

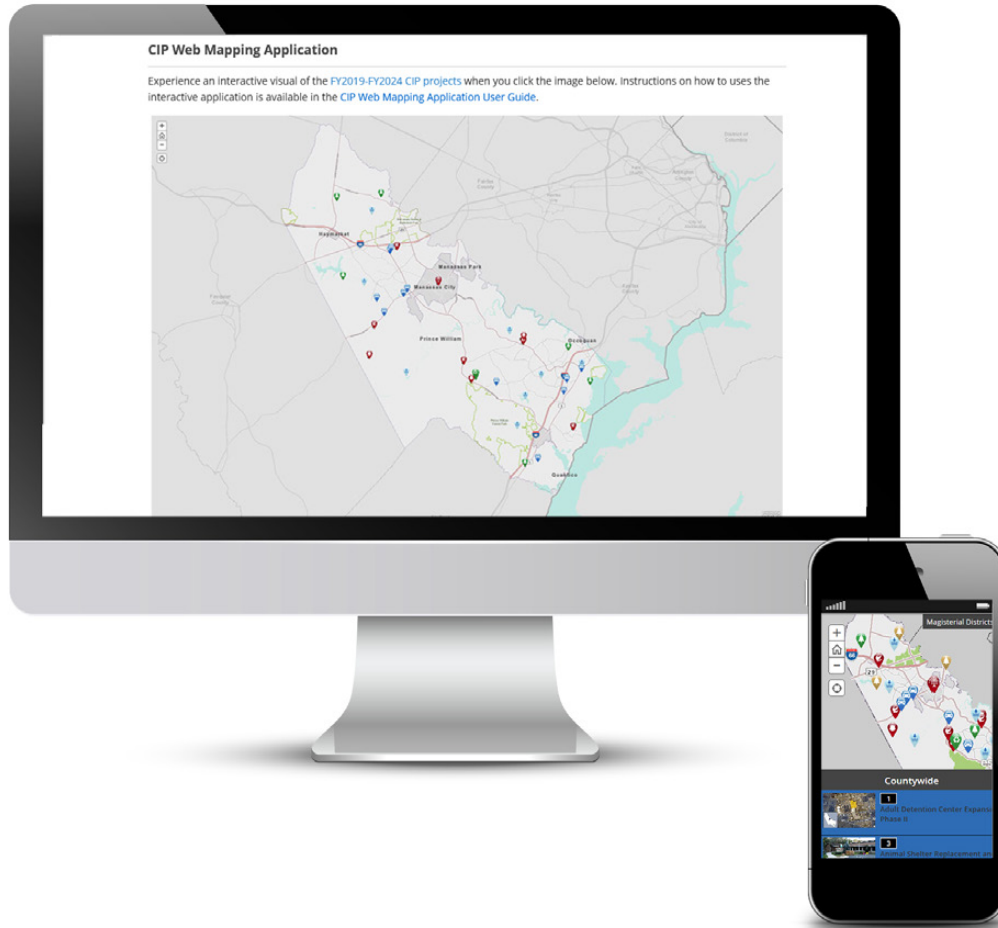
FY2022-2027
CAPITAL
IMPROVEMENT PROGRAM



Capital Improvement Program

FY22-27 Total Projected Expenditures by Functional Area							
	FY22	FY23	FY24	FY25	FY26	FY27	FY22-27
Community Development	\$23,538,502	\$17,201,353	\$34,222,144	\$13,548,000	\$17,914,000	\$19,252,500	\$125,676,499
Human Services & General Government	\$2,654,589	\$9,836,461	\$28,825,880	\$23,272,385	\$0	\$0	\$64,589,315
Public Safety*	\$7,901,596	\$11,898,392	\$25,812,019	\$12,556,009	\$0	\$0	\$58,168,016
Technology Improvement	\$8,596,000	\$3,600,000	\$0	\$0	\$0	\$0	\$12,196,000
Transportation	\$171,237,980	\$166,496,382	\$129,959,404	\$63,307,694	\$134,500,000	\$120,000,000	\$785,501,460
Total	\$213,928,667	\$209,032,588	\$218,819,447	\$112,684,088	\$152,414,000	\$139,252,500	\$1,046,131,290

*Design and construction costs for the Judicial Center Expansion, Countwide Space and Fire & Rescue Station 28 projects to be determined.



