BOARD OF SUPERVISORS
FINANCE/GOVERNMENT OPERATIONS and
ECONOMIC DEVELOPMENT COMMITTEE
AGENDA

February 23, 2016
6:00 p.m.
Loudoun County Government Center
1 Harrison Street, S.E., Leesburg, VA
Board Room

Committee Members:
Matthew Letourneau, Chair
Phyllis Randall - Tony Buffington - Ralph Buona - Koran Saines

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1. **FY 2017 – FY 2022 Proposed Capital Improvement Program Review** (Information)
   Election District: Countywide
   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

Next Meeting: March 8, 2016

If you require a reasonable accommodation for any type of disability in order to participate in the Finance/Government Operations and Economic Development Committee Meeting, please contact the Office of the County administrator at 703-777-0200/TTY-711. At least one business day of advance notice is requested; some accommodations may require more than one day of notice. FM Assistive Listening System is available at the meeting.

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1. **FY 2017 – FY 2022 Proposed Capital Improvement Program Review** (Action)
   The Capital Improvement Program (CIP) is developed biennially, with the six-year period moving out two years every other fiscal year. The FY 2017 Proposed CIP timeframe spans the six year period from FY 2017 through FY 2022, with proposed appropriations in FY 2017 to develop public facilities. Planning figures are provided for capital projects from FY 2018 through FY 2022 for funding consideration in future CIP budgets. The Finance, Government Operations and Economic Development Committee (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 FY 2018 – FY 2022 timeframe. 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.

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Date of Meeting: February 23, 2016

#1

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

SUBJECT: **FY 2017 – FY 2022 Proposed Capital Improvement Program Review**

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 review the FY 2017 – FY 2022 Proposed Capital Improvement Program (CIP) and Budget with the Finance, Government Operations and Economic Development Committee (FGOEDC) to develop funding recommendations to the Board of Supervisors (Board) for final approval and adoption.

RECOMMENDATIONS:

Staff: Staff recommends that the FGOEDC forward the proposed funding plan for the FY 2017 – FY 2022 Proposed CIP and Budget to its March 8, 2016 budget work session for review and forward final recommendations to the Board of Supervisors for approval and adoption.

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 Improvements Program, with them to this meeting.

BACKGROUND: The FGOEDC began its review of the FY 2017 – FY 2022 Proposed CIP at its meeting on February 11, 2016. The goal of the FGOEDC will be to review project information and issues in order to make final recommendations to the Board of Supervisors regarding what projects and funding should be appropriated as part of the FY 2017 Adopted Budget, and what projects and funding should be planned for in the FY 2018 – FY 2022 timeframe.

FGOEDC members were encouraged to submit their questions and funding amendment requests to staff by February 16th in order for the information to be included in this item, or by February 18th in order for the information to be handed out at the February 23rd meeting. This item will

provide an overview of the Proposed CIP by programmatic category, and key decision points, as identified by staff, for the Committee's consideration. The CIP related questions that were submitted by Board members by the February 16th deadline and the respective staff responses are outlined in Attachment 3. Responses to those CIP questions received after February 16th will be handed out at the FGOEDC Meeting.

FY 2017 Capital Project Appropriations

The Board appropriates funding for capital projects in FY 2017 of the CIP as part of the overall FY 2017 Adopted Budget. Tables 1-3 outlines the projects and specific dollar amounts proposed for funding appropriations in FY 2017 of the six-year CIP.

Table 1. 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 2. 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 3. FY 2017 Proposed Appropriations for School Projects

FY 2017 Proposed Public School Projects		
Project Name	**Total**	
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.

The FY 2017 – FY 2022 Proposed CIP by Programmatic Category:

Loudoun County Public Schools

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% "pay as you go" cash funding policy and debt issuance limitations, accelerating all of the School Board's requested school project appropriations into FY 2017 and FY 2018 is not feasible.

Decisions regarding the acceleration or 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 are accelerated into FY 2017 of the Proposed CIP:

- ES-28, Dulles South Elementary School
- MS-7, Dulles South Middle School
- HS-11, Dulles North High School

The Proposed CIP provides funding appropriations according to the School Board's Adopted CIP requests for all but four school projects:

1. **ES-23, Dulles North Elementary School** – Due to the acceleration of ES-28, MS-7 and HS-11, there is not sufficient debt issuance capacity to also accelerate this school into FY 2019 as requested by the School Board.

2. **HS-9, Dulles South High School** –Due to the acceleration of ES-28, MS-7 and HS-11, there is not sufficient debt issuance capacity to accelerate this project into FY 2017 and FY 2018. A site has not been acquired for this school yet. Delaying the project will give ample time for the schools to acquire a site without tying up debt issuance capacity on a project that is not capable of moving forward without a site.

3. **Classroom Additions to Elementary Schools** - Due to the acceleration of ES-28, MS-7 and HS-11 into FY 2017, there is not sufficient debt issuance capacity to provide funding for the classroom additions in FY 2017 and FY 2018 as requested by the School Board. Funding for this project was provided in the earliest year possible in the Proposed CIP, FY 2019.

4. **CS Monroe Conversion** – The School Board did not provide 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 provides for design and construction funding in FY 2021, following the same project schedule as the FY 2016 Adopted CIP.

The following tables provide a comparison of the planned funding appropriations for school capital projects in the FY 2016 Adopted CIP, the School Board's FY 2017 – FY 2022 Adopted CIP, and the FY 2017 – FY 2022 Proposed CIP. The tables provide a 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 4. Comparison of Elementary School Project Planned Appropriations

Elementary Schools	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
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 - Classroom Additions								
Dulles North and South								
FY 2016 Adopted CIP							-	-
FY 2017 School Board Adopted CIP	16,320						16,320	-
FY 2017 Proposed CIP			17,695				17,695	-
ES - Classroom Additions - Countywide								
FY 2016 Adopted CIP							-	-
FY 2017 School Board Adopted CIP		17,055					17,055	-
FY 2017 Proposed CIP			17,695				17,695	-
ES - Facility Renovations								
FY 2016 Adopted CIP							-	-
FY 2017 School Board Adopted CIP						5,280	5,280	-
FY 2017 Proposed CIP						5,280	5,280	-
ES - Lovettsville Bus & Vistor Parking								
FY 2016 Adopted CIP							-	-
FY 2017 School Board Adopted CIP					660		660	-
FY 2017 Proposed CIP					660		660	-
FY 2017 Proposed CIP Funding								
Local Tax Funding					660	5,280	**5,940**	**-**
General Obligation Bonds	75,125		35,390	4,545	40,875		**155,935**	**-**
Lease Revenue Financing							**-**	**-**
Proffers							**-**	**-**
Other Funding							**-**	**-**
Total	**75,125**	**-**	**35,390**	**4,545**	**41,535**	**5,280**	**161,875**	**-**

- 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 been subdivided or dedicated to the County yet.

- 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 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.

- 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 5. Comparison of Middle School Project Planned Appropriations

Middle Schools	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
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	-
FY 2017 Proposed CIP Funding								
Local Tax Funding							-	-
General Obligation Bonds	60,820						**60,820**	-
Lease Revenue Financing							-	-
Proffers							-	-
Other Funding							-	-
Total	**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 6. Comparison of Other School Project Planned Appropriations

Other School Projects	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Division Security Improvements								
FY 2016 Adopted CIP							-	-
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							-	-
FY 2017 Proposed CIP							-	-
FY 2017 Proposed CIP Funding								
Local Tax Funding					1,140		**1,140**	**-**
General Obligation Bonds					8,430		**8,430**	**-**
Lease Revenue Financing							**-**	**-**
Proffers							**-**	**-**
Other Funding							**-**	**-**
Total	**-**	**-**	**-**	**-**	**9,570**	**-**	**9,570**	**-**

- 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 Fueling 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 7. Comparison of High School Project Planned Appropriations

High Schools	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
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								
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	-
HS - 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 - Naval JROTC Loudoun County HS								
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	-
HS - Modular Classrooms - John Champe HS								
FY 2016 Adopted CIP							-	-
FY 2017 School Board Adopted CIP	1,480						1,480	-
FY 2017 Proposed CIP	1,480						1,480	-
HS - Modular Classrooms Dulles North and South								
FY 2016 Adopted CIP							-	-
FY 2017 School Board Adopted CIP	1,480						1,480	-
FY 2017 Proposed CIP	1,480						1,480	-
HS - Modular Classroom Removal Briar Woods HS								
FY 2016 Adopted CIP							-	-
FY 2017 School Board Adopted CIP			280				280.00	-
FY 2017 Proposed CIP			280				280	-
HS - Stadium Synthetic Turf and Track Resurfacing								
FY 2016 Adopted CIP							-	-
FY 2017 School Board Adopted CIP					2,265	7,110	9,375	-
FY 2017 Proposed CIP					2,265	7,110	9,375	-
FY 2017 Proposed CIP Funding								
Local Tax Funding	12,105		3,280	12,425	5,010		**32,820**	**-**
General Obligation Bonds	109,680		10,525	109,285	47,355	7,110	**283,955**	**-**
Lease Revenue Financing							**-**	**-**
Proffers	4,880						**4,880**	**-**
Other Funding							**-**	**-**
	126,665	**-**	**13,805**	**121,710**	**52,365**	**7,110**	**321,655**	**-**

- 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 the acceleration of ES-28, MS-7 and HS-11 into FY 2017, 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 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. The school is proposed to be located on a proffered site in the Brambleton community.

- 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. 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. 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.

- 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 in FY 2017.

    - 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.

    - The installation of synthetic turf and track re-surfacing at Briar Woods High School in FY 2021 and at Dominion, Freedom and Heritage High Schools in FY 2022.

School Project Issues for the FGOEDC to Consider:

1. In order to accelerate funding in the Proposed CIP for the ES-23, HS-9, the Classroom Additions project, or the CS Monroe Conversion, debt from other school or county projects would need to be deferred in order to provide for the required amount of additional debt issuance capacity from FY 2017 – FY 2019. The Proposed CIP was developed 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. Does the Committee want staff to consider options to accelerate funding for the ES-23, HS-9, the Classroom Additions project, and the CS Monroe Conversion according to the School Board's Adopted CIP schedule, knowing that such school project accelerations will require the delay of other school or county projects in the six-year CIP?

County Projects

In the development of 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 meeting the 10% local tax funding requirement, to accommodate other high priority projects or new project requests.

The following tables provide a comparison of planned funding appropriations for county capital projects in the FY 2016 Adopted CIP as compared to the FY 2017 – FY 2022 Proposed CIP, by programmatic category.

Proposed project funding delays for County capital projects were primarily due to the need to free up additional local tax funding, or debt issuance capacity, in order to move the school projects forward into FY 2017 and FY 2018 of the Proposed CIP. Certain project delays were due to changing project schedules, which allowed for the deferral of funding into a later fiscal year within the Proposed CIP.

Table 8. Comparison of Administration Project Planned Appropriations

Administration	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total
Land Acquisition							
Courts Expansion							
FY 2016 Adopted CIP	1,500	1,000	1,000				3,500
FY 2017 Proposed CIP		1,000	1,000	1,500			**3,500**
Land Acquisition							
Eastern DS Group Residence							
FY 2016 Adopted CIP			480				480
FY 2017 Proposed CIP			480				**480**
Major Computer Systems							
FY 2016 Adopted CIP							-
FY 2017 Proposed CIP				12,000			**12,000**
FY 2017 Proposed CIP Funding							
Local Tax Funding		1,000	1,000	1,500			**3,500**
General Obligation Bonds							**-**
Lease Revenue Financing			480	12,000			**12,480**
Proffers							**-**
Other Funding							**-**
	-	**1,000**	**1,480**	**13,500**	**-**	**-**	**15,980**

Proposed Administration Project Changes from the Adopted CIP to the Proposed CIP

- Courts Complex Land Acquisition - In order to free up local tax funding to accelerate school projects into FY 2017, $1,500,000 in local tax funding was deferred from FY 2017 to FY 2020 for the Courts Complex Land Acquisition project.

- Major Computer Systems - $12,000,000 in lease revenue financing is provided in FY 2020 for major computer systems with a value of $500,000 or more. The project includes funding for systems replacements such as Microsoft Office, technology infrastructure at aging County facilities, and for infrastructure needed to serve a growing inventory of facilities throughout the County.

