traffic congestion related to the start and end of the school days at Heritage High School, J. Lupton Simpson Middle School and Evergreen Mill Elementary School.

FY 2017 Capital Project Appropriations

The first year of the Proposed CIP is the year where funding allocations are under consideration for appropriation as part of the FY 2017 Budget and appropriations resolution. Therefore, the FGOEDC will make recommendations to the full Board of Supervisors (Board) regarding what projects and funding should be appropriated in FY 2017, and what projects and funding should be planned for in the FY 2018 – FY 2022 timeframe.

To assist in identifying specific FY 2017 appropriations from the CIP, the tables on the following pages outline the specific projects and funding appropriations proposed in FY 2017 of the six-year Capital Improvement Program budget. Please note that the funding source for individual projects is not listed in the tables provided but can be found on the project pages in the Proposed

CIP document. The tables provided include the specific page number of the project in the Proposed CIP budget document.

Table 7. FY 2017 Proposed Appropriations for General Government Projects

FY 2017 Proposed General Government Projects		
Project Name	Total	Page Number
General Government		
Capital Project Management	\$5,809,962	10-13
Capital Project Management Consulting Services	\$1,000,000	10-13
CIP Contingency	\$2,000,000	10-13
General Government Office Space Purchase	\$8,500,000	10-15
Storm Water Management	\$3,500,000	10-19
Water/Wastewater Fund	\$2,150,000	10-20
County Landfill Debt Service	\$1,310,141	N/A
Public Safety		
Courts Complex Phase III	\$57,100,000	10-43
Fire Apparatus	\$3,000,000	10-44
Juvenile Detention Center Phase I	\$3,000,000	10-56
Lucketts Fire and Rescue Station Replacement	\$1,240,000	10-48
Lovettsville Fire Station Replacement	\$13,500,000	10-49
Leesburg Station #20 Expansion	\$4,000,000	10-50
Parks, Recreation and Culture		
Ashburn Recreation and Community Center	\$9,680,000	10-29
Ashburn Senior Center	\$8,285,000	10-30
Hal and Berni Hanson Regional Park	\$53,260,000	10-35
Lovettsville Community Center Replacement	\$2,000,000	10-36
Town of Round Hill – Sleeter Lake Park	\$173,462	10-39
TOTAL GENERAL GOVERNMENT:	\$179,508,565	
FY 2017 General Government Proposed Funding		
Lease Revenue Financing	\$70,600,000	
General Obligation Bonds	\$56,885,000	
Local Tax Funding	\$18,699,962	
Fees	\$1,310,141	
Cash Proffers	\$32,013,462	
TOTAL:	\$179,508,565	

Table 8. FY 2017 Proposed Appropriations for Transportation Projects

FY 2017 Proposed Transportation Projects		
Project Name	Total	Page Number
Belmont Ridge Road - Gloucester to Hay	\$13,015,000	11-8
Crosstrail Boulevard	\$2,000,000	11-14
George Washington Boulevard Overpass	\$4,132,105	11-18
Mooreview Parkway	\$1,578,608	11-28
Northstar Boulevard – Shreveport to Route 50	\$10,000,000	11-32
Northstar/Belmont Ridge Road Traffic Signal	\$510,000	11-62
Prentice Road	\$9,000,000	11-36
Route 606 Widening	\$8,573,809	11-42
Route 7/Battlefield Parkway	\$38,760,720	11-44
Sterling Boulevard Extension	\$10,028,000	11-52
Waxpool/Loudoun County Parkway Intersection	\$1,146,000	11-54
Town of Hamilton Pedestrian Improvements	\$566,414	11-65
Town of Leesburg - NVTA Local Funds	\$2,035,717	11-68
Town of Middleburg Crosswalk Project	\$585,000	11-69
Town of Purcellville - NVTA Local Funds	\$443,765	11-70
Transit Buses	\$1,000,000	11-71
Leesburg Park and Ride Lot	\$1,490,000	11-72
Western Loudoun Park and Ride Lot	\$3,821,000	11-77
Sidewalk Contingency	\$1,000,000	11-64
Traffic Calming Contingency	\$100,000	11-64
Traffic Signal Contingency	\$500,000	11-64
TOTAL TRANSPORTATION PROJECTS:	\$110,286,138	

FY 2017 Transportation Proposed Funding		
Local Tax Funding	\$2,000,000	
Local Tax Funding - Roads	\$15,000,000	
Fund Balance	\$10,000,000	
Cash Proffers	\$1,378,414	
NVTA Regional Funds	\$38,760,720	
NVTA Local Funds	\$16,404,090	
State Revenue Sharing	\$10,000,000	
State Capital Assistance	\$500,000	
CMAQ Grant Funding	\$3,821,000	
RSTP Grant Funding	\$12,421,914	
TOTAL:	\$110,286,138	