Capital Improvement Program (CIP) Web Mapping Application

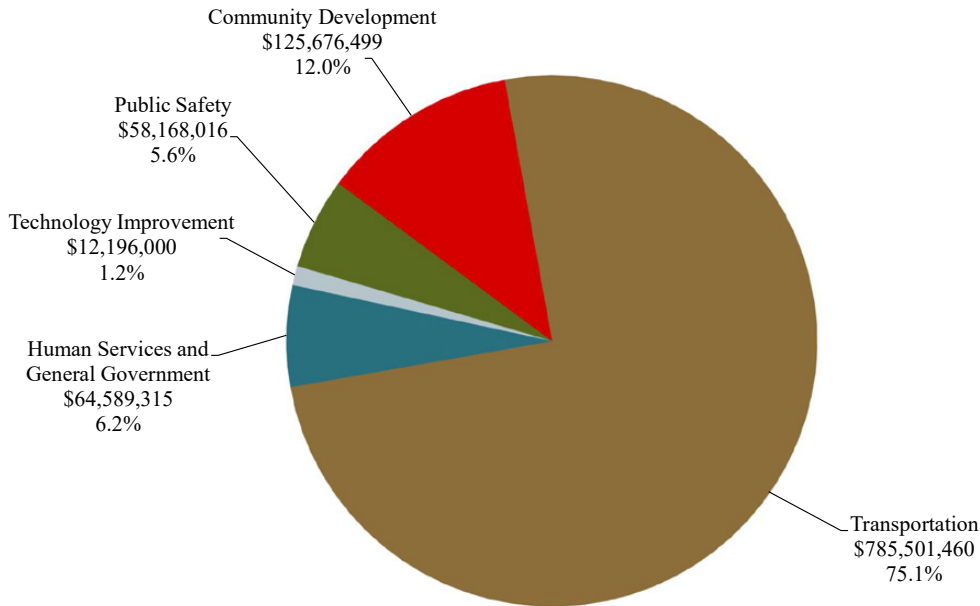
The County has created a CIP mapping application accessible to desktop and mobile devices. Please click the image above to access the mapping tool.

The application allows the community to visualize exactly where CIP projects – such as roads, parks, and facilities – are located and planned in the County. The application also provides the project cost and other information about each project. Moving from static pictures in a print and digital document to a mapping environment simplifies and enhances the distribution of information to the community.

Capital Improvement Program

County Projected Expenditures by Category (FY2022-2027)

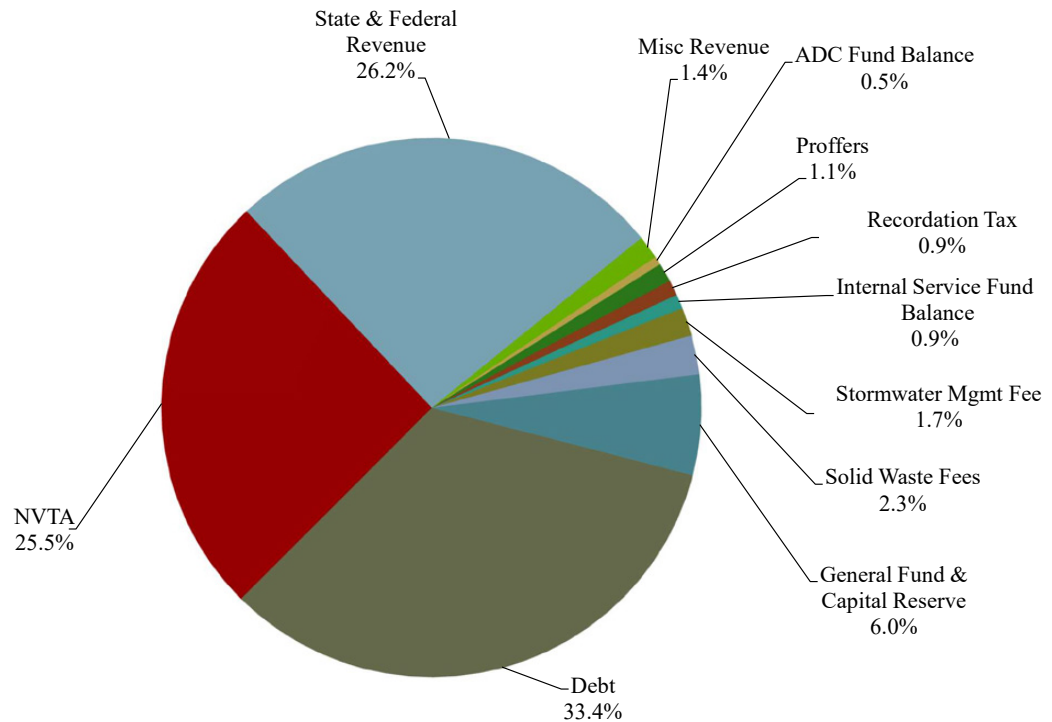
Excludes Schools



\$1,046,131,290

County Funding Sources (FY2022-2027)

Excludes Schools



Totals may not add due to rounding.