Table 9. Comparison of General Government Project Planned Appropriations

General Government	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Capital Project Management								
FY 2016 Adopted CIP	5,855	6,085	6,330	6,585			24,855	-
FY 2017 Proposed CIP	5,810	6,085	6,330	6,585	6,785	7,195	**38,790**	***30,985***
Capital Project Management Consulting Services								
FY 2016 Adopted CIP	1,250	625					1,875	-
FY 2017 Proposed CIP	1,000	750	750	750	750	750	**4,750**	***3,000***
CIP Contingency								
FY 2016 Adopted CIP	2,000	2,000	2,000	2,000	2,000	2,000	12,000	-
FY 2017 Proposed CIP	2,000	2,000	2,000	2,000	2,000	2,000	**12,000**	***8,000***
Consolidated Shops & Warehouses								
FY 2016 Adopted CIP				4,000			4,000	-
FY 2017 Proposed CIP				4,000	3,500		**7,500**	**-**
General Office Space Purchase								
FY 2016 Adopted CIP							-	-
FY 2017 Proposed CIP	8,500						**8,500**	**-**
General Government Office Space								
FY 2016 Adopted CIP							-	-
FY 2017 Proposed CIP								***234,910***
Landfill Debt Service								
FY 2016 Adopted CIP							-	-
FY 2017 Proposed CIP	1,310						**1,310**	**-**
Landfill Reclamation Project								
FY 2016 Adopted CIP		5,980					5,980	-
FY 2017 Proposed CIP		5,980					**5,980**	**-**
Landfill Sequence V Closure								
FY 2016 Adopted CIP			1,350	5,060			6,410	-
FY 2017 Proposed CIP			1,350	5,060			**6,410**	**-**
Storm Water Management								
FY 2016 Adopted CIP	3,000	3,000	3,000	3,000	3,000	3,000	18,000	-
FY 2017 Proposed CIP	3,500	3,675	5,860	6,150	6,460	6,780	**32,425**	***21,600***
Water/Wastewater Fund								
FY 2016 Adopted CIP	2,150	2,200	2,250	2,300	2,350	2,400	13,650	-
FY 2017 Proposed CIP	2,150	2,200	2,250	2,300	2,350	2,400	**13,650**	***10,100***
FY 2017 Proposed CIP Funding								
Local Tax Funding	14,460	14,710	17,190	17,785	18,345	19,125	**101,615**	***73,685***
General Obligation Bonds							**-**	***234,910***
Lease Revenue Financing	8,500	5,980	1,350	9,060	3,500		**28,390**	**-**
Proffers							**-**	**-**
Other Funding	1,310						**1,310**	**-**
	24,270	**20,690**	**18,540**	**26,845**	**21,845**	**19,125**	**131,315**	***308,595***

Proposed General Government Project Changes from the Adopted CIP to the Proposed CIP

- Project Management Consulting Services - Funding is provided to allow the County to hire task order contract consultants to help provide planning, study and design services for capital projects in support of the CIP program. Additional consultant funding ($2,875,000) is requested to support the number and complexity of capital projects in the six-year CIP.
- The Consolidated Shops and Warehouse - This project provides for facility renovations at 750 and 751 Miller Drive. The County purchased the two buildings in order to consolidate the County's warehousing and storage operations into one facility, and to eliminate leases throughout the County. The County appropriated $31,000,000 for the purchase of the buildings ($24.5 million) and for the renovation of the space not under lease agreements with non-County agencies ($6.5 million). The County is proposing to use existing appropriations within the Consolidated Shops and Warehouse project, and existing space within the facility, to develop the Fire and Rescue Candidate Performance Assessment and Training (CPAT) Center. In the FY 2016 Adopted CIP, the CPAT Center is currently planned to be developed in FY 2021, at a total cost of $6,540,000. By locating the CPAT Center at 751 Miller Drive, the facility can be developed in the FY 2016 – FY 2017 timeframe, at an estimated cost of $3,500,000 using existing appropriations within the Consolidated Shops and Warehouse facility project account.
- General Government Office Space Purchase - The Board of Supervisors directed staff to pursue the acquisition of two buildings in the Leesburg area for County office space needs. One of the building acquisitions is scheduled to occur in FY 2016, the other in FY 2017. The Proposed CIP contains $8,500,000 in lease revenue financing to acquire the second building in FY 2017, and provide funding for renovations to both buildings.
- General Office Space Transition Study - The County is currently conducting a Government Office Space Transition Strategy study to determine short and long term office space needs and strategic delivery centers for County services. The Proposed CIP contains a project in a future fiscal year (FY 2023 and FY 2024) to develop 425,000 square feet of office space at the County-owned Government Support Center site off of Sycolin Road and to acquire office space for a services center in eastern Loudoun.
- County Landfill - Debt service payments related to debt issued for the County's Landfill is appropriated annually and is estimated to total $1,310,141 in FY 2017. Debt service payments for the landfill's capital projects are paid using landfill fee revenues.
- County Stormwater Management Program – The program receives annual appropriations of local tax funding in the CIP to provide for the maintenance of storm water management ponds throughout the County. An increase in program funding is required starting in FY 2019 to address Chesapeake Bay Total Maximum Daily Load (TMDL) requirements. The Watershed Implementation Plan (WIP) provides that the County's share of the program cost is $20 million, and needs to be implemented by 2028. Starting in FY 2019 for a period of ten years, an additional $2 million is requested for the stormwater management program annually to provide the County's $20 million share for the WIP program.

Table 10. Comparison of Health and Welfare Project Planned Appropriations

Health & Welfare	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Adolescent Independent Living Residence								
FY 2016 Adopted CIP					10,950		10,950	-
FY 2017 Proposed CIP								***6,145***
DS Group Residence Eastern Loudoun								
FY 2016 Adopted CIP			2,065				2,065	-
FY 2017 Proposed CIP						2,375	**2,375**	**-**
DS Group Residence Purcellville								
FY 2016 Adopted CIP	1,945						1,945	-
FY 2017 Proposed CIP		2,025					**2,025**	**-**
FY 2017 Proposed CIP Funding								
Local Tax Funding							**-**	**-**
General Obligation Bonds							**-**	**-**
Lease Revenue Financing		2,025				2,375	**4,400**	***6,145***
Proffers							**-**	**-**
Other Funding							**-**	**-**
	-	**2,025**	**-**	**-**	**-**	**2,375**	**4,400**	***6,145***

Proposed Health and Welfare Project Changes from the Adopted CIP to the Proposed CIP

- Adolescent Independent Living Residence - Planned appropriations were deferred to a future fiscal year (FY 2023). A non-profit agency may potentially be entering the market that could eliminate the need for the County to develop such a facility. More time is needed to determine if the non-profit agency is a viable option. The planned scope for the project has been reduced. The revised cost estimate for the facility is $6,145,000.

- The Eastern Loudoun Group Residence – This residence is proposed to be deferred until FY 2022. Land acquisition appropriations for the Group Residence are scheduled for FY 2019. Land acquisition typically takes at least a year; a longer period of time is often required depending on the market.

- Purcellville Developmental Services Group Residence - Due to delays in the project delivery of the Round Hill Developmental Services (DS) Group Residence, the Purcellville DS Group Residence is proposed to be deferred to FY 2018. The residents of the current Purcellville DS Group Residence will be re-located to the Round Hill DS Group Residence once it is completed. Once the residents are re-located, the Purcellville Group Residence will be torn down and replaced.

Table 11. Comparison of Public Safety Project Planned Appropriations

Public Safety	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Courts Complex Phase III								
FY 2016 Adopted CIP	57,098		7,800				64,898	-
FY 2017 Proposed CIP	57,100			7,800			**64,900**	**-**
Fire and Rescue Capital Apparatus								
FY 2016 Adopted CIP	3,000	3,000	3,000	3,000	3,000	3,000	18,000	-
FY 2017 Proposed CIP	3,000	3,000	3,000	3,000	3,000	3,000	**18,000**	*12,000*
Fire and Rescue Station #04 Round Hill Replacement								
FY 2016 Adopted CIP		1,830	13,225	-			15,055	-
FY 2017 Proposed CIP		-	1,900	13,760			**15,660**	**-**
Fire and Rescue Station #07 Aldie Replacement								
FY 2016 Adopted CIP		-					-	-
FY 2017 Proposed CIP		4,000					**4,000**	**-**
Fire and Rescue Station #08 Philomont Replacement								
FY 2016 Adopted CIP						-	-	-
FY 2017 Proposed CIP						2,200	**2,200**	*13,725*
Fire and Rescue Station #10 Lucketts Replacement								
FY 2016 Adopted CIP	1,240						1,240	-
FY 2017 Proposed CIP	1,240						**1,240**	**-**
Station #12 Lovettsville Replacement								
FY 2016 Adopted CIP	13,500						13,500	-
FY 2017 Proposed CIP	13,500						**13,500**	**-**
Station #20 Leesburg VFC Expansion								
FY 2016 Adopted CIP	-						-	-
FY 2017 Proposed CIP	4,000						**4,000**	**-**
Station #28 Route 606								
FY 2016 Adopted CIP							-	-
FY 2017 Proposed CIP							-	*19,010*
Station #29 Leesburg South								
FY 2016 Adopted CIP	1,690	13,175		-	-		14,865	-
FY 2017 Proposed CIP	-	-		2,200	15,400		**17,600**	**-**
Fire and Rescue Training Academy Expansion								
FY 2016 Adopted CIP					8,365	-	8,365	-
FY 2017 Proposed CIP					880	6,630	**7,510**	**-**

Public Safety	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Fire and Rescue Training Tower								
FY 2016 Adopted CIP				500			500	-
FY 2017 Proposed CIP				500			**500**	**-**
Fire and Rescue Vehicle Annex								
FY 2016 Adopted CIP					3,900	-	3,900	-
FY 2017 Proposed CIP					-	510	**510**	*4,090*
Juvenile Detention Center Phase I								
FY 2016 Adopted CIP	-						-	-
FY 2017 Proposed CIP	3,000						**3,000**	**-**
Juvenile Detention Center Phase II								
FY 2016 Adopted CIP					4,895		4,895	-
					-		-	*5,195*
Juvenile Probation Residence								
FY 2016 Adopted CIP					7,200		7,200	-
FY 2017 Proposed CIP					7,200		**7,200**	**-**
FY 2017 Proposed CIP Funding								
Local Tax Funding	4,240	3,000	3,000	3,500	3,000	3,000	**19,740**	***12,000***
General Obligation Bonds	17,500	4,000	1,900	15,960	16,280	9,340	**64,980**	***36,825***
Lease Revenue Financing	60,100			7,800	7,200		**75,100**	***5,195***
Proffers							**-**	**-**
Other Funding							**-**	**-**
	81,840	**7,000**	**4,900**	**27,260**	**26,480**	**12,340**	**159,820**	***54,020***

Proposed Public Safety Project Changes from the Adopted CIP to the Proposed CIP

- Courts Complex - Planned appropriations for the renovation of 40,000 square feet of the Courts Complex facility was deferred from FY 2019 to FY 2020 to provide additional time for the completion of the construction of the 92,000 square foot Phase III expansion to the Courts Complex. The renovation phase of the project cannot occur until the Phase III expansion is complete.

- Round Hill Fire and Rescue Station - Due to the need to free up debt issuance capacity in FY 2018 for school project accelerations, the Proposed CIP provides funding for design in FY 2019 and construction in FY 2020 for the Round Hill Fire and Rescue Station Replacement, a one year project delay compared to planned project appropriations in the FY 2016 Adopted CIP.

- Aldie Fire and Rescue Station - The County recently acquired three parcels to move forward on the Aldie Fire Station replacement project. The Proposed CIP requests $4 million in additional appropriations to cover costs associated with project delays due to land acquisition issues, site development, and historic preservation costs.

- Philomont Fire Station Replacement - In the Fall of 2015, the Philomont Volunteer Fire Department made a formal request to the County for CIP funding to replace their Station. The Proposed CIP provides design funding in FY 2022 and construction funding in a future fiscal year (FY 2023) to develop an approximately 18,500 square foot replacement station for the company.

- Leesburg Fire Station Expansion - In the Fall of 2015, the Leesburg Volunteer Fire Department made a formal request to the County for CIP funding to expand Station #20 on Plaza Street to provide adequate space to staff a heavy rescue truck. Given the high priority need for a heavy rescue truck in the Leesburg area, staff is recommending that design for the station expansion begin in FY 2016 using existing Project Management Consulting funds, and funding for construction is provided in FY 2017 of the Proposed CIP. The facility expansion would include a 6,300 square foot addition to accommodate two drive through apparatus bays, updated bunkroom facilities, restrooms, a kitchen, a fitness room, offices, and a full WestNet system for the station. An additional 1,800 square feet would be added to the building for equipment storage.