Table 9. FY 2017 Proposed Appropriations for School Projects

FY 2017 Proposed Public School Projects		
Project Name	Total	Page Number
ES-28 Dulles South Elementary School	\$38,770,000	12-8
ES-31 Dulles North Elementary School	\$36,355,000	12-9
MS-7 Dulles South Middle School	\$60,820,000	12-15
CS Monroe Conversion	\$1,750,000	12-19
HS-11 Dulles North High School	\$118,825,000	12-21
Loudoun County HS Naval JROTC Facility	\$3,130,000	12-22
Modular Classrooms (8) – John Champe HS	\$1,480,000	12-23
Modular Classrooms (8) – Dulles North and South	\$1,480,000	12-24
TOTAL:	\$262,610,000	
FY 2017 Schools Proposed Funding:		
General Obligation Bonds	\$245,625,000	
Local Tax Funding	\$12,105,000	
Cash Proffers	\$4,880,000	
TOTAL:	\$262,610,000	

The FY 2017 Proposed CIP

The tables provided as Attachment 1 to this item outline the projects included in the six-year Proposed CIP by programmatic category. The information provided includes planned funding appropriations by project, the timing of the appropriations, and the proposed funding sources.

New Funding Requests in the Proposed CIP (FY 2017-2022)

The following projects contain new funding requests in the Proposed CIP for consideration. The new requests involve allocating funds to new projects, or to provide increased funding allocations to existing projects in the six-year CIP. This does not include project funding allocations that have changed due to regular cost escalations or the deferral of projects in the six-year CIP that would increase the amount of project funding required due to a change in the project schedule.

Not all of the new project funding allocations are funded using new revenues. In many cases, existing planned funding allocations in the CIP were adjusted to accommodate some of the new project requests. A summary description of each project is provided in the CIP Executive Summary. An in-depth description of each project is provided on the project page in the Proposed CIP budget document.

The following projects are existing capital projects in need of additional funding. The additional funding listed is the amount requested above planned funding allocations in the six-year Adopted CIP, or the incremental increase in requested funding for the project.

Table 10. Existing CIP Projects in Need of Additional Funding

	Project Name	Additional Need	Year(s)
1.	Project Management Consulting Services	\$2,875,000	FY 2017 – FY 2022
2.	Consolidated Shops and Warehouse	\$3,500,000	FY 2021
3.	Stormwater Management	\$14,425,000	FY 2017 – FY 2022
4.	Field Farm Park	\$17,080,000	FY 2021 – FY 2022
5.	Franklin Park to Purcellville Trail	\$5,000,000	FY 2022
6.	Lovettsville Community Center Replacement	\$2,000,000	FY 2017
7.	Juvenile Detention Center Phase I	\$3,000,000	FY 2017
8.	Aldie Fire Station Replacement	\$4,000,000	FY 2018
9.	Arcola Boulevard	\$5,773,000	FY 2019 – FY 2020
10.	Farmwell Road	\$17,000,000	FY 2018 – FY 2019
11.	George Washington Boulevard Overpass	\$3,000,000	FY 2017 – FY 2022
12.	Glascok Road (west of Arcola Boulevard)	\$20,576,000	FY 2021 – FY 2022
13.	Northstar Boulevard (Shreveport to Route 50)	\$3,635,000	FY 2017 – FY 2019
14.	Northstar Boulevard (Tall Cedars to Braddock)	\$5,555,000	FY 2022
15.	Prentice Road	\$25,320,000	FY 2017, FY 2020 – FY 2021
16.	Route 7/Route 690 Interchange	\$17,946,000	FY 2019 – FY 2022
17.	Mooreview Parkway	\$1,579,000	FY 2017
18.	Sterling Boulevard Extension	\$10,028,000	FY 2017
19.	Westwind Drive	\$34,696,000	FY 2019 – FY 2020
20.	Woodgrove High School/Fields Farm Park Road	\$2,500,000	FY 2018
21.	Leesburg Park and Ride Lot	\$1,490,000	FY 2017
	Total	\$200,978,000	

The following are new capital project requests in the six-year Proposed CIP:

Table 11. New CIP Projects Requested in Six-Year Proposed CIP

	Project Name	Amount	Year(s)
1.	Major Computer Systems	\$12,000,000	FY 2020
2.	General Government Office Space Purchase	\$8,500,000	FY 2017
3.	Claude Moore Recreation Center Pool Expansion	\$2,000,000	FY 2018
4.	Town of Round Hill Sleeter Lake Park	\$173,462	FY 2017
5.	Philomont Volunteer Fire Station Replacement	\$2,200,000	FY 2022
	Philomont Volunteer Fire Station Replacement	\$13,725,000	Future FYs
6.	Leesburg Volunteer Fire Station #20 Expansion	\$4,000,000	FY 2017
7.	Elementary School Classroom Additions	\$35,390,000	FY 2019
8.	Lovettsville ES Bus and Visitor Parking	\$660,000	FY 2021
9.	Elementary School Facility Renovations	\$5,280,000	FY 2022
10.	Modular Classrooms at John Champe HS	\$1,480,000	FY 2017
11.	Modular Classrooms (Dulles North and Dulles South)	\$1,480,000	FY 2017
12.	Modular Classroom Removal at Briar Woods HS	\$280,000	FY 2018
13.	HS Synthetic Turf and Track Resurfacing	\$9,375,000	FY 2021 – FY 2022
14.	School Division Security Improvements	\$9,570,000	FY 2021
15.	Braddock/Summerall/Supreme Intersection Improvements	\$2,100,000	FY 2019
16.	Moorefield Boulevard	\$4,200,000	FY 2019
17.	Northstar/Belmont Ridge Road Traffic Signal	\$510,000	FY 2017
18.	Shaw Road	\$2,622,000	FY 2018
19.	County Sidewalk Contingency	\$6,000,000	FY 2017 – FY 2022
20.	County Traffic Calming Contingency	\$600,000	FY 2017 – FY 2022
21.	County Traffic Signal Contingency	\$3,000,000	FY 2017 – FY 2022
22.	Town of Hamilton Pedestrian Improvements	\$566,414	FY 2017
23.	Town of Hillsboro Route 9 Traffic Calming	\$4,800,000	FY 2018
24.	Town of Leesburg Battlefield Parkway from Route 15 to the Greenway	\$1,000,000	FY 2018
25.	Metro Capital Contribution	\$50,000,000	FY 2019 – FY 2022
26.	Metro Station Area Pedestrian Improvements	\$5,400,000	FY 2022
27.	New Electronic Payment Program (Metro)	\$2,000,000	FY 2019
28.	Government Office Space	\$234,910,000	Future FYs
29.	Fire and Rescue Station #30 – Route 606	\$19,010,000	Future FYs
	Total	\$442,831,876	

Issues to be Addressed during the CIP Budget Deliberations

The following items will need specific review by the Finance, Government Operations and Economic Development Committee.

1. Are there any capital project requests that the Board wants to consider that are not currently provided for in the FY 2017 – FY 2022 Proposed CIP?
2. Does the Board wish to amend any proposed project funding allocations in the FY 2017 – FY 2022 Proposed CIP?
3. Does the Board wish to include any of the projects deferred into future fiscal years into the six-year Proposed CIP funding plan? Likewise, does the Board wish to defer any projects currently funded in the six-year Proposed CIP into a future fiscal year?
4. Per staff recommendation, does the Board wish to eliminate funding for the Juvenile Probation Residence in the Proposed CIP?

Chairman Letourneau requests that Committee members be mindful to submit their questions and proposed project funding amendments no later than February 16th in order to provide sufficient time to conduct the proper analysis of the requested information in time for the Committee's packet transmittal prior to the February 23rd Special FGOEDC Meeting; or Committee members may submit their questions no later than February 18th in order for staff to provide those requests at the Special FGOEDC Meeting on February 23rd.

ATTACHMENT:

1. FY 2017 – FY 2022 Proposed CIP Program Funding Summary Tables

Capital Improvement Program Summary											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Budgetary Cost											
General Capital Projects Fund											
Administration		306,317	-	1,000	1,480	13,500	-	-	15,980	-	322,297
General Government		140,269	24,270	20,690	18,540	26,845	21,845	19,125	131,315	308,595	580,179
Health and Welfare		-	-	2,025	-	-	-	2,375	4,400	6,145	10,545
Parks, Recreation and Culture		18,700	73,398	63,250	-	7,100	13,250	69,800	226,798	-	245,498
Public Safety		188,198	81,840	7,000	4,900	27,260	26,480	12,340	159,820	54,020	402,038
Transportation		278,414	110,285	84,448	101,824	150,391	110,581	118,860	676,389	46,604	1,001,407
General Capital Projects Total		931,898	289,793	178,413	126,744	225,096	172,156	222,500	1,214,702	415,364	2,561,964
School Capital Projects Fund											
Elementary Schools		1,915	75,125	-	35,390	4,545	41,535	5,280	161,875	-	163,790
Middle Schools		-	60,820	-	-	-	-	-	60,820	-	60,820
High Schools		3,045	126,665	-	13,805	121,710	52,365	7,110	321,655	-	324,700
Other School Projects		-	-	-	-	-	9,570	-	9,570	-	9,570
School Capital Projects Total		4,960	262,610	-	49,195	126,255	103,470	12,390	553,920	-	558,880
Budgetary Cost		936,858	552,403	178,413	175,939	351,351	275,626	234,890	1,768,622	415,364	3,120,844
Funding Source											
Local Tax Funding		204,554	32,805	18,710	24,470	35,210	32,155	27,405	170,755	85,685	460,994
Local Tax Funding - Roads		18,935	15,000	15,000	15,000	15,000	15,000	15,000	90,000	6,600	115,535
Fund Balance		88,794	10,000	-	-	-	-	-	10,000	-	98,794
General Obligation Bonds		98,825	302,510	38,590	59,815	183,350	135,190	105,250	824,705	283,735	1,207,265
Lease Revenue Financing		258,503	70,600	8,005	1,830	35,890	10,700	2,375	129,400	11,340	399,243
State Grant		36,593	500	500	500	500	500	500	3,000	2,000	41,593
CMAQ		-	3,821	-	3,440	-	-	5,400	12,661	-	12,661
RSTP		10,122	12,421	-	1,976	8,201	9,700	4,500	36,798	-	46,920
State Revenue Sharing		15,831	10,000	10,000	10,000	10,000	10,000	10,000	60,000	5,375	81,206
NVTA 70% Regional		88,564	38,760	39,881	41,040	42,239	43,480	44,763	250,163	-	338,727
NVTA 30% Local		36,486	16,405	16,878	17,368	17,877	18,401	18,944	105,873	18,629	160,988
Cash Proffers		19,152	38,271	30,349	-	2,584	-	253	71,457	-	90,609
In Kind Proffers		51,409	-	-	-	-	-	-	-	-	51,409
Fees		1,471	1,310	500	500	500	500	500	3,810	2,000	7,281
Local Gasoline Tax		2,484	-	-	-	-	-	-	-	-	2,484
Proceeds from Land Sale		5,135	-	-	-	-	-	-	-	-	5,135
Total Funding Source		936,858	552,403	178,413	175,939	351,351	275,626	234,890	1,768,622	415,364	3,120,844