Capital Improvement Program

Capital Improvement in Prince William County (PWC)

The PWC financial and program planning [ordinance](#) requires that the County Executive prepare a capital plan annually. The development of the [CIP](#) is guided by the Board of County Supervisors' (BOCS) adopted [Strategic Plan](#), [Comprehensive Plan](#), and [Principles of Sound Financial Management \(PSFM\)](#). Together these policy documents require that the CIP:

- Incorporate the goals of the Strategic Plan.
- Address the level of service standards identified in the Comprehensive Plan.
- Demonstrate an identifiable revenue source for each project.
- Meet the debt financing policies in the PSFM.
- Integrate County government projects with school projects into one affordable plan.

The capital planning process begins each summer when agencies are asked to update current capital projects and identify capital project needs. Agency submissions are collaboratively evaluated by staff from Finance, Public Works, Information Technology, Transportation, Planning, Management & Budget, and Executive Management. Funding requests are prioritized using criteria that include the relationship to the community's goals as expressed through the County's Strategic and Comprehensive Plans, completion of projects already underway, and mandated improvements to County infrastructure. Capital project cost estimates are developed, as well as estimated debt service (for debt-financed projects), facility operating, and program operating costs over the six-year period. After prioritization, projects are balanced against available funds. Once evaluated, the recommendations are reviewed, modified, and sanctioned by the County Executive.

The CIP is then presented to the BOCS for consideration. During the spring, work sessions and public hearings are held with the Planning Commission and the BOCS as part of the annual budget process. In late April, the BOCS considers and adopts a capital budget for the upcoming fiscal year and a capital plan for six fiscal years.

Annual Capital Project Review

In order to provide the BOCS and the County Executive with regular status reports, capital project updates are reported through:

- Facilities & Fleet Management Project Reports
- Mobility Updates
- Technology Reports
- Parks, Recreation & Tourism Reports
- Economic Development Reports

Reports highlight active projects, major milestones, anticipated completion dates, and a narrative explaining the current project status.

In the spring, prior to the start of fiscal year-end activity, the Finance Department conducts a review of the capital fund activity. Relevant findings are forwarded to each project manager for feedback. This financial review is an internal control best practice and provides the foresight necessary for the planning process in the subsequent fiscal year.

Capital Improvement Program

The Capital Budget

The capital budget is appropriated on an annual basis and is included in the adopted budget. The FY22 capital projected expenditures for the County government are \$213.9 million. Funding sources for County projects include the general fund, debt, state/federal, fire levy, stormwater management fees, proffers, capital reserve, recordation tax revenue designated for transportation, Northern Virginia Transportation Authority (NVTA), information technology internal service fund balance, solid waste fees, and development fees. Information about the Schools capital plan is available on their website: <http://www.pwcs.edu>.

Community Development – Summary

Projects included within the Community Development section impact Parks, Recreation & Tourism (DPRT), Solid Waste, and Storm Water Management. The following projects have dedicated project pages:

- Building & Facility Capital Program
- Catharpin Park – Phase 2
- Countywide Trail, Open Space and Accessibility
- Doves Landing Park
- Fuller Heights Park Expansion
- Hellwig Park Artificial Turf Fields
- Howison Park Improvements
- Locust Shade Park Grounds Maintenance Shop
- Long Park Auxiliary Building/Sewer Connection
- Neabsco District Park
- Potomac Heritage National Scenic Trail
- Rollins Ford Park – Phase 2
- Trail Development
- Park Bond Projects
- Landfill Caps
- Landfill Liners
- County Watersheds

Other Community Development capital initiatives are described below:

- A. **Park Land Acquisition** – This project includes \$762,136 supported by developer contributions (proffers) for future land purchase. There are no specific land purchases pending.

Capital Improvement Program

Human Services and General Government – Summary

Projects included within the Human Services and General Government section have dedicated project pages:

- Juvenile Services Center
- Homeless Navigation Center - East

Other Human Services and General Government initiatives are described below:

- A. **Countywide Space** – Debt service of \$3 million is planned, beginning in FY25, for the construction of additional space for County operations. Existing County facilities are at capacity, and it is anticipated that additional space is necessary to accommodate growth, to include, but not be limited to, the No Wrong Door program for Human Services. Future Countywide space needs will be evaluated while also considering telework options and lessons learned during the COVID-19 pandemic.