- Route 606 Fire and Rescue Station - The County's Adopted Capital Needs Assessment (CNA) provides that the development of a Fire and Rescue Station in the Route 606 corridor should be developed in FY 2023. The recent approval of the Waterside rezoning application, ZMAP-2012-0006, provides a five acre public use site for the County to develop the Route 606 Fire and Rescue Station. The Proposed CIP provides funding to design and construct the new Route 606 Fire Station beginning in FY 2023.

- Leesburg South Fire and Rescue Station – This station is currently planned to be co-located on a 19-acre County owned site with the Public Safety Firing Range. Due to response time concerns in the Route 15 corridor, the Department of Fire, Rescue and Emergency Management is requesting permission from the Board of Supervisors to research alternative site locations in the Route 15/Evergreen Mills Road corridor for the station location. In order to give adequate time to research location options, the project is proposed to be delayed until FY 2020 for design and FY 2021 for construction in the Proposed CIP.

- The Fire and Rescue Vehicle Annex – This project was placed in a future fiscal year for development in the FY 2016 Adopted CIP. The Proposed CIP provides for design funding of the facility in FY 2022, with construction scheduled for a future fiscal year (FY 2023).

- Juvenile Detention Center - In the Fall of 2015, the Board of Supervisors adopted the Government Support Center special exception application, which included the location for the new Juvenile Detention Center. Phase I development of the Juvenile Detention Center can be re-activated now that the site for the facility has been established by the special exception approval. Due to project delays waiting for the approval, staff estimates an additional $3,000,000 is needed to complete Phase I of the project. Development of Phase II of the Juvenile Detention Center has been deferred to a future fiscal year in the Proposed CIP.

- Juvenile Probation Residence – Funding for this project was deferred into a future fiscal year in the FY 2016 Adopted CIP. A funding placeholder for the project has been placed in FY 2021 of the Proposed CIP; however, staff recommends that funding for the project be eliminated from the Proposed CIP. The Court system is trending towards placement of juveniles into community programs rather than residential facilities, which will negate the need for a Juvenile Probation Residence in the County. Furthermore, the effectiveness of the County's Evening Reporting Center, located at the County Youth Shelter in the Leesburg area, also reduces the need for a probation residence. Future expansion of the Evening Reporting Center program into the Sterling area is envisioned to further assist in providing community programs for juveniles.

- Fire and Rescue CPAT Center - The Proposed CIP proposes to provide the Fire and Rescue Candidate Performance and Assessment Training (CPAT) Center project in the county-owned building at 751 Miller Drive, using $3.5 million in current appropriations available to renovate the Miller Drive Buildings. The cost estimate to develop the CPAT Center as a stand-alone facility is $6,540,000. Developing the facility in the Miller Drive buildings now saves the County $3 million on the development of the CPAT Center, delivers the facility ahead of schedule, and provides the facility in desired flex-warehouse space.

Table 12. Comparison of Parks, Recreation and Culture Project Planned Appropriations

Parks, Recreation and Culture	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Ashburn Recreation and Community Center								
FY 2016 Adopted CIP	8,635	58,725					67,360	-
FY 2017 Proposed CIP	9,680	61,250					**70,930**	**-**
Ashburn Senior Center								
FY 2016 Adopted CIP	7,865						7,865	-
FY 2017 Proposed CIP	8,285						**8,285**	**-**
Brambleton Library								
FY 2016 Adopted CIP			1,120	13,400			14,520	-
FY 2017 Proposed CIP				7,100			**7,100**	**-**
Claude Moore Recreation Center Pool Seating Expansion								
FY 2016 Adopted CIP		-					-	-
FY 2017 Proposed CIP		2,000					**2,000**	**-**
Fields Farm Park								
FY 2016 Adopted CIP					9,970		9,970	-
FY 2017 Proposed CIP					3,350	23,700	**27,050**	**-**
Franklin Park to Purcellville Trail								
FY 2016 Adopted CIP						-	-	-
FY 2017 Proposed CIP						5,000	**5,000**	**-**
Hal and Berni Hanson Regional Park								
FY 2016 Adopted CIP	52,100						52,100	-
FY 2017 Proposed CIP	53,260						**53,260**	**-**
Lovettsville Community Center Replacement								
FY 2016 Adopted CIP	-						-	-
FY 2017 Proposed CIP	2,000						**2,000**	**-**
STEM Library								
FY 2016 Adopted CIP					45,890		45,890	-
FY 2017 Proposed CIP					5,900	41,100	**47,000**	**-**
Town of Leesburg Veteran's Park								
FY 2016 Adopted CIP					4,000		4,000	-
FY 2017 Proposed CIP					4,000		**4,000**	**-**
Town of Round Hill Sleeter lake Park								
FY 2016 Adopted CIP	-						-	-
FY 2017 Proposed CIP	173						**173**	**-**
FY 2017 Proposed CIP Funding								
Local Tax Funding					4,000		**4,000**	**-**
General Obligation Bonds	39,385	34,590			9,250	69,800	**153,025**	**-**
Lease Revenue Financing	2,000			7,030			**9,030**	**-**
Proffers	32,013	28,660		70			**60,743**	**-**
Other Funding							**-**	**-**
	73,398	**63,250**	**-**	**7,100**	**13,250**	**69,800**	**226,798**	**-**

Proposed Parks, Recreation and Culture Changes from the Adopted CIP to the Proposed CIP

- Brambleton Library - Due to the approval of two Brambleton rezonings, the location of the planned Brambleton Library shifted from a proffered public use site in the Active Adult community to a 40,000 square foot office condominium in the Town Center. In order to accelerate the opening of the library to FY 2018, the Board of Supervisors approved an agreement for the developer of Brambleton to design and construct the library. The County would lease the facility from Brambleton in FY 2018 and FY 2019, and would take ownership of the 40,000 office condominium space in FY 2020 upon payment of a development fee to Brambleton totaling $7,100,000, which is budgeted in the Proposed CIP. The agreement allows for the library to open three years earlier than if the County constructed the facility.
- Claude Moore Recreation Pool Seating Expansion - The Proposed CIP provides $2,000,000 in cash proffers in FY 2018 to provide for a 3,200 square foot expansion for spectator seating, storage, and to improve the HVAC and air extraction system to the competition pool at the Claude Moore Recreation Center.
- Fields Farm Park – This project develops a park containing up to ten athletic fields – four baseball fields and six rectangular fields - within a County owned tract of land, known as Fields Farm in the Route 7 West Planning Subarea. The park is being re-designed due to the re-alignment of the planned Woodgrove High School/Fields Farm Park Road through the property, as well as the reconfiguration of the park's athletic fields due to the elimination of Woodgrove High Schools' drainfields from the property. The high school hooked into the Town of Purcellville's water and sewer system, freeing up land used as drainfields for development as athletic fields as part of the park project.
- Franklin Park to Purcellville Trail - This project includes planned appropriations in FY 2022 to acquire easements and construct trail and sidewalk segments needed to connect Franklin Park to the Town of Purcellville.
- Lovettsville Community Center Replacement – This project provides for the design and construction of a new Lovettsville Community Center on the site of the current community center. Additional lease revenue financing of $2 million is being proposed in FY 2017 to cover added project costs due to site constraints, additional construction staging costs, and conditions of approval placed on the facility during the review process by the Town of Lovettsville.
- Sleeter Lake Park (Town of Round Hill) - In the Fall of 2015, the Town of Round Hill requested $173,462 from the County to help develop trails and internal roads to facilitate the opening of Sleeter Lake Park by October of 2016. The Proposed CIP provides funding in FY 2017 for this purpose.

County Project Issues for the FGOEDC to Consider:

1. Does the Committee agree with staff's recommendation to eliminate $7,200,000 in lease revenue financing for the Juvenile Probation Residence in FY 2021?

2. For the General Government Office Space Purchase project, $8,500,000 in lease revenue financing is budgeted in FY 2017. Per the motion made by the Board of Supervisors to approve the purchase, the Board directed staff to appropriate $8,100,000 in lease revenue financing in FY 2017 for the acquisition. Furthermore, per Board action on February 18, 2016, $465,000 in lease revenue financing was appropriated in FY 2016 to cover the cost of the earnest money deposit required for the facility purchase, further lowering the required appropriation for the project in FY 2018 to $7,635,000. Does the Committee agree with staff's recommendation to reduce funding for the General Government Office Space Purchase project from $8,500,000 to $7,635,000 in lease revenue financing in FY 2017?

3. Does the Committee agree with staff's recommendation to develop the Fire and Rescue Candidate Performance and Assessment Training (CPAT) Center project in the county-owned building at 751 Miller Drive, using $3.5 million in current appropriations from the Consolidated Shops and Warehouse project?

4. Does the Committee wish to amend any of staff's funding recommendations for County government projects in the FY 2017 – FY 2022 Proposed CIP?

5. Does the Committee wish to consider other proposed funding amendments that are not currently provided in the FY 2017 – FY 2022 Proposed CIP for County government projects?

Transportation Projects

Table 13. Comparison of Road Project Planned Appropriations

Roads	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Arcola Boulevard								
FY 2016 Adopted CIP	8,127	18,200	-	-			*26,327*	-
FY 2017 Proposed CIP	-	-	12,100	20,000			***32,100***	**-**
Atlantic Boulevard Pedestrian Improvements								
FY 2016 Adopted CIP					6,000	-	6,000	-
FY 2017 Proposed CIP					-	6,061	**6,061**	**-**
Belmont Ridge Road - Gloucester to Hay								
FY 2016 Adopted CIP	13,015						13,015	-
FY 2017 Proposed CIP	13,015						***13,015***	**-**
Belmont Ridge Road - Truro Parish to Croson								
FY 2016 Adopted CIP		13,600					13,600	-
FY 2017 Proposed CIP		15,000					**15,000**	**-**
Braddock/Summerall/Supreme Intersection Improvements								
FY 2016 Adopted CIP			-				-	-
FY 2017 Proposed CIP			2,100				**2,100**	**-**
Crosstrail Boulevard								
FY 2016 Adopted CIP	2,000		39,960				41,960	-
FY 2017 Proposed CIP	2,000		-	41,560			**43,560**	**-**
Farmwell Road - Smith Switch to Ashburn Road								
FY 2016 Adopted CIP		-	-			-	-	-
FY 2017 Proposed CIP		10,000	7,000				**17,000**	**-**
George Washington Boulevard Overpass								
FY 2016 Adopted CIP	4,132		1,975	8,201	8,500	-	22,808	-
FY 2017 Proposed CIP	4,132		1,976	8,201	8,500	3,000	**25,809**	**-**
Glascock Road - Loudoun County Parkway to Arcola Boulevard								
FY 2016 Adopted CIP			14,616	2,600	-	-	17,216	-
FY 2017 Proposed CIP			-	2,514	4,700	10,000	**17,214**	**-**
Glascock Road - Arcola Boulevard to Northstar								
FY 2016 Adopted CIP					23,100	-	23,100	-
FY 2017 Proposed CIP					7,126	36,550	**43,676**	**-**
Gum Spring/Evergreen Mills/Belmont Ridge Intersection Improvements								
FY 2016 Adopted CIP					12,000		12,000	-
FY 2017 Proposed CIP					-		-	*12,000*
Loudoun County Parkway								
FY 2016 Adopted CIP	20,000						20,000	-
FY 2017 Proposed CIP	-						-	**-**
Moorefield Boulevard								
FY 2016 Adopted CIP			-				-	-
FY 2017 Proposed CIP			4,200				**4,200**	**-**

Roads	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Mooreview Parkway								
FY 2016 Adopted CIP	-						-	-
FY 2017 Proposed CIP	1,579						**1,579**	**-**
Northstar Boulevard - Route 50 to Tall Cedars								
FY 2016 Adopted CIP	2,200	-	11,217	17,935			31,352	-
FY 2017 Proposed CIP	-	20,560	10,000	-			**30,560**	**-**
Northstar Boulevard - Route 50 to Shreveport								
FY 2016 Adopted CIP	27,353	9,098	3,805	4,630			44,886	-
FY 2017 Proposed CIP	10,000	11,081	27,440	-			**48,521**	**-**
Northstar Boulevard - Tall Cedars to Braddock								
FY 2016 Adopted CIP					16,300	-	16,300	-
FY 2017 Proposed CIP					-	21,855	21,855	**-**
Northstar/Belmont Ridge Traffic Signal								
FY 2016 Adopted CIP	-						-	-
FY 2017 Proposed CIP	510						**510**	**-**
Prentice Road								
FY 2016 Adopted CIP	-	12,895	27,082	24,353	-		64,330	-
FY 2017 Proposed CIP	9,000	-	-	20,000	60,650	-	**89,650**	**-**
Route 15 Bypass/ Battlefield Parkway								
FY 2016 Adopted CIP	2,000	-					2,000	-
FY 2017 Proposed CIP	-	2,000					**2,000**	**-**
Route 15 Bypass/ Edwards Ferry Road								
FY 2016 Adopted CIP					1,200	-	1,200	-
FY 2017 Proposed CIP					1,200	1,500	**2,700**	**-**
Route 606 Widening								
FY 2016 Adopted CIP	8,289						8,289	-
FY 2017 Proposed CIP	8,573						**8,573**	**-**
Route 7/ Battlefield Parkway								
FY 2016 Adopted CIP	-	-	25,000	20,000			45,000	-
FY 2017 Proposed CIP	38,760	6,240	-	-			**45,000**	**-**
Route 7/ Route 690 Interchange								
FY 2016 Adopted CIP		3,187	-	12,000	-	-	15,187	-
FY 2017 Proposed CIP		-	2,032	5,100	10,000	16,001	**33,133**	**-**
Route 9/ Route 287 Roundabout								
FY 2016 Adopted CIP	750	5,000					5,750	-
FY 2017 Proposed CIP	-	-					-	*10,750*
Shaw Road								
FY 2016 Adopted CIP		-					-	-
FY 2017 Proposed CIP		2,622					**2,622**	**-**