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
General Capital Projects Fund											
Budgetary Cost											
Administration		306,317	0	1,000	1,480	13,500	0	0	15,980	0	322,297
General Government		140,269	24,270	20,690	18,540	26,845	21,845	19,125	131,315	308,595	580,179
Health and Welfare		0	0	2,025	0	0	0	2,375	4,400	6,145	10,545
Parks, Recreation and Culture		18,700	73,398	63,250	0	7,100	13,250	69,800	226,798	0	245,498
Public Safety		188,198	81,840	7,000	4,900	27,260	26,480	12,340	159,820	54,020	402,038
Transportation		278,414	110,285	84,448	101,824	150,391	110,581	118,860	676,389	46,604	1,001,407
Budgetary Cost		931,898	289,793	178,413	126,744	225,096	172,156	222,500	1,214,702	415,364	2,561,964
Funding Source											
Local Tax Funding		204,554	20,700	18,710	21,190	22,785	25,345	22,125	130,855	85,685	421,094
Local Tax Funding - Roads		18,935	15,000	15,000	15,000	15,000	15,000	15,000	90,000	6,600	115,535
Fund Balance		88,794	10,000	0	0	0	0	0	10,000	0	98,794
General Obligation Bonds		93,865	56,885	38,590	13,900	69,520	38,530	98,140	315,565	283,735	693,165
Lease Revenue Financing		258,503	70,600	8,005	1,830	35,890	10,700	2,375	129,400	11,340	399,243
State Grant		36,593	500	500	500	500	500	500	3,000	2,000	41,593
CMAQ		-	3,821	0	3,440	0	0	5,400	12,661	0	12,661
RSTP		10,122	12,421	0	1,976	8,201	9,700	4,500	36,798	0	46,920
State Revenue Sharing		15,831	10,000	10,000	10,000	10,000	10,000	10,000	60,000	5,375	81,206
NVTA 70% Regional		88,564	38,760	39,881	41,040	42,239	43,480	44,763	250,163	0	338,727
NVTA 30% Local		36,486	16,405	16,878	17,368	17,877	18,401	18,944	105,873	18,629	160,988
Cash Proffers		19,152	33,391	30,349	0	2,584	0	253	66,577	0	85,729
In Kind Proffers		51,409	0	0	0	0	0	0	0	0	51,409
Fees		1,471	1,310	500	500	500	500	500	3,810	2,000	7,281
Local Gasoline Tax		2,484	0	0	0	0	0	0	0	0	2,484
Proceeds from Land Sale		5,135	0	0	0	0	0	0	0	0	5,135
Total Funding Source		931,898	289,793	178,413	126,744	225,096	172,156	222,500	1,214,702	415,364	2,561,964



Capital Improvement Program by Functional Area Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 20179	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Administration											
Projects											
Land Acquisition Fund		247,317	-	1,000	1,480	1,500	-	-	3,980	-	251,297
Major Computer Systems		59,000	-	-	-	12,000	-	-	12,000	-	71,000
Budgetary Cost		306,317	-	1,000	1,480	13,500	-	-	15,980	-	322,297
Funding Source											
Local Tax Funding		95,316	-	1,000	1,000	1,500	-	-	3,500	-	98,816
Fund Balance		76,934	-	-	-	-	-	-	-	-	76,934
General Obligation Bonds		52,475	-	-	-	-	-	-	-	-	52,475
Lease Revenue Financing		23,730	-	-	480	12,000	-	-	12,480	-	36,210
Proffers (Cash)		1,855	-	-	-	-	-	-	-	-	1,855
Proffers (In-Kind)		51,409	-	-	-	-	-	-	-	-	51,409
State Capital Assistance		4,598	-	-	-	-	-	-	-	-	4,598
Total Funding Source		306,317	-	1,000	1,480	13,500	-	-	15,980	-	322,297