Public Safety – Summary

Projects included within the Public Safety section impact Fire & Rescue, Judicial Administration, and Police. The following projects have dedicated project pages:

- Fire and Rescue Station 27
- Fire and Rescue Station 28
- Adult Detention Center Main Building Repairs
- Judicial Center Expansion
- Animal Shelter Expansion & Renovation
- Public Safety Training Center Expansion

Other Public Safety capital initiatives are described below:

- A. **Restoration of Public Safety 800 MHz Radio Replacement** – Due to the financial impacts of COVID-19, there was a one-time operating budget reduction and subsequent transfer reduction in FY2021 to the 800MHz Replacement Fund in the County’s Capital Projects Fund. The replacement fund has been restored in FY22. The FY2022 CIP includes a total of \$1,119,089 to replace public safety 800 MHz radios. The Adult Detention Center (\$115,500), Fire & Rescue (\$553,603), Police (\$394,029), Public Safety Communications (\$3,174), and Sheriff’s Office (\$52,783) all contribute toward replacement.

Technology Improvement – Summary

Projects included within the Technology Improvement section include technology infrastructure and system upgrade projects. The following projects have dedicated project pages:

- Human Capital Management System
- Technology Infrastructure

Other Technology Improvement capital initiatives are described below:

- A. **Cable Equipment** – Capital improvements and purchases within this project are made possible by separate cable franchise agreements between the County and local cable television providers. The funding amount is one percent of gross revenues generated in PWC by cable operators. Use of this revenue stream is restricted to cable-related capital needs. The cable franchise fee revenue is split between the County and PWC Schools, for broadcast capability of educational and information programming.

Capital Improvement Program

Projects included within the Transportation section include roadway and pedestrian improvements. The following projects have dedicated project pages:

- Balls Ford Road Interchange
- Balls Ford Road Widening
- Brentsville Road Interchange
- Devlin Road Widening
- Fuller Road/Fuller Heights Road Improvements
- Minnieville Road at Prince William Parkway Interchange
- Neabsco Mills Road (Route 1 to Dale Boulevard)
- Old Bridge Road/Gordon Boulevard Intersection Improvement
- Old Bridge Road/Occoquan Road Intersection Improvement
- Potomac/Neabsco Mills Commuter Garage
- Route 1 Improvements (Featherstone Road to Marys Way)
- Route 28 Bypass
- Route 28 Phase 3 (Linton Hall Road to Pennsylvania Avenue)
- Summit School Road Extension & Telegraph Road Widening
- Transportation and Roadway Improvement Program (TRIP)
- University Boulevard Extension
- University Boulevard Interchange
- Van Buren Road Environmental Study

Other Transportation capital initiatives are described below:

- A. **Pageland Lane Right Turn Lane and Signal** – This project includes \$1.3 million in proffer funding to design and construct a right turn lane on the east side of Pageland Lane at the intersection of Sudley Road. The project also includes a new traffic signal at the intersection of Pageland Land and Sudley Road. Construction is scheduled for completion in spring 2022 (FY22).
- B. **Northern Virginia Transportation Authority (NVTA) Funding for Transportation** – The CIP includes resources as a result of [House Bill 2313](#) (as amended by [Senate Bill 856](#) in 2018) which provides additional transportation funding for the Commonwealth of Virginia and the Northern Virginia region. The NVTA is the authorized regional entity responsible for project selection and implementation for the Northern Virginia region, which includes PWC.

Transportation funding benefiting PWC will be split into four categories.

- 70% of the NVTA funds will be used on projects with regional congestion relief benefits.
- 30% of the NVTA funds will be transferred directly to the County for urban or secondary road construction, capital improvements that reduce congestion, projects included in the regional TransAction 2040 plan or its future updates, and/or for public transportation purposes. This funding may be used at the County's discretion; however, it must be used to improve transportation network capacity.
- Additional categories of regional NVTA funds are made available to the County now that regional NVTA funds have been diverted to Washington Metropolitan Area Transit Authority (WMATA) and PWC is not part of the WMATA compact:
 - 2% of Transient Occupancy Tax funds are to be used for public transportation purposes. An additional 1% of Transient Occupancy Tax funds are available beginning in May 2021 and can be used for any transportation purpose.
 - Additional Grantors Tax revenue must be used for transportation purposes.