Roads	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Sterling Boulevard Extension								
FY 2016 Adopted CIP	-						-	-
FY 2017 Proposed CIP	10,028						**10,028**	**-**
Waxpool/Loudoun County Parkway Intersection								
FY 2016 Adopted CIP	1,154	2,000					3,154	-
FY 2017 Proposed CIP	1,146	3,489					**4,635**	**-**
Waxpool/Smith Switch/Farmwell Intersection Improvements								
FY 2016 Adopted CIP		4,000	-				4,000	-
FY 2017 Proposed CIP		-	4,300				**4,300**	**-**
Westwind Drive - State Street to Ladbrook								
FY 2016 Adopted CIP		9,000	-	-			9,000	-
FY 2017 Proposed CIP		-	8,000	35,696			**43,696**	**-**
Woodgrove HS/Fields Farm Park Road								
FY 2016 Adopted CIP		-					-	-
FY 2017 Proposed CIP		2,500					**2,500**	**-**
FY 2017 Proposed CIP Funding								
Local Tax Funding	26,415	15,000	11,400	13,400	13,400	15,000	**94,615**	**-**
General Obligation Bonds				41,560		6,000	**47,560**	*12,000*
Lease Revenue Financing							**-**	**-**
Proffers	312	1,689		2,514		253	**4,768**	**-**
Other Funding	72,016	56,803	67,748	75,597	78,776	73,714	**424,654**	*10,750*
	98,743	**73,492**	**79,148**	**133,071**	**92,176**	**94,967**	**571,597**	***22,750***

Proposed Road Project Changes from the Adopted CIP to the Proposed CIP

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, size and cost 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 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 in the six-year Proposed CIP.

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. The project is proposed to be deferred into a future fiscal year until design options and project cost estimates are further refined.

Table 14. Comparison of Transportation Contingency Planned Appropriations

Contingency Accounts	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Contingency - Sidewalks								
FY 2016 Adopted CIP	-	-	-	-	-	-	-	-
FY 2017 Proposed CIP	1,000	1,000	1,000	1,000	1,000	1,000	***6,000***	-
Contingency - Traffic Calming								
FY 2016 Adopted CIP	-	-	-	-	-	-	-	-
FY 2017 Proposed CIP	100	100	100	100	100	100	**600**	-
Contingency - Traffic Signals								
FY 2016 Adopted CIP	-	-	-	-	-	-	-	-
FY 2017 Proposed CIP	500	500	500	500	500	500	***3,000***	-
FY 2017 Proposed CIP Funding								
Local Tax Funding			1,600	1,600	1,600		**4,800**	-
General Obligation Bonds							**-**	-
Lease Revenue Financing							**-**	-
Proffers							**-**	-
NVTA Local Funds	1,600	1,600				1,600	**4,800**	-
	1,600	**1,600**	**1,600**	**1,600**	**1,600**	**1,600**	**9,600**	-

Proposed Transportation Contingency Changes from the Adopted CIP to the Proposed CIP

Annual appropriations are proposed to be 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.

Table 15. Comparison of Town Transportation Project Planned Appropriations

Towns	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Town Hamilton - Pedestrian Improvements								
FY 2016 Adopted CIP	-						-	-
FY 2017 Proposed CIP	566						**566**	-
Town of Hillsboro - Traffic Calming								
FY 2016 Adopted CIP		-					-	-
FY 2017 Proposed CIP		4,800					**4,800**	-
Town of Leesburg - Battlefield Parkway (Route 15 to the Greenway)								
FY 2016 Adopted CIP		-					-	-
FY 2017 Proposed CIP		1,000					**1,000**	-
Town of Leesburg NVTA Distribution								
FY 2016 Adopted CIP	2,005	2,096	2,191	2,291	-	-	8,583	-
FY 2017 Proposed CIP	2,036	2,099	2,165	2,234	2,304	2,377	**13,215**	*10,964*
Town of Middleburg Crosswalk Project								
FY 2016 Adopted CIP	585						585	-
FY 2017 Proposed CIP	585						**585**	-
Town of Purcellville NVTA Distribution								
FY 2016 Adopted CIP	417	436	457	478	-	-	1,788	-
FY 2017 Proposed CIP	444	457	471	486	501	516	**2,875**	*2,290*
FY 2017 Proposed CIP Funding								
Local Tax Funding	585						**585**	-
General Obligation Bonds							**-**	-
Lease Revenue Financing							**-**	-
Proffers	566						**566**	-
Other Funding	2,480	8,356	2,636	2,720	2,805	2,893	**21,890**	*13,254*
	3,631	**8,356**	**2,636**	**2,720**	**2,805**	**2,893**	**23,041**	*13,254*

Proposed Town Transportation Project Changes from the Adopted CIP to the Proposed CIP

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:

- The Proposed CIP provides $585,000 in local tax funding to the Town of Middleburg for the Route 50 Traffic Calming Crosswalk project being administered by VDOT.

- The Proposed CIP provides $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.

- The Proposed CIP provides $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, to reduce adverse impacts to commuters by phasing construction of both projects simultaneously. 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. Funding would be provided using $1,900,000 in Revenue Sharing funds and $2,900,000 in NVTA local funding in FY 2018.

- The Proposed CIP provides $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 reduce traffic congestion that occurs on Battlefield Parkway during rush hour, 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.

Table 16. Comparison of Transit Project Planned Appropriations

Transit	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	CIP Total	*Future FY*
Transit Buses								
FY 2016 Adopted CIP	1,000	1,000	1,000	1,000	-	-	4,000	-
FY 2017 Proposed CIP	1,000	1,000	1,000	1,000	1,000	1,000	**6,000**	*4,000*
Metro Capital Contribution								
FY 2016 Adopted CIP			-	-	-	-	-	-
FY 2017 Proposed CIP			12,000	12,000	13,000	13,000	**50,000**	-
Metro Station Area Pedestrian Improvements								
FY 2016 Adopted CIP						-	-	-
FY 2017 Proposed CIP						5,400	**5,400**	*6,600*
NEPP								
FY 2016 Adopted CIP							-	-
FY 2017 Proposed CIP			2,000				**2,000**	-
Park and Ride - Leesburg Area								
FY 2016 Adopted CIP	900						900	-
FY 2017 Proposed CIP	1,490						**1,490**	-
Park and Ride - One Loudoun								
FY 2016 Adopted CIP			3,290				3,290	-
FY 2017 Proposed CIP			3,290				**3,290**	-
Park and Ride - Western Loudoun								
FY 2016 Adopted CIP	3,821		150				3,971	-
FY 2017 Proposed CIP	3,821		150				**3,971**	-
FY 2017 Proposed CIP Funding								
Local Tax Funding			2,000				**2,000**	*6,600*
General Obligation Bonds			12,000	12,000	13,000	13,000	**50,000**	-
Lease Revenue Financing							**-**	-
Proffers	500						**500**	-
Other Funding	5,811	1,000	4,440	1,000	1,000	6,400	**19,651**	*4,000*
	6,311	**1,000**	**18,440**	**13,000**	**14,000**	**19,400**	**72,151**	*10,600*

Proposed Transit Project Changes from the Adopted CIP to the Proposed CIP

- The Proposed CIP provides an annual Metro Capital Contribution to WMATA beginning in FY 2019 using general obligations bonds. The County has agreed to enter into a Capital Funding Agreement (CFA) with WMATA to provide an annual contribution to provide funding for systems performance, repair, maintenance and other capital related costs.

- The Proposed CIP provides $5,400,000 in FY 2022 and $6,600,000 in a future fiscal year (FY 2023) to make pedestrian and intersection improvements in the vicinity of the Route 606 and Route 772 metro stations.
- The Proposed CIP provides $2,000,000 in FY 2019 for the New Electronic Payments Program (NEPP) that will be designed to provide a state of the art system for Metro customers that enables them to continue to use SmarTrip® cards, while expanding fare payment to chip-enabled credit cards, federal government ID cards, and mobile phones using near field communications (NFC).

- Additional NVTA local funding is provided for the Leesburg Area Park and Ride Lot in FY 2017. A current public-private partnership proposal under consideration involves a private developer designing and constructing the Leesburg Park and Ride Lot for the County. Due to this arrangement, previously appropriated CMAQ funds would not be eligible for use on the project, which has led to a need to find other sources of funding for the project.

Transportation Project Issues for the FGOEDC to Consider:

1. Does the Committee wish to amend any of staff's funding recommendations for transportation projects in the FY 2017 – FY 2022 Proposed CIP?

2. Does the Committee wish to consider other proposed funding amendments that are not currently provided in the FY 2017 – FY 2022 Proposed CIP for transportation projects?

ATTACHMENTS:

1. FY 2017 – FY 2022 Proposed CIP Program Funding Summary Tables
2. Impact on Future Debt Ratios: FY 2017 – FY 2022 (CIP Executive Summary)
3. Answers to Board Questions on Proposed CIP 2.0 (those received by Feb. 16th)

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

ATTACHMENT 1

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 Crosoı	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
Glascock Road (east of Arcola Blvd)	-	-	-	-	2,514	4,700	10,000	17,214	-	17,214
Glascock Road (west of Arcola Blvd)	-	-	-	-	-	7,126	36,550	43,676	-	43,676
Gum Spring/Evergreen Mills/Belmont Rid(	-	-	-	-	-	-	-	-	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	6,000	-	6,000
Contingency - Traffic Calming	-	100	100	100	100	100	100	600	-	600
Contingency - Traffic Signal	-	500	500	500	500	500	500	3,000	-	3,000
Contingency Subtotal:	-	1,600	1,600	1,600	1,600	1,600	1,600	9,600	-	9,600
Town of Hamilton Pedestrian Improvemer	-	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
Clssroom 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	1,915	75,125	-	35,390	4,545	41,535	5,280	161,875	-	163,790
Funding Source										
Local Tax Funding	-	-	-	-	-	660	5,280	5,940	-	5,940
General Obligation Bonds	1,915	75,125	-	35,390	4,545	40,875	-	155,935	-	157,850
Total Funding Source	1,915	75,125	-	35,390	4,545	41,535	5,280	161,875	-	163,790

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

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.

Introduction

There are five general sources of funding for transportation projects that can be shifted among projects when considering proposed funding amendments to the Proposed CIP. The following tables and description of each funding type should be reviewed when considering a swap of proposed funding between projects as a funding amendment in the Proposed CIP. The following tables provide the list of projects that contain the identified sources of funding in the Proposed CIP in order to understand what projects would be impacted in order to accommodate a funding amendment.

$0.02 of the Real Property Tax Rate – provides dedicated local tax funding for transportation projects throughout the County.

Table 1. Projects with Local Tax Funding for Roads in the Proposed CIP

$0.02 Local Tax Funding						
Project	**FY 2017**	**FY 2018**	**FY 2019**	**FY 2020**	**FY 2021**	**FY 2022**
Belmont Ridge Road (Gloucester Parkway to Hay Road)	13,015					
Belmont Ridge Road (Truro Parish to Croson)		13,600				
Braddock/Supreme/ Summerall Intersection Improvements			2,100			
Glascock Boulevard (West of Arcola Boulevard)						9,000
Mooreview Parkway	1,254					
New Electronic Payments Program (WMATA)			2,000			
Northstar Boulevard (Section 79) - Route 50 to Shreveport			5,000			
Prentice Drive					13,400	
Route 7/ Route 690 Interchange				5,100		6,000
Shaw Road		1,400				
Town of Middleburg Crosswalk Projects	585					
Transportation Contingencies			1,600	1,600	1,600	
Waxpool / Loudoun County Parkway Intersection	146					
Waxpool/Smith Switch/Farmwell Intersection Improvements			4,300			
Westwind Drive (State Street to Ladbrook Road)				8,300		

- The local tax funding for Belmont Ridge Road is required to award a construction contract for the segment from Truro Parish to Croson Lane. Removing funding from this project would provide insufficient funds to complete the project.
- Funding for Shaw Road is included in the Proposed CIP per Board direction.