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
General Government											
Projects											
Capital Project Management		60,648	8,810	8,835	9,080	9,335	9,535	9,945	55,540	41,985	158,173
Consolidated Shops & Warehouse		31,000	-	-	-	4,000	3,500	-	7,500	-	38,500
General Office Space Purchase		5,500	8,500	-	-	-	-	-	8,500	-	14,000
General Office Space - Sycolin Rd		-	-	-	-	-	-	-	-	234,910	234,910
Landfill Debt Service		1,471	1,310	-	-	-	-	-	1,310	-	2,781
Landfill Reclamation Project		15,500	-	5,980	-	-	-	-	5,980	-	21,480
Landfill Sequence V Closure		-	-	-	1,350	5,060	-	-	6,410	-	6,410
Storm Water Management		25,850	3,500	3,675	5,860	6,150	6,460	6,780	32,425	21,600	79,875
Water/Wastewater Fund		300	2,150	2,200	2,250	2,300	2,350	2,400	13,650	10,100	24,050
Budgetary Cost		140,269	24,270	20,690	18,540	26,845	21,845	19,125	131,315	308,595	580,179
Funding Source											
Local Tax Funding		96,098	14,460	14,710	17,190	17,785	18,345	19,125	101,615	73,685	271,398
Fund Balance		700	-	-	-	-	-	-	-	-	700
General Obligation Bonds		-	-	-	-	-	-	-	-	234,910	234,910
Lease Revenue Financing		41,200	8,500	5,980	1,350	9,060	3,500	-	28,390	-	69,590
Proffers (Cash)		800	-	-	-	-	-	-	-	-	800
Fees		1,471	1,310	-	-	-	-	-	1,310	-	2,781
Total Funding Source		140,269	24,270	20,690	18,540	26,845	21,845	19,125	131,315	308,595	580,179



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Health and Welfare											
Projects											
Adolescent Independent Living Residence		-	-	-	-	-	-	-	-	6,145	6,145
DS Group Residence - Eastern Loudoun		-	-	-	-	-	-	2,375	2,375	-	2,375
DS Group Residence - Purcellville		-	-	2,025	-	-	-	-	2,025	-	2,025
Budgetary Cost		-	-	2,025	-	-	-	2,375	4,400	6,145	10,545
Funding Source											
Lease Revenue Financing		-	-	2,025	-	-	-	2,375	4,400	6,145	10,545
Total Funding Source		-	-	2,025	-	-	-	2,375	4,400	6,145	10,545



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Parks, Recreation and Culture											
Projects											
Ashburn Recreation and Community Center		-	9,680	61,250	-	-	-	-	70,930	-	70,930
Ashburn Senior Center		-	8,285	-	-	-	-	-	8,285	-	8,285
Brambleton Library		-	-	-	-	7,100	-	-	7,100	-	7,100
Claude Moore Rec Center Pool Expansion		-	-	2,000	-	-	-	-	2,000	-	2,000
Fields Farm Park		1,860	-	-	-	-	3,350	23,700	27,050	-	28,910
Franklin Park to Purcellville Trail		520	-	-	-	-	-	5,000	5,000	-	5,520
Hal and Berni Hanson Regional Park		8,940	53,260	-	-	-	-	-	53,260	-	62,200
Lovettsville Community Center Replacement		7,380	2,000	-	-	-	-	-	2,000	-	9,380
STEM Library		-	-	-	-	-	5,900	41,100	47,000	-	47,000
Town of Leesburg - Veteran's Park		-	-	-	-	-	4,000	-	4,000	-	4,000
Town of Round Hill - Sleeter Lake Park		-	173	-	-	-	-	-	173	-	173
Budgetary Cost		18,700	73,398	63,250	-	7,100	13,250	69,800	226,798	-	245,498
Funding Source											
Local Tax Funding		1,110	-	-	-	-	4,000	-	4,000	-	5,110
Fund Balance		3,360	-	-	-	-	-	-	-	-	3,360
General Obligation Bonds		-	39,385	34,590	-	-	9,250	69,800	153,025	-	153,025
Lease Revenue Financing		5,380	2,000	-	-	7,030	-	-	9,030	-	14,410
Proffers (Cash)		3,850	32,013	28,660	-	70	-	-	60,743	-	64,593
Proceeds from Land Sale		5,000	-	-	-	-	-	-	-	-	5,000
Total Funding Source		18,700	73,398	63,250	-	7,100	13,250	69,800	226,798	-	245,498