Capital Improvement Program

The following table shows active projects utilizing NVTA 70% and NVTA 30% funding:

NVTA Funding Applied to Active Transportation Capital Projects			
Name of Project	NVTA 70%	NVTA 30%	Total
Brentsville Road Interchange	\$54,900,000	\$0	\$54,900,000
Devlin Road Widening	\$0	\$4,000,000	\$4,000,000
Minnieville Road/Prince William Parkway Interchange	\$0	\$2,500,000	\$2,500,000
Neabsco Mills Road (Route 1 to Dale Boulevard)	\$0	\$9,378,750	\$9,378,750
Old Bridge Road/Gordon Boulevard Intersection	\$0	\$1,500,000	\$1,500,000
Potomac/Neabsco Mills Commuter Garage	\$0	\$5,246,000	\$5,246,000
Route 1 Improvements (Featherstone Road to Marys Way)	\$63,400,000	\$0	\$63,400,000
Route 28 Bypass	\$95,000,000	\$0	\$95,000,000
Route 28 Phase 3 (Linton Hall Road to Pennsylvania Avenue)	\$36,200,000	\$0	\$36,200,000
Summit School Road Extension & Telegraph Road Widening	\$35,000,000	\$0	\$35,000,000
TRIP	\$8,000,000	\$2,025,000	\$10,025,000
University Boulevard Extension	\$0	\$6,867,081	\$6,867,081
University Boulevard Interchange	\$24,200,000	\$0	\$24,200,000
Van Buren Road Environmental Study	\$0	\$2,000,000	\$2,000,000
Total	\$316,700,000	\$33,516,831	\$350,216,831

Since FY17, the total NVTA 30% funding is split and provides support to both Virginia Railway Express (VRE) and County-managed road construction projects. Additional information about the NVTA 30% funding allocated to VRE can be found in the Community Development, Transit section of the budget document. The specific amount planned for transfer to VRE in FY22 is \$5,930,777.

The portion of NVTA allocation dedicated to roads will fund improvements that increase County and regional connectivity throughout the transportation network and help alleviate congestion. The County began receiving funding allocations in FY14. Future road construction funding will be allocated to BOCS approved local road priorities eligible for NVTA local (30%) funding. Future NVTA 30% revenues designated for road construction will be allocated as projects are identified.

- C. **Satisfying the Commercial & Industrial Tax Requirement of NVTA** – Legislation approving the NVTA funding mechanism requires that jurisdictions implement a commercial and industrial tax or designate an equivalent amount for transportation purposes. The tax or the equivalent must be deposited in a separate, distinct fund. The County has chosen not to implement the commercial and industrial tax but designate an equivalent, using transportation debt service the County already pays. The budget equivalent amount in FY22 is \$13.0 million. Failure to meet the local maintenance of effort will result in a loss of NVTA 30% revenue at the discretion of PWC and the revenue will revert to the regional NVTA 70% pool of available funding through a regional competitive process.
- D. **Recordation Tax Revenue Growth** – The BOCS has designated future growth of recordation tax revenue, generated when deeds are recorded, to support transportation projects. A small portion of the fund balance will be used in FY22 to support mobility debt service and TRIP contributions. Any remaining fund balance is available to be allocated through the CIP in the future.
- E. **Safety & Intersection Improvements** – This project is a resource to address small-scale pedestrian and vehicular safety needs. Examples of projects include, but are not limited to, pole mounted speed displays, signs, upgrading Americans With Disabilities Act ramps to current standards, improvements to existing roads where ownership is in question or there is a County responsibility, realigning pedestrian crosswalks, modifying pavement markings, design and construction of small-scale sidewalk and trail projects, and street lighting. The available budget is \$125,341.

Capital Improvement Program

Completed Capital Improvement Projects

The following projects included in the [FY2021-2026 CIP](#) were completed (or substantially completed) in FY21.

Community Development

Harbor Drive Wellness Park – This project created a new 2.3-acre neighborhood park in Lake Ridge, featuring amenities for active and passive recreation.

Potomac Heritage National Scenic Trail – The Heritage Harbor and Occoquan Refuge trail segments were completed.

Public Safety

Fire & Rescue Station 22 (Groveton) – This project constructed a new 21,000 square-foot Fire & Rescue station in the west end of the County. Occupancy occurred in January 2021.



Capital Improvement Program

Adult Detention Center Expansion Phase 2 – This project constructed an expansion