Debt Financing – Roads using debt financing are recommended to be funded using general obligation bonds; however, lease revenue financing may be considered but at a higher cost due to higher interest rates. While debt financing could be considered as a financing mechanism for road projects in the Proposed CIP, there is no debt issuance capacity from FY 2017 to FY 2019 of the six-year CIP timeframe. So the use of debt financing for new transportation project requests could only be accommodated in the FY 2020 – FY 2022 timeframe, pending that the use of the debt is compliant with the County's debt ratios, and there is sufficient local tax funding to support debt service payments and the annual 10% local tax funding requirement in the CIP.

This analysis assumes no other project debt issuance schedules have been altered in the six-year CIP timeframe. Debt issuance capacity may not be available in the years stated above if other funding amendments involving the use of debt are also considered in the same timeframe. If multiple projects are proposed by the FGOEDC for funding amendments using debt financing, then the proposed project amendments need to be analyzed concurrently in order to assess the impact on the County's debt ratios.

Please note, general obligation bonds require Countywide referendum approval prior to appropriation; therefore, the approval of the use of general obligation bond financing is never guaranteed.

State Revenue Sharing Grants – State Revenue Sharing funds are a 50/50 matching program between the Commonwealth of Virginia and localities. The County is eligible to apply for up to $10 million per year in State Revenue Sharing grant funds, but the local jurisdiction must provide a $10 million annual match for these funds. Currently, the County uses $10 million annually in NVTA Local funds (the 30% allocation) as the matching funds for this program. State Revenue Sharing funds is a competitive program. Funding is awarded to the County by VDOT and the County is not guaranteed that the projects proposed for State Revenue Sharing funding will be awarded funding by VDOT.

Under the system used by VDOT to rank requests for State Revenue Sharing grant funding, there are four Tiers:

Tier 1 – The highest priority ranking, includes projects that already have prior State Revenue Sharing grants awards. The use of additional State Revenue Sharing funding will help the projects to completion. The County's projects that fall into Tier 1 of the ranking system include:

- Belmont Ridge Road
- Farmwell Road
- Northstar Boulevard
- Sterling Boulevard Extension

These projects have the highest probability of obtaining awards from VDOT for State Revenue Sharing grants. The County has placed its requests for the use of State Revenue Sharing grant funding on these projects in the first three years of the Proposed CIP in order to maximize the likelihood of leveraging State funding for County projects. Staff does not advise moving State Revenue Sharing off of these projects as these are the only projects that would currently qualify as Tier 1 projects in the County's CIP.

Tier 2 - The second highest priority ranking, includes projects that meet a transportation need identified in the Statewide Transportation Plan or accelerates projects within the County's CIP. The County's projects that fall into Tier 2 of the ranking system include the Town of Hillsboro Traffic Calming and Pedestrian Safety project, Arcola Boulevard, Glascock Boulevard, Route 7/690 Interchange, Waxpool/Loudoun County Parkway Intersection Improvements, and Westwind Drive. These projects have a good probability of obtaining awards from VDOT for State Revenue Sharing grants.

Tier 3 – Includes repaving and bridge rehabilitation projects.

Tier 4 – Other requests for funding.

Table 2. Projects with State Revenue Sharing Funding for Roads in the Proposed CIP

State Revenue Sharing Funds						
Project	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Arcola Boulevard				5,000		
Belmont Ridge Road (Truro Parish to Croson)		1,400				
Farmwell Road (Smith Switch to Ashburn)		5,000	3,500			
Glascock Boulevard (East of Arcola Boulevard)					1,500	5,000
Glascock Boulevard (West of Arcola Boulevard)					3,500	
Northstar Boulevard (Section 78) - Route 50 to Tall Cedars			5,000			
Northstar Boulevard (Section 79) - Route 50 to Shreveport	5,000		1,500			
Route 7/ Route 690 Interchange					5,000	5,000
Sterling Boulevard Extension	5,000					
Town of Hillsboro Traffic Calming & Pedestrian Safety		1,900				
Waxpool / Loudoun County Parkway Intersection		1,700				
Westwind Drive (State Street to Ladbrook Road)				5,000		

NVTA Regional Funds (70%) – After the current Adopted CIP was approved, NVTA modified the eligibility rules to state that only projects in the NVTA Transaction Plan would be eligible for the NVTA 70% Regional funding. It was at this point in time that the County started lobbying NVTA to update the Transaction Plan. Months later, NVTA agreed to initiate the TransAction Plan update, which will not be complete until FY 2018. All projects that were proposed to use NVTA 70% Regional funding in the current Adopted CIP that were not in the TransAction Plan had to be moved beyond FY 2018 in the Proposed CIP. The Route 7/Battlefield Parkway project is the only County project in the TransAction Plan eligible for NVTA Regional funds in FY 2017.

The remaining projects proposed for the use of NVTA Regional funding are included as part of the County's package of amendments to the Constrained Long Range Plan (CLRP), which qualifies the projects for inclusion in the TransAction Plan.

Please note, NVTA Regional funds are applied for and awarded on a competitive basis. There is no guarantee the County will receive NVTA Regional funds for the projects it designates funding for. Funding awards are made by NVTA and are distributed competitively to projects throughout the region.

Attachment 1 to the responses to the Supervisors' questions provides the list of County projects proposed for inclusion to the CLRP and TransAction Plan, which when approved, would be eligible for the use of NVTA Regional funds after FY 2018.

Table 3. Projects with NVTA Regional Funding for Roads in the Proposed CIP

NVTA 70% Regional Funds						
Project	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
Arcola Boulevard			12,100	10,000		
Glasscock Boulevard (West of Arcola)						23,100
Northstar Boulevard (Section 78) - Route 50 to Tall Cedars		20,560				
Northstar Boulevard (Section 79) - Route 50 to Shreveport		11,081	20,940			
Northstar Boulevard (Section 79) - Tall Cedars to Braddock						21,663
Prentice Drive				20,000	43,480	
Route 15 Bypass / Battlefield Parkway		2,000				
Route 7 / Battlefield Parkway	38,760	6,240				
Westwind Drive (State Street to Ladbrook Road)			8,000	12,239		

NVTA Local Funds (30%) – The County obtains 30% of its local proportion of NVTA funding as local funds, which may be programmed for use in the CIP at the Board's discretion. These funds are not awarded on a competitive basis, but the funding amount is dependent upon the amount of revenues raised from additional taxes authorized by HB 2313.

The first $10,000,000 of NVTA Local funds each year are used as the 50% matching funds for the County's State Revenue Sharing grants. Funding amendments proposing to re-allocate NVTA Local funds from one project to another needs to ensure: 1. that the funds being proposed for re-allocation are not already required as matching funds to a State Revenue Sharing request, or 2. that both the State Revenue Sharing funds and the matching NVTA Local funds are both eligible to be re-allocated to another project.

Table 4. Projects with NVTA Local Funding for Roads in the Proposed CIP

NVTA 30% Local Funds						
Project	**FY 2017**	**FY 2018**	**FY 2019**	**FY 2020**	**FY 2021**	**FY 2022**
Arcola Boulevard				5,000		
Farmwell Road (Smith Switch to Ashburn)		5,000	3,500			
Glascock Boulevard (East of Arcola Boulevard)					3,200	5,000
Glascock Boulevard (West of Arcola Boulevard)					3,626	4,450
Leesburg Area Park & Ride Lot	1,490					
Moorefield Boulevard			4,200			
Mooreview Parkway	325					
Northstar Boulevard / Belmont Ridge Road Traffic Signal	510					
Northstar Boulevard (Section 78) - Route 50 to Tall Cedars			5,000			
Northstar Boulevard (Section 79) - Route 50 to Shreveport	5,000					
Prentice Drive					3,770	
Route 7/ Route 690 Interchange			2,032		5,000	5,001
Shaw Road		322				
Sterling Boulevard Extension	5,000					
Town of Hillsboro Traffic Calming & Pedestrian Safety		2,900				
Town of Leesburg Battlefield Pkwy - Route 15 to Greenway		1,000				
Transportation Contingencies	1,600	1,600				1,600
Waxpool / Loudoun County Parkway Intersection		1,000				
Westwind Drive (State Street to Ladbrook Road)				10,157		
Woodgrove High School and Fields Farm Road		2,500				

The following allocations of NVTA Local funding provide matching funds to a State Revenue Sharing grant proposal:

FY 2017 – Northstar Boulevard from Shreveport Road to Route 50 ($5,000,000), Sterling Boulevard Extension ($5,000,000)

FY 2018 – Farmwell Road ($5,000,000), Town of Hillsboro Traffic Calming and Pedestrian Safety ($1,900,000), Waxpool/Loudoun County Parkway Intersection Improvements ($1,000,000)

FY 2019 – Farmwell Road ($3,500,000), Northstar Boulevard from Route 50 to Tall Cedars ($5,000,000)

FY 2020 - Arcola Boulevard ($5,000,000), Westwind Drive ($5,000,000)

FY 2021 – Glascock Boulevard East ($1,500,000), Glascock Boulevard West ($3,500,000), Route 7/690 Interchange ($5,000,000)

FY 2022 - Glascock Boulevard East ($5,000,000), Route 7/690 Interchange ($5,000,000)

Please note, the allocations of NVTA Local funds to the Towns of Leesburg and Purcellville are not included in this table. Per the terms of the MOU between NVTA, the County and the Towns, the estimated percentage of revenues generated within the Towns from taxes levied by HB 2313 are distributed to the Towns. These funds cannot be re-allocated to County projects within the CIP.

1. **Could staff provide options to accelerate the 7/690 interchange project by one year (Volume 2, Page 11-46)? It is currently funded between FY 2019-2022. Supervisor Buffington would like it funded between 2018-2021. (Supervisor Buffington)**

   As identified in the Introduction, there are five potential sources of funding that could be used to accelerate the Route 7/690 Interchange project between FY 2018 and FY 2021. The Introduction is meant to provide information regarding sources of funding to be considered when proposing funding amendments in the CIP, and the potential restrictions that apply to each source of revenue. Please refer to the Introduction when considering funding amendments.

   1. $0.02 of the tax rate - The local tax funding for Belmont Ridge Road in FY 2017 and FY 2018 is required to award a construction contract for the segment from Truro Parish to Croson Lane. Removing funding from this project would provide insufficient funds to complete the project. Funding for Shaw Road is included in the Proposed CIP per Board direction. Staff is proposing to initiate design of Shaw Road in FY 2016 using cash proffers.

   2. Debt Financing –With proposed funding allocations totaling $17,100,000 in the project from FY 2019 to FY 2021, $16,000,000 in funding would need to be accelerated From FY 2022 into FY 2020 or FY 2021 if debt financing were considered for this project. Either year could accommodate this request. This analysis assumes no other project debt issuance schedules have been altered in the six-year CIP timeframe. Debt issuance capacity may not be available in the years stated above if other funding amendments involving the use of debt are also considered in the same timeframe. If multiple projects are proposed by the FGOEDC for funding amendments using debt financing, then the proposed project amendments need to be analyzed concurrently in order to assess the impact on the County's debt ratios.

   3. State Revenue Sharing Grants – Under the system used by VDOT to rank requests for State Revenue Sharing grant funding, the Route 7/690 Interchange project would not be considered a Tier 1 project, or the highest priority for funding consideration, because it has no prior year Revenue Sharing grant allocations. However, it would be considered a Tier 2 project, in that the request for Revenue Sharing funding would accelerate the project for development in the County's CIP. Current appropriations for the project in the current Adopted CIP are not sufficient to complete construction of the project, so the use of Revenue Sharing funding from FY 2018 to FY 2021 could fully fund this project, and thus accelerate its development in the County's CIP.

   4. NVTA Regional Funds – The Route 7/690 Interchange is included as part of the County's package of amendments to be included in the Constrained Long Range Plan (CLRP), which qualifies the project for inclusion in the TransAction Plan. Staff estimates that the interchange will be included in the TransAction Plan by FY 2018, which means it may be eligible for NVTA Regional funding on or after FY 2018.