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Public Safety											
Projects											
Adult Detention Center Phase III		95,710	-	-	-	-	-	-	-	-	95,710
Courts Complex Phase III		22,310	57,100	-	-	7,800	-	-	64,900	-	87,210
F&R - Alerting Systems		740	-	-	-	-	-	-	-	-	740
F&R - Capital Apparatus		30,073	3,000	3,000	3,000	3,000	3,000	3,000	18,000	12,000	60,073
F&R - Station #04 - Round Hill Replacement		-	-	-	1,900	13,760	-	-	15,660	-	15,660
F&R - Station #07 - Aldie Replacement		14,860	-	4,000	-	-	-	-	4,000	-	18,860
F&R - Station #08 - Philomont Replacement		-	-	-	-	-	-	2,200	2,200	13,725	15,925
F&R - Station #10 - Lucketts Replacement		11,490	1,240	-	-	-	-	-	1,240	-	12,730
F&R - Station #12 - Lovettsville Replacement		1,000	13,500	-	-	-	-	-	13,500	-	14,500
F&R - Station #20 - Leesburg VFC Expansion		-	4,000	-	-	-	-	-	4,000	-	4,000
F&R - Station #28 - Route 606 Station		-	-	-	-	-	-	-	-	19,010	19,010
F&R - Station #29 - Leesburg South Station		-	-	-	-	2,200	15,400	-	17,600	-	17,600
F&R - Training Academy Expansion		-	-	-	-	-	880	6,630	7,510	-	7,510
F&R - Training Tower		-	-	-	-	500	-	-	500	-	500
F&R - Vehicle Annex		-	-	-	-	-	-	510	510	4,090	4,600
Juvenile Detention Center Phase I		12,015	3,000	-	-	-	-	-	3,000	-	15,015
Juvenile Detention Center Phase II		-	-	-	-	-	-	-	-	5,195	5,195
Juvenile Probation Residence		-	-	-	-	-	7,200	-	7,200	-	7,200
Budgetary Cost		188,198	81,840	7,000	4,900	27,260	26,480	12,340	159,820	54,020	402,038
Funding Source											
Local Tax Funding		10,330	4,240	3,000	3,000	3,500	3,000	3,000	19,740	12,000	42,070
General Obligation Bonds		38,210	17,500	4,000	1,900	15,960	16,280	9,340	64,980	36,825	140,015
Lease Revenue Financing		125,728	60,100	-	-	7,800	7,200	-	75,100	5,195	206,023
State Grant		13,930	-	-	-	-	-	-	-	-	13,930
Total Funding Source		188,198	81,840	7,000	4,900	27,260	26,480	12,340	159,820	54,020	402,038

Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Transportation											
Projects											
Arcola Blvd		-	-	-	12,100	20,000	-	-	32,100	-	32,100
Atlantic Blvd Pedestrian Improvements		-	-	-	-	-	-	6,061	6,061	-	6,061
Belmont Ridge Rd (Gloucester to Hay)	48,015	13,015	-	-	-	-	-	-	13,015	-	61,030
Belmont Ridge Rd (Truro Parish to Crosoi)	22,863	-	15,000	-	-	-	-	-	15,000	-	37,863
Braddock/Summerall/Supreme Intersec	-	-	-	-	2,100	-	-	-	2,100	-	2,100
Crosstrail Blvd	31,300	2,000	-	-	-	41,560	-	-	43,560	-	74,860
Farmwell Rd (Smith Switch to Ashburn Rc)	7,864	-	10,000	7,000	-	-	-	-	17,000	-	24,864
George Washington Blvd Overpass	1,367	4,132	-	1,976	8,201	8,500	3,000	25,809	-	-	27,176
Glascook Road (east of Arcola Blvd)	-	-	-	-	2,514	4,700	10,000	17,214	-	-	17,214
Glascook Road (west of Arcola Blvd)	-	-	-	-	-	7,126	36,550	43,676	-	-	43,676
Gum Spring/Evergreen Mills/Belmont Ridg	-	-	-	-	-	-	-	-	-	12,000	12,000
Loudoun County Pkwy	31,000	-	-	-	-	-	-	-	-	-	31,000
Moorefield Blvd	-	-	-	4,200	-	-	-	-	4,200	-	4,200
Mooreview Pkwy	6,300	1,579	-	-	-	-	-	-	1,579	-	7,879
Northstar Blvd - Route 50 to Tall Cedars	5,432	-	20,560	10,000	-	-	-	-	30,560	-	35,992
Northstar Blvd - Route 50 to Shreveport	11,459	10,000	11,081	27,440	-	-	-	-	48,521	-	59,980
Northstar Blvd - Tall Cedars to Braddock	-	-	-	-	-	-	-	21,855	21,855	-	21,855
Northstar/Belmont Ridge Traffic Signal	35	510	-	-	-	-	-	-	510	-	545
Prentice Rd	-	9,000	-	-	-	20,000	60,650	-	89,650	-	89,650
Route 15 Bypass/ Battlefield Pkwy	-	-	2,000	-	-	-	-	-	2,000	-	2,000
Route 15 Bypass/ Edwards Ferry Rd	2,000	-	-	-	-	-	1,200	1,500	2,700	-	4,700
Route 606 Widening	32,912	8,573	-	-	-	-	-	-	8,573	-	41,485
Route 7/ Battlefield Pkwy	13,000	38,760	6,240	-	-	-	-	-	45,000	-	58,000
Route 7/ Route 690 Interchange	1,500	-	-	2,032	5,100	10,000	16,001	33,133	-	-	34,633
Route 9/ Route 287 Roundabout	1,228	-	-	-	-	-	-	-	-	10,750	11,978
Shaw Rd	-	-	2,622	-	-	-	-	-	2,622	-	2,622
Sterling Blvd Extension	14,101	10,028	-	-	-	-	-	-	10,028	-	24,129
Waxpool/Loudoun County Pkwy Intersec	1,235	1,146	3,489	-	-	-	-	-	4,635	-	5,870
Waxpool/Smith Switch/Farmwell Rd Inters	-	-	-	4,300	-	-	-	-	4,300	-	4,300
Westwind Dr (State Street to Ladbrook)	-	-	-	8,000	35,696	-	-	-	43,696	-	43,696
Woodgrove & Fields Farm Rd	3,815	-	2,500	-	-	-	-	-	2,500	-	6,315
Roads Subtotal:	235,426	98,743	73,492	79,148	133,071	92,176	94,967	571,597	22,750	-	829,773
Contingency - Sidewalk	-	1,000	1,000	1,000	1,000	1,000	1,000	1,000	6,000	-	6,000
Contingency - Traffic Calming	-	100	100	100	100	100	100	100	600	-	600
Contingency - Traffic Signal	-	500	500	500	500	500	500	500	3,000	-	3,000
Contingency Subtotal:	-	1,600	1,600	1,600	1,600	1,600	1,600	1,600	9,600	-	9,600
Town of Hamilton Pedestrian Improverem	-	566	-	-	-	-	-	-	566	-	566
Town of Hillsboro Pedestrian Safety	-	-	4,800	-	-	-	-	-	4,800	-	4,800
Town of Leesburg Battlefield Pkwy	-	-	1,000	-	-	-	-	-	1,000	-	1,000
Town of Leesburg NVTA Local Distributio	5,591	2,036	2,099	2,165	2,234	2,304	2,377	13,215	10,964	-	29,770
Town of Middleburg Crosswalk Project	1,205	585	-	-	-	-	-	-	585	-	1,790
Town of Purcellville NVTA Local Distributi	1,169	444	457	471	486	501	516	2,875	2,290	-	6,334
Towns - NVTA 30% Local Subtotal:	7,965	3,631	8,356	2,636	2,720	2,805	2,893	23,041	13,254	-	44,260
Transit Buses (2)	32,523	1,000	1,000	1,000	1,000	1,000	1,000	6,000	4,000	-	42,523
Leesburg Area Park and Ride Lot	2,500	1,490	-	-	-	-	-	1,490	-	-	3,990
Metro Capital Contribution	-	-	-	12,000	12,000	13,000	13,000	50,000	-	-	50,000
Metro Station Area Pedestrian Improveme	-	-	-	-	-	-	5,400	5,400	6,600	-	12,000
NEPP	-	-	-	2,000	-	-	-	-	2,000	-	2,000
One Loudoun Park and Ride Lot	-	-	-	3,290	-	-	-	3,290	-	-	3,290
Western Loudoun Park and Ride Lot	-	3,821	-	150	-	-	-	3,971	-	-	3,971
Transit Subtotal:	35,023	6,311	1,000	18,440	13,000	14,000	19,400	72,151	10,600	-	117,774
Transportation Budgetary Cost	278,414	110,285	84,448	101,824	150,391	110,581	118,860	676,389	46,604	-	1,001,407