5. NVTA Local Funds –The first $10,000,000 in NVTA Local funds each year are used as the 50% matching funds for the County's State Revenue Sharing grants. Funding amendments proposing to re-allocate NVTA Local funds to another project needs to ensure either: 1. that the funds being re-allocated are not needed to provide matching funds to a State Revenue Sharing request, or 2. That both the NVTA Local and State Revenue Sharing funds can be re-allocated to another project.

2. **In the adopted FY16 budget, Prentice Drive (Volume 2, Page 11-336) is in the FY 2018-2020 CIP. Can we switch the funding for Prentice Drive to Shellhorn Road? After funding for Prentice Drive is diverted to Shellhorn Road, Shellhorn Road would now have construction funding beginning in FY 2018. What would the construction timeline be with this funding schedule? Is there any possibility to advance the funding or construction schedule earlier than FY 2018? (Supervisor Meyer)**

   The FY 2017 – FY 2022 Proposed CIP includes $89,650,000 in funding in FY 2017, FY 2020 and FY 2021 for the development of Prentice Drive. $9 million in remaining fund balance from the Gloucester Parkway project is programmed in FY 2017 for preliminary engineering and right-of-way (ROW) acquisition for Prentice Drive, based on prior Board direction. The Proposed CIP includes $13,400,000 in local tax funding in FY 2021, $3,770,000 in NVTA Local funding in FY 2021, and NVTA Regional Funds ($20,000,000 in FY 2020 and $43,480,000 in FY 2021) for construction of Prentice Drive.

   Funding for Prentice Drive was deferred into FY 2020 and FY 2021 in the Proposed CIP due to the need to re-allocate NVTA Regional funds to the Route 7/Battlefield Parkway interchange project in FY 2017, which caused a domino effect on funding for other projects, including Northstar Boulevard from Shreveport Road to Route 50 and Prentice Drive, to be deferred to accommodate other project funding requirements.

   Staff is working on an alignment study for Shellhorn Road between Loudoun County Parkway and Moran Road, which will help determine the proper location and alignment of the road, develop a better estimate of the amount of right-of-way acquisition and utility relocation required, and the size and location of potential bridges required to cross floodplain. Staff's recommendation would be to fund preliminary design and engineering work on the project to the 30% level in order to develop an accurate cost estimate for the project. Staff's preliminary cost estimate to develop this segment of Shellhorn Road could be as high as $100 million.

   Of the sources of funding currently planned for Prentice Drive, local tax funding and NVTA local funding can be allocated towards Shellhorn Road. However, Shellhorn Road is not currently in the CLRP, or the NVTA TransAction Plan, and is therefore not eligible for NVTA Regional Funds. The project is being proposed for inclusion in the CLRP as an amendment to that plan, and then ultimately the NVTA TransAction Plan as part of the FY 2017 plan update which would make it eligible for NVTA funding once approved. Staff estimates this project will be approved as part of the CLRP in November of 2016, and the TransAction Plan by late FY 2017, making it eligible for the planned NVTA Regional funding currently planned for Prentice Drive in the Proposed CIP.

Regarding advancing funding prior to FY 2018 for the project, switching funding for the two projects could provide preliminary engineering funding in FY 2017, but does not provide construction funding until FY 2020 and FY 2021. Based on staff's preliminary cost estimate, this project may require additional funding beyond what is proposed for Prentice Drive. This project is not eligible for NVTA Regional funds in FY 2017, and other sources of funding in FY 2017 are on high priority projects such as Belmont Ridge Road from Truro Parish to Croson Lane. There is no debt issuance capacity from FY 2017 to FY 2019 in the Proposed CIP.

Preliminary engineering could be initiated using the Project Management Consulting funds in the CIP, if the Board so directs. The fund could be replenished when additional project funding comes available. The Board may also consider phasing this project to complete smaller segments sooner to show progress towards completion within available funding sources.

In the alternative, the county would leave Prentice Drive as currently planned in the Proposed CIP while also seeking NVTA Regional Funds for Shellhorn Road. Generally, we anticipate $35-45 million per year in NVTA Regional Funding. These funds are subject to NVTA ranking and approval and are not definitive at this time. Staff will discuss this further with the FGOEDC at the February 23rd meeting.

3. **In what scenario could funding for the Gum Spring/Evergreen Mills/Belmont Ridge Intersection Improvements (Volume 2, Page 11-24) be accommodated within the CIP? (Supervisor Letourneau)**

   The Gum Spring/Evergreen Mills/Belmont Ridge Road Intersection Improvements project is currently funded using general obligation bonds in a future fiscal year (FY 2023) in the Proposed CIP. Assuming the source of funding does not change, debt issuance capacity to accommodate $12 million in general obligation bond financing is available in FY 2020, FY 2021 or FY 2022 of the Proposed CIP timeframe.

   This analysis assumes no other project debt issuance schedules have been altered in the six-year CIP timeframe. Debt issuance capacity may not be available in the fiscal years stated above if other funding amendments involving the use of debt are also considered in the same timeframe. If multiple projects are proposed by the FGOEDC for funding amendments using debt financing, then the proposed project amendments need to be analyzed concurrently in order to assess the impact on the County's debt ratios.

4. **What is the estimated cost of widening Evergreen Mills Road to four lanes from Northstar Boulevard to Loudoun County Parkway as recently added to the CTP by the Board? In what scenario could this be accommodated in the CIP? (Supervisor Letourneau)**

   The Gum Spring/Evergreen Mills/Belmont Ridge Road Intersection Improvements project is currently funded using general obligation bonds in a future fiscal year (FY 2023) in the Proposed CIP. This project includes widening the segment of Evergreen Mills Road between Belmont Ridge Road and Stone Springs Boulevard to four lanes. Accelerating this project into the Proposed CIP would be required to fully widen the segment of Evergreen Mills Road from Northstar Boulevard to Loudoun County Parkway as requested. Assuming the source of funding

does not change, there exists debt issuance capacity to accommodate $12 million in general obligation bond financing in FY 2020, FY 2021 or FY 2022 of the Proposed CIP timeframe.

This analysis assumes no other project debt issuance schedules have been altered in the six-year CIP timeframe. Debt issuance capacity may not be available in the fiscal years stated above if other funding amendments involving the use of debt are also considered in the same timeframe. If multiple projects are proposed by the FGOEDC for funding amendments using debt financing, then the proposed project amendments need to be analyzed concurrently in order to assess the impact on the County's debt ratios.

Staff's preliminary cost estimate to widen Evergreen Mills Road from Northstar Boulevard to Belmont Ridge Road, and from Stone Springs Boulevard to Loudoun County Parkway could be as a high as $82.5 million. This is comprised of:

- $12,000,000 for ROW acquisition
- $7,000,000 for preliminary engineering
- $5,000,000 for geotech studies and CEI
- $8,500,000 for road widening
- $38,000,000 for bridges and culverts
- $5,000,000 for contingency
- $7,000,000 for utility relocation

Only the segment of Evergreen Mills Road from Loudoun County Parkway to Belmont Ridge Road is among the projects currently being recommended for inclusion in the CLRP, and then the TransAction Plan. So only this segment of the project would be eligible for NVTA Regional Funding after FY 2018.

This project would not likely be a high priority project for State Revenue Sharing consideration by VDOT. There are no prior allocations of State Revenue Sharing grants for this segment of Evergreen Mills Road, which would be a Tier 1 project for VDOT. The use of State Revenue Sharing funding would not accelerate this project in the County's CIP because this project is not in the CIP, which is required for Tier 2 consideration.

When debt financing a road, general obligation bonds are the preferred source of funding. While general obligation bonds could be considered as a financing mechanism for this project, in the Proposed CIP, there is no debt issuance capacity until FY 2020 through FY 2022. This assumes that no other project debt issuance schedules have been altered in the six-year CIP timeframe. Debt issuance capacity may not be available in the fiscal years stated above if other funding amendments involving the use of debt are also considered in the same timeframe. Please note, general obligation bonds have to pass a Countywide referendum prior to appropriation. The approval of the use of general obligation bond financing is never guaranteed, pending voter approval.

Regarding other eligible sources of funding for this project, please refer to the tables provided in the Introduction for funding amounts and the projects funding is currently proposed for.

5. **Arcola Boulevard (Volume 2, Page 11-6) has been delayed by two years. Why was this project pushed out to full funding in 2020? Could this project be split into two sections (Rt. 50 to Dulles West Parkway and Dulles West Parkway to Evergreen Mills)? If split could the**

segment between Rt. 50 and Dulles West Parkway happen sooner? What is the status of any existing proffer on this project? (Supervisor Letourneau)

Arcola Boulevard was originally placed in the CIP using NVTA 70% Regional funding. This decision was made at a point in time when projects were eligible for the NVTA 70% funds if it were in the COG CLRP or the NVTA TransAction Plan. After the current Adopted CIP was approved, NVTA modified the eligibility rules to state that only projects in the NVTA Transaction Plan would be eligible for the NVTA 70% Regional funding. It was at this point in time that the County started lobbying NVTA to update the Transaction Plan. Months later, NVTA agreed to initiate the TransAction Plan update, which will not be complete until FY 2018. All projects that were proposed to use NVTA 70% Regional funding in the current Adopted CIP that were not in the TransAction Plan had to be moved beyond FY 2018 in the Proposed CIP.

Funding for Arcola Boulevard was deferred into FY 2019 and FY 2020 in the Proposed CIP due to the need to re-allocate NVTA Regional funds to the Route 7/Battlefield Parkway interchange project in FY 2017. The Route 7/Battlefield Parkway project is the only County project in the TransAction Plan eligible for NVTA Regional funds in FY 2017. The FY 2016 Adopted CIP included the use of NVTA Regional funds in FY 2017 for the Northstar Boulevard from Shreveport Road to Route 50 project, which needed to be re-allocated to the Route 7/Battlefield Parkway project. Due to the high priority need to develop the Northstar Boulevard project, funding from other projects, including Arcola Boulevard, was re-allocated to help fund Northstar Boulevard in FY 2017 and FY 2018.

The current Adopted CIP had planned funding allocations in FY 2017 ($3,900,000 in State Revenue Sharing, $3,900,000 in NVTA Local matching funds) and FY 2018 ($18,200,000 NVTA Regional funds) for the Arcola Boulevard project that were re-allocated to help fund Northstar Boulevard from Shreveport Drive to Route 50, and Northstar Boulevard from Route 50 to Tall Cedars Parkway in FY 2017 and FY 2018 of the Proposed CIP. This caused the Arcola Boulevard project to be pushed back into FY 2019 and FY 2020, primarily using planned funding allocations in the current Adopted CIP for Glascock Boulevard and funding that was freed up in FY 2020 due to the acceleration of Northstar Boulevard in the Proposed CIP. The funding re-allocations caused by the Route7/Battlefield Parkway project had a “domino effect” on funding for other projects across several years of the Proposed CIP. NVTA Regional funding allocated for the Glascock Boulevard/Dulles West Parkway project in FY 2019 and FY 2020 in the current Adopted CIP was primarily shifted to the Arcola Boulevard project in the Proposed CIP.

If the project were split, the cost estimate for the section from Route 50 to Dulles West Parkway would total approximately $8,000,000. The cost estimate for the section from Dulles West Parkway to Evergreen Mills Road is approximately $24,100,000.

In order to accelerate funding for the segment of Arcola Boulevard from Route 50 to Dulles West Parkway, $8,000,000 would need to be programmed in FY 2018 since the Proposed CIP includes funding for this project in FY 2019 and FY 2020. Please note the following information when considering a funding amendment for this section of road:

- Local tax funding in FY 2018 is on the Belmont Ridge Road project from Truro Parish to Croson Lane, which is a high priority project in need of these funds for construction award, and Shaw Road, which was included in the Proposed CIP per Board direction.

- There is not sufficient debt issuance capacity in FY 2018 to accommodate this project.
- The State Revenue Sharing allocations in FY 2018 for Belmont Ridge Road and Farmwell Road are Tier 1 Priority allocations, and the Town of Hillsboro's project is a Tier 2 priority allocation, per VDOT's ranking system.
- NVTA Regional funding is provided on segments of Northstar Boulevard and Route 7/Battlefield Parkway in FY 2018.
- NVTA Local Funding for Farmwell Road ($5,000,000), Waxpool/Loudoun County Parkway Intersection improvements ($1,000,000) and the Town of Hillsboro ($1,900,000) provides local matching funds for State Revenue Sharing grant funding.

Regarding eligible sources of funding for this project, please refer to the tables provided in the Introduction for funding amounts and the projects the funding is currently proposed for.

Staff has identified the following proffers for Arcola Boulevard that can be applied to each segment:

Arcola Boulevard – Route 50 to Dulles West Boulevard

Glascock Field at Arcola Center, ZMAP 2013-0010/ZCPA 2013-0007, Proffer IV.F.3 provides for the construction of Arcola Boulevard between Route 50 and Dulles West Boulevard. The timing of the construction is 15 months after submission of the construction plans, which were received on 12/9/2015 (CPAP 2015-0030), or prior to approval of the first zoning permit for Land Bay 1A; whichever is later in time.

A record plat (SBRD 2015-0031) and construction plans (CPAP 2015-0014) have been submitted for Land Bay 1A. Both of these applications are active; however staff cannot predict when they will be approved, nor can staff predict when the first zoning permit will be issued for Land Bay 1A.

Fifteen months from submission of the construction plan is May 9, 2017; however staff does not know when the first zoning permit will be issued for Land Bay 1A. The road is to be open to traffic prior to the 100th occupancy permit in Land Bay 1A.

Staff also notes the proffer includes a provision for the Applicant to transfer the construction plans to the County if they are not able to construct the road in the specified time frame.

Arcola Boulevard – Dulles West Boulevard to Loudoun County Parkway

Arcola Center initially submitted construction plans for this segment, CPAP 2008-0082, on July 28, 2008. The applicant became inactive and was reactivated on June 10, 2014. Fourth submission comments were sent on April 28, 2015; however no activity has occurred since that time. This application is currently active.

Pursuant to ZMAP 2012-0005, Proffer V.A.1, Arcola Center is required to construct two lanes of Arcola Boulevard subsequent to Dulles South Parkway (now Dulles West Blvd) being constructed to the east and prior to approval of the first occupancy permit for cumulative non-residential and residential development allowed under Phase 6 of their development plan, which the applicant has not yet achieved.

Staff has identified three existing cash proffers with the potential to provide up to $350,875 of additional funding to the Arcola Boulevard project:

Cardine Torris, ZMAP 2011-0004, $168,026

Providence Glen, ZMAP 2002-0023, $46,068

White Oak Crest, ZMAP 2006-0008, $136,781

At this time staff has only been able to verify that these proffers are in the Dulles Planning Subarea and a zoning determination will need to be issued to determine if they can be applied to the Arcola Boulevard project. Staff also notes that in the Dulles Planning Subarea, the Tall Cedars Parkway project has consumed the majority of the regional road proffer funds.

6. Glascock Road/Dulles West Parkway has been delayed by two years. Why was the project pushed out further in the CIP? Could this segment with the segment of Arcola Boulevard from Rt. 50 to Dulles West Parkway be accommodated earlier in the CIP together? What is the status of any existing proffer on this project? (Supervisor Letourneau)

Glascock Boulevard/Dulles West Boulevard was originally placed in the CIP using NVTA 70% Regional funding. This decision was made at a point in time when projects were eligible for the NVTA 70% funds if it were in the COG CLRP or the NVTA TransAction Plan. After the current Adopted CIP was approved, NVTA modified the eligibility rules to state that only projects in the NVTA TransAction Plan would be eligible for the NVTA 70% regional funding. It was at this point in time that the County started lobbying NVTA to update the TransAction Plan. Months later, NVTA agreed to initiate the TransAction Plan update, which will not be complete until FY 2018. All projects that were proposed to use NVTA 70% regional funding in the current Adopted CIP that were not in the TransAction Plan had to be moved beyond FY 2018 in the Proposed CIP.

Funding for Glascock/Dulles West Boulevard was deferred into FY 2020 to FY 2022 in the Proposed CIP due to the need to re-allocate NVTA Regional funds to the Route 7/Battlefield Parkway interchange project in FY 2017. The FY 2016 Adopted CIP included the use of NVTA Regional funds in FY 2017 for the Northstar Boulevard from Shreveport Road to Route 50 project, which needed to be re-allocated to the Route 7/Battlefield Parkway project. The funding re-allocations created a “domino effect” on other projects across several years of the Proposed CIP, including Northstar, Arcola and Glascock Boulevards. Funding in the current Adopted CIP for Arcola Boulevard was re-allocated primarily to Northstar Boulevard in the Proposed CIP. The current Adopted CIP had planned funding allocations in FY 2019 ($12,100,000 in NVTA Regional funds) and FY 2020 ($2,600,000 NVTA Regional funds) for the Glascock Boulevard East of Arcola Boulevard project that were re-allocated to help fund the Arcola Boulevard project in FY 2019 and FY 2020 of the Proposed CIP. This caused the Glascock Boulevard project to be pushed back into FY 2020 of the Proposed CIP.

In order to accelerate funding for the Glascock/Dulles West Boulevard at the same time as providing funding for the segment of Arcola Boulevard from Route 50 to Dulles West Parkway, $8,000,000 would need to be programmed in FY 2018 for Arcola Boulevard and $17,214,000 would need to be accelerated for Glascock/Dulles West Boulevard in FY 2018. Please note the following information when considering a funding amendment for these sections of road:

- Local tax funding in FY 2018 is on the Belmont Ridge Road project from Truro Parish to Croson Lane, which is a high priority project in need of these funds for construction award, and Shaw Road, which was included in the Proposed CIP per Board direction.
- There is not sufficient debt issuance capacity in FY 2018 or FY 2019 to accommodate this project.
- The State Revenue Sharing allocations in FY 2018 for Belmont Ridge Road and Farmwell Road are Tier 1 Priority allocations, and the Town of Hillsboro's project is a Tier 2 priority allocation, per VDOT's ranking system.
- The State Revenue Sharing allocations in FY 2019 are for Northstar Boulevard and Farmwell Road, which are both Tier 1 Priority allocations per VDOT's ranking system.
- NVTA Regional funding is provided on segments of Northstar Boulevard and Route 7/Battlefield Parkway in FY 2018.
- NVTA Regional funding is provided on segments of Northstar Boulevard, Arcola Boulevard and Westwind Drive in FY 2019.
- NVTA Local Funding in FY 2018 for Farmwell Road ($5,000,000), Waxpool/Loudoun County Parkway Intersection improvements ($1,000,000) and the Town of Hillsboro ($1,900,000) provides local matching funds for State Revenue Sharing grant funding.
- NVTA Local Funding in FY 2019 for Farmwell Road ($3,500,000) and Northstar Boulevard ($5,000,000) provides local matching funds for State Revenue Sharing grant funding.

Regarding other eligible sources of funding for this project, please refer to the tables provided in the Introduction for funding amounts and the projects the funding is currently proposed for.

Staff has identified the following proffers for Glascock/Dulles West Boulevard:

Pursuant to Arcola Center, ZMAP 2012-0005, Proffer V.B, the applicant was required to have the construction plan for Dulles West Boulevard, between Arcola Boulevard and Hutchison Farm Drive, approved. The plan set application, CPAP 2008-0058, was approved on October 7, 2013. Staff did not identify a performance bond on record for this road improvement.

The proffer requires Buchanan to commence construction within 90 days of either:

1. Commencement of construction by others of the four lane segment of Dulles West Boulevard west of Arcola Boulevard (Glascock Field's section, which has not yet been constructed)
2. Commencement of construction by others of two lanes of Arcola Blvd between Evergreen Mills Road and Dulles West Boulevard
3. Commencement of construction by others of at least two lanes of Arcola Boulevard between Dulles West Boulevard and Route 50.

None of the above have occurred; therefore, construction has not yet commenced.

Staff notes, that there are no cash proffer funds available for Dulles West Boulevard.

7. **Braddock/Summerall/Supreme Intersection Improvements (Volume 2, Page 11-12) are currently slated for local tax funding in FY19. Is there any proffer funding or other fund balance available to accelerate this project? (Supervisor Letourneau)**

All previously unallocated FY 2015 fund balance has been programmed for use in the FY 2017 Proposed Budget.

The amount of FY 2016 year end fund balance will not be determined until early in FY 2017. While the use of fund balance can be requested for projects, the total amount available is not known at this point in time. Requests to fund projects are taken into consideration along with other funding needs that may arise occur during FY 2016 that may require the use of fund balance.

Staff has identified the following proffers for the Braddock/Supreme/Summerall Intersection Improvements project:

Woodlawn still has a bond that was posted for the installation of a traffic signal at Gum Spring Road/Destiny Drive. This has not been installed yet due to its proximity to the signal at Gum Spring Rd/Braddock Rd. Woodlawn proposed issuing a cash contribution in lieu of the signal (approximately $140,000). This item is still outstanding.

The same cash proffer funds that were identified for potential use on Arcola Boulevard might be applicable to Braddock/Summerall/Supreme Intersection Improvements, however staff would have to request a Zoning Determination regarding the use of these funds:

Cardine Torris, ZMAP 2011-0004, $168,026

Providence Glen, ZMAP 2002-0023, $46,068

White Oak Crest, ZMAP 2006-0008, $136,781

8. **Could we accommodate ES-23 (Volume 2, Page 12-7) within FY19 if we swapped the ES Classroom Additions (Volume 2, 12-10) to FY21? What is the status of a site for this school? (Supervisor Letourneau)**

A proffered school site in Arcola Center is the identified location for ES-23. The Arcola Center proffers suggest that the site will not be available in the current six year CIP window.

Moving debt issuance for the classroom additions to elementary schools out to FY 2021 would free up the required debt issuance capacity to accommodate the development of ES-23, Dulles North Elementary School in the Arcola Center development, according to the School Board's request for $4,370,000 in design funding in FY 2019 and $39,300,000 for construction funding in FY 2020. The debt issuance for this project would be spread out over four years, from FY 2019 – FY 2022. Debt issuance capacity already existed in the Proposed CIP from FY 2020 to FY 2022. By deferring the elementary school classroom addition's debt issuance to FY 2021, where the highest amount of debt issuance capacity exists, debt issuance capacity is provided in FY 2019 to begin the design of ES-23. Without the deferral of the classroom addition debt into FY 2021, there would not have been sufficient debt issuance capacity in FY 2019 to accommodate this request.

This analysis assumes no other project debt issuance schedules have been altered in the six-year CIP timeframe. Debt issuance capacity may not be available in the years stated above if other funding amendments involving the use of debt are also considered in the same timeframe. If multiple projects are proposed by the FGOEDC for funding amendments using debt financing, then the proposed project amendments need to be analyzed concurrently in order to assess the impact on the County's debt ratios.

9. What is the status of a site for ES-31 (Volume 2, Page 12-9)? (Supervisor Letourneau)

The site for ES 31 has not yet been identified.

10. **Why is $1.75 million in proffer funding requested for construction at CS Monroe (Volume 2, Page 12-19) in FY17 with the balance proposed in 2021? Why does the proposed CIP maintain construction funding for FY21 while the LCPS CIP does not request this funding? (Supervisor Letourneau)**

    The FY 2017 request for funding accommodates a program study to determine the future use of the facility from a programmatic or instructional perspective. The FY 2018 funding request begins the actual project defined in the programmatic study and follows the model of requesting design dollars in year one and the construction dollars in year two of the project. The FY 2019 funding request shows a "to be determined" (TBD) value due to the currently undefined scope of work associated with the initial request for funding. The $50,100,000 figure was not provided by LCPS.

    The School Board's Adopted CIP indicated that there will be a request for construction funding related to the CS Monroe Conversion in FY 2019, but the funding amount was listed as "TBD". With the acceleration of ES-28, MS-7 and HS-11 into FY 2017, combined with other proposed debt issuance schedules for projects in the Proposed CIP, there is insufficient debt issuance capacity in FY 2019 to provide for the CS Monroe Conversion. However, a funding request for the construction of this project will be forthcoming from the School Board, likely during the FY 2018 Proposed CIP budget process. Therefore, staff attempted to reserve debt issuance capacity in the Proposed CIP to accommodate this project.

    Staff typically tries to maintain project funding schedules in the Proposed CIP according to planned funding allocations for projects in the current FY 2016 Adopted CIP, unless there is sufficient reason to alter a project's schedule either by acceleration or deferral of funding. The current Adopted CIP contains planned funding for the design and construction of the CS Monroe Conversion in a future fiscal year, which falls into FY 2021 or FY 2022 of the Proposed CIP six-year timeframe. The Proposed CIP maintains planned funding for the CS Monroe Conversion along the same timeframe as the current Adopted CIP by providing for $50,100,000 in FY 2021. This figure was developed by taking the School Board's request for funding for the project last year and escalating the cost due to deferring the project out to FY 2021. This project has planned funding allocations in the current Adopted CIP, and therefore, has existing debt issuance capacity reserved for the project without requiring any further amendment. Once the School Board has submitted a proposed cost for the construction of this project, the CIP will be amended to accommodate the request for funding, per Board direction.

11. **Please provide more detailed information on the request for eight modular classrooms at Dulles North and Dulles South High Schools (Volume 2, Page 12-24). This is requested separately and in addition to eight modular classrooms at Champe (Volume 2, Page 12-23). (Supervisor Letourneau)**

    The modular classrooms identified are planned to accommodate the projected enrollment growth in the Dulles North and South areas until both HS-11 and HS-9 come on line.

12. **How does the requested removal of modular classrooms at Briar Woods (Volume 2, Page 12-25) work in conjunction with the boundaries to be set for the new HS-11? Would these classrooms be able to be used elsewhere? Are they not projected to be needed again for Dulles North capacity in the future? (Supervisor Letourneau)**

    The removal of the modular classrooms at Briar Woods coincides with the opening of HS-11 and will take place in the summer of 2019. These particular units have been used to a point where they have been deemed structurally inadequate for transporting, and consequently they cannot be redeployed.

ATTACHMENT:
Attachment 1 - CLRP and TransAction Plan Projects

Attachment 1 to Attachment 3

CLRP ID	Project Type	CLRP Project Name	Facility	From Route	To Route
3165	Primary	Airport Collector Access/Crosstrail Ramp	Ramp from VA 267 (Dulles Greenway)	VA 267 Dulles Greenway	(Future) Hawling Farm Boulevard
3190	Primary	Alternative 3B: Dulles Air Cargo, Passenger, Metro Access Highway - Loudoun CTP Alignment5	VA 606 Widen and Covert to limited Access US50 and Rte 606	Tri County Parkway	Loudoun County Parkway/Rte 606
2928	Primary	Build Interchange @ Rte 7/Belmont Ridge Rd: Widen Rte 659 from 2 to 4 lanes	VA 7 Harry Byrd Highway / Belmont Ridge Road (659)	VA 7 Harry Byrd Highway	Russell Branch Parkway
3010	Primary	Construct Interchange at Rte. 7 and Rte 659 - Belmont Ridge Road	VA 7	1.0 mi. west of Rte 659	0.5 east of Rte 659
2581	Primary	Interchange at Loudoun County Parkway	VA Interchange at Loudoun County Parkway		
3182	Primary	New Alignment for Access to Dulles Airport	Dulles Air Cargo, Passenger & METRO Access Highway	50 John Mosby HIghway	VA Loudoun County Parkway/Dulless Airport
3183	Primary	New LA Rte 50 and Loudoun County Parkway - Rte 606	New Limited Access Rte 50& Loudoun Ctny Parkway LA	Tri County Parkway	Rte 606
2328	Primary	PPTA - Innovation Avenue Interchange	US 28 Sully Road	INTERCHANGE AT INNOVATION AVENUE	
3384	Primary	PROPOSED TRI-COUNTY PARKWAY	Tri-County Parkway	VA 234 Sudley Road (City of Manassas)	VA 620 Braddock Road (Loudoun County)
2958	Primary	Route 50 Paving Loudoun COunty	US 50		
3065	Primary	Rte. 7 at Lexington Drive Overpass	VA 7 Harry Byrd Highway	Lexington Drive	
2339	Primary	US 15 - Addition of Turn Lanes and a Multi-purpose Trail	US 15	VA 1900 Woodlea Drive	LOUDOUN COUNTY/TOWN OF LEESBURG CORPORATE LIMITS
2875	Primary	US 50 Interchange at Loudoun County Parkway	US 50 Lee Jackson Memorial Highway	VA 606 Loudoun County Parkway	
3354	Primary	US 50 Interchanges (3 locations)	US 50 US 50	West Spine (Gum Srprings Rd);South Riding Blvd.;Tall Cedars Pkwy	
1906	Primary	US 50, Widen	US 50	VA 659 Relocated	VA Sully Rd
1734	Primary	VA 28 PPTA, Upgrade, Construct	VA 28	I 66	Loudoun County Line
1870	Primary	VA 7, Widen	VA 7	VA 7 Leesburg Pike	US 15 South King Street
1917	Primary	VA 9 Traffic Calming, Truck Enforcement, Reconstruct, Study	VA 9	West Virginia State Line	VA
3330	Primary	VA Route 7 Interchange at Ashburn Village Boulevard	VA 7 VA Route 7 Interchange at Ashburn Village Boulevard	Route 7	Ashburn Village Road
2664	Primary	VA Route 7/VA Route 659 Interchange	VA 7	VA 659 Belmont Ridge Road	
3317	Secondary	(Northstar Boulevard) Missing Link #78)	VA 659 Northstar Boulevard	US 50	Tall Cedars
3308	Secondary	Arcola Boulevard (Center Segment)	Arcola Boulevard	Glascock Boulevard	Evergreen Mills Road
3306	Secondary	Arcola Boulevard (Southern Segment)	VA 606 Arcola Boulevard	Glasscok Boulevard	U.S. 50
2335	Secondary	Atlantic Blvd, Construct	VA Atlantic Blvd	VA 625 Church Road	VA Harry Byrd Highway
3067	Secondary	Claiborne Parkway Extension	Claiborne Parkway	Croson Road	Ryan Road
3309	Secondary	Creighton Road (completion of eastern end)	VA 774 Creighton Road	Belmont ridge Road	Evergreen Ridge Drive
2582	Secondary	Dulles South Parkway, Construct	VA Dulles South Parkway	VA 606 Loudoun County Parkway	VA Hutchinson Farm Road
3311	Secondary	Evergreen Mills Road (Eastern Segment)	VA 621 Evergreen Mills Road	Loudoun County Parkway	Arcola Boulevard
3312	Secondary	Evergreen Mills Road (Western Segment)	Evergreen Milsl Road	Arcola Road	Belmont Ridge Road
2199	Secondary	Fort Evans Road	VA Fort Evans Road	Leesburg Town Limits	River Creek Parkway

CLRP ID	Project Type	CLRP Project Name	Facility	From Route	To Route
3313	Secondary	Glascock Road (Eastern Segment)	Glascock Road	Arcola Boulevard	Loundoun County Parkway
3314	Secondary	Glascock Road (Western Segment)	Glascock Road	Arcola Road	Northstar Boulevard
3334	Secondary	Gloucester Parkway Extension	Gloucester Parkway Extension	Loudoun County Parkway	Pacific Boulevard
2934	Secondary	Gloucester Parkway Extension	Gloucester Parkway	607 Loudoun County Parkway	Pacific Boulevard
3315	Secondary	Loudoun County Parkway Widening	VA 607 Loudoun County Parkway	US 50	Route 606
3316	Secondary	Mooreview Parkway (Missing Link)	VA 2298 Mooreview Parkway	Amberleigh Farm Drive	Old Ryan Road
3318	Secondary	Northstar Boulevard (Missing Link #79)	VA 659 Northstar Boulevard	Shreveport Drive	U.S. 50
3319	Secondary	Northstar Boulevard (Missing Link #80)	VA 659 Northstar Boulevard	Tall Cedar Parkway	Braddock Road
3321	Secondary	Prentice Drive (EasternSegment)	VA 1071 Prentice Drive	Lockridge	Loudoun County Parkway
3320	Secondary	Prentice Drive (Western Segment)	VA 1071 Prentice Drive	Loudoun County Parkway	Loudoun Station Drive
2511	Secondary	Reconstruct and widen existing bridge and approaches	VA 650 Gleedsville Road	over Sycolin Creek	
2938	Secondary	Reconstruct and widen Rte. 659 - Belmont Ridge Road	VA 659 Belmont Ridge Rd.	267 Croson Rd	Harry Byrd Highway
3322	Secondary	Riverside Parkway	VA 2401 Riverside Parkway	Riverside Parkway	Kingsport Drive
3066	Secondary	Riverside Parkway Widening	RIverside Parkway	River Creek Parkway	Upper Meadow Drive
3486	Secondary	Route 287 / Route 9 Intersection Improvements	VA 9 Charles Town Parkway	VA 287 Berlin Turnpike	
3327	Secondary	Route 7 George Washington Boulevard Overpass	VA 1050 George Washington Boulevard Overpass	George Washington Boulevard	Richfield Street
3323	Secondary	Route 772 Transit Station Connector Bridge	VA 772 Transit Station Bridge	Dulles Greenway	Route 772 Transit Station
2654	Secondary	Rte 606 (Old Ox Road) Reconstruction	VA 606 Old Ox Road	VA 621 Evergreen Mills Road	VA Dulles Greenway
3034	Secondary	Rte 659 - Belmont Ridge Road Reconstruction to four lanes	VA 659 Belmont Ridge Road - Loudoun County	0.26 MI S. Portsmouth Blvd	0.23MI N. Gloucester Parkway
2200	Secondary	Russell Branch Parkway	Russell Branch Parkway	VA 659 Belmont Ridge Road	VA Loudoun County Parkway
3325	Secondary	Russell Branch Parkway (Eastern Segment)	Russell Branch Parkway	Ashburn Village Road	Ashburn Road
3324	Secondary	Russell Branch Parkway (Western Segment)	VA 1061 Russell Branch Parkway	Belmont Bridge Road	Tournament Drive
3328	Secondary	Shreveport Drive (Eastern Segment)	Shreveport Drive (Eastern Segment)	Belmont Bridge Road	Loudoun County Parkway
3326	Secondary	Shreveport Drive (Western Segment)	VA 621 Shreveport Drive	Evergreen Mills Road	Belmont Ridge Road
2670	Secondary	Southern Collector Road (Purcellville)	Southern Collector Road	690 Silcott Spring Road	Main Street
3329	Secondary	Sterling Boulevard Extension	VA 846 Sterling Boulevard Extension	Pacific Boulevard	Moran Road
3068	Secondary	Tall Cedars Parkway Extension	Tall Cedars Parkway	Pinebrook Road	Gum Springs Road
2584	Secondary	VA 2200 Tall Cedars Parkway, Construct	VA 2200 Tall Cedars Parkway	VA East Gate View Drive	US John Mosby Highway
2209	Secondary	VA 643 Sycolin Road Paving/Widening	VA 643 Sycolin Road	Leesburg Town Limits	VA Belmont Ridge Road
3225	Secondary	VA 659 (Belmont Ridge Road)	VA 659 Belmont Ridge Road	VA 7	Russell Branch Parkway
1897	Secondary	VA 659 Belmont Ridge Road, Reconstruct	VA 659 Belmont Ridge Road	Prince William County Line	VA
2585	Secondary	VA 659 Gum Springs Road Widening	VA 659 Gum Springs Road	VA 620 Braddock Road	US John Mosby Highway
3355	Secondary	VA Route 606 Ramp	VA 606	VA 606 Eastbound	Lockridge Road northbound
3331	Secondary	VA Route 7 Interchange at VA Route 690	VA 7	VA 690	
3332	Secondary	Waxpool Road	VA 2119 Waxpool Road	Demott Road	Ashburn Boulevard
2823	Secondary	Waxpool Road Widening	VA 625 Waxpool Road	VA 2920 Faulkner Parkway	Unbridled Way
3333	Secondary	Waxpool Road/ Loudoun County Parkway Intersection	Waxpool Road	Loudoun County Parkway	

CLRP ID	Project Type	CLRP Project Name	Facility	From Route	To Route
3443	Secondary	Widen Farmwell Road between Smith Switch and Ashburn Road	Farmwell Road	Smith Switch	Ashburn Road
2702	Transit	Ashburn North Park & Ride Lot in Loudoun County	Ashburn North Park & Ride Lot	Vicinity of Route 7 / Loudoun County Parkway Intersection	Vicinity of Route 7 / Loudoun County Parkway Intersec
3361	Transit	Dulles Town Center Park and Ride Lot			
3356	Transit	Leesburg Park and Ride Lot	VA 7	Crosstrails Blvd (approx)	
1960	Transit	Loudoun County Park and Ride Lots, Construct	Lowes Island		
3358	Transit	One Loudoun Park and Ride Lot			
2874	Transit	Park and Ride Lot at Arcola Center	Park and Ride Lot	Arcola Center	
2872	Transit	Park and Ride Lot at Round Hill	Park and Ride Lot	Round Hill	
2873	Transit	Park and Ride Lot Expansion at Brambleton	Park and Ride Lot	Brambleton	
2871	Transit	Park and Ride Lot Expansion at Stone Ridge	Park and Ride Lot	US 50	at Stone Ridge
3357	Transit	Sterling Park and Ride Lot			
3360	Transit	US 50 Dulles Park and Ride Lot			
2324	Transit	US 50 Dulles Park and Ride Lot	US 50 Dulles Park and Ride Lot	US 50	
3359	Transit	Western Loudoun Park and Ride Lot			