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Transportation											
Funding Source											
Local Tax Funding		1,700	2,000	-	-	-	-	-	2,000	-	3,700
Local Tax Funding - Roads		18,935	15,000	15,000	15,000	15,000	15,000	15,000	90,000	6,600	115,535
Fund Balance		7,800	10,000	-	-	-	-	-	10,000	-	17,800
General Obligation Bonds		3,180	-	-	-	41,560	-	6,000	47,560	12,000	62,740
Lease Revenue Financing		62,465	-	-	12,000	12,000	13,000	13,000	50,000	-	112,465
State Capital Assistance		18,065	500	500	500	500	500	500	3,000	2,000	23,065
CMAQ		-	3,821	-	3,440	-	-	5,400	12,661	-	12,661
RSTP		10,122	12,421	-	1,976	8,201	9,700	4,500	36,798	-	46,920
Revenue Sharing		15,831	10,000	10,000	10,000	10,000	10,000	10,000	60,000	5,375	81,206
NVTA 70% Regional		88,564	38,760	39,881	41,040	42,239	43,480	44,763	250,163	-	338,727
NVTA 30% Local		36,486	16,405	16,878	17,368	17,877	18,401	18,944	105,873	18,629	160,988
Proffers (Cash)		12,647	1,378	1,689	-	2,514	-	253	5,834	-	18,481
Transit Fees		-	-	500	500	500	500	500	2,500	2,000	4,500
Local Gasoline Tax		2,484	-	-	-	-	-	-	-	-	2,484
Proceeds from Sale of Land		135	-	-	-	-	-	-	-	-	135
Total Funding Source		278,414	110,285	84,448	101,824	150,391	110,581	118,860	676,389	46,604	1,001,407

Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
School Capital Projects Fund											
Projects											
Elementary Schools		1,915	75,125	-	35,390	4,545	41,535	5,280	161,875	-	163,790
Middle Schools		-	60,820	-	-	-	-	-	60,820	-	60,820
High Schools		3,045	126,665	-	13,805	121,710	52,365	7,110	321,655	-	324,700
Other School Projects		-	-	-	-	-	9,570	-	9,570	-	9,570
Budgetary Cost		4,960	262,610	-	49,195	126,255	103,470	12,390	553,920	-	558,880
Funding Source											
Local Tax Funding		-	12,105	-	3,280	12,425	6,810	5,280	39,900	-	39,900
Fund Balance		-	-	-	-	-	-	-	-	-	-
General Obligation Bonds		4,960	245,625	-	45,915	113,830	96,660	7,110	509,140	-	514,100
Proffers (Cash)		-	4,880	-	-	-	-	-	4,880	-	4,880
Total Funding Source		4,960	262,610	-	49,195	126,255	103,470	12,390	553,920	-	558,880



Capital Improvement Program by Functional Area Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Elementary Schools											
Projects											
(ES-23) Dulles North Area Elementary School	-	-	-	-	-	4,545	40,875	-	45,420	-	45,420
(ES-28) Dulles South Area Elementary School	-	38,770	-	-	-	-	-	-	38,770	-	38,770
(ES-31) Dulles North Area Elementary School	1,915	36,355	-	-	-	-	-	-	36,355	-	38,270
Classroom Additions (3) Dulles North & South	-	-	-	35,390	-	-	-	-	35,390	-	35,390
Facility Renovation	-	-	-	-	-	-	-	5,280	5,280	-	5,280
Lovettsville ES Bus/Visitor Parking	-	-	-	-	-	-	660	-	660	-	660
Budgetary Cost		<u>1,915</u>	<u>75,125</u>	<u>-</u>	<u>35,390</u>	<u>4,545</u>	<u>41,535</u>	<u>5,280</u>	<u>161,875</u>	<u>-</u>	<u>163,790</u>
Funding Source											
Local Tax Funding	-	-	-	-	-	-	660	5,280	5,940	-	5,940
General Obligation Bonds	<u>1,915</u>	<u>75,125</u>	<u>-</u>	<u>35,390</u>	<u>4,545</u>	<u>40,875</u>	<u>-</u>	<u>-</u>	<u>155,935</u>	<u>-</u>	<u>157,850</u>
Total Funding Source		<u>1,915</u>	<u>75,125</u>	<u>-</u>	<u>35,390</u>	<u>4,545</u>	<u>41,535</u>	<u>5,280</u>	<u>161,875</u>	<u>-</u>	<u>163,790</u>



Capital Improvement Program by Functional Area											
Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Middle Schools											
Projects											
(MS-7) Dulles South Area		-	60,820	-	-	-	-	-	60,820	-	60,820
Budgetary Cost		-	60,820	-	-	-	-	-	60,820	-	60,820
Funding Source											
General Obligation Bonds		-	60,820	-	-	-	-	-	60,820	-	60,820
Total Funding Source		-	60,820	-	-	-	-	-	60,820	-	60,820



Capital Improvement Program by Functional Area Schedule of Appropriations											
Capital	(\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
High Schools											
Projects											
(HS-9) Dulles South Area High School		-	-	-	13,525	121,710	-	-	135,235	-	135,235
(HS-11) Dulles North Area High School		3,045	118,825	-	-	-	-	-	118,825	-	121,870
CS Monroe Conversion		-	1,750	-	-	-	50,100	-	51,850	-	51,850
Naval JROTC Facility Loudoun County High School		-	3,130	-	-	-	-	-	3,130	-	3,130
Modular Classrooms (8) John Champe HS		-	1,480	-	-	-	-	-	1,480	-	1,480
Modular Classrooms (8) Dulles North & South		-	1,480	-	-	-	-	-	1,480	-	1,480
Modular Classroom (10) Removal - Briar Woods		-	-	-	280	-	-	-	280	-	280
Stadium Synthetic Turf & Track		-	-	-	-	-	2,265	7,110	9,375	-	9,375
Budgetary Cost		3,045	126,665	-	13,805	121,710	52,365	7,110	321,655	-	324,700
Funding Source											
Local Tax Funding		-	12,105	-	3,280	12,425	5,010	-	32,820	-	32,820
General Obligation Bonds		3,045	109,680	-	10,525	109,285	47,355	7,110	283,955	-	287,000
Proffers (Cash)		-	4,880	-	-	-	-	-	4,880	-	4,880
Total Funding Source		3,045	126,665	-	13,805	121,710	52,365	7,110	321,655	-	324,700



Capital Improvement Program by Functional Area										
Schedule of Appropriations										
Capital (\$ in 1,000s)	Prior Year	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	6 Year Total	Future FY's	CIP Total
Other School Projects										
Projects										
Division Security Improvements	-	-	-	-	-	9,570	-	9,570	-	9,570
Budgetary Cost	-	-	-	-	-	9,570	-	9,570	-	9,570
Funding Source										
Local Tax Funding	-	-	-	-	-	1,140	-	1,140	-	1,140
General Obligation Bonds	-	-	-	-	-	8,430	-	8,430	-	8,430
Total Funding Source	-	-	-	-	-	9,570	-	9,570	-	9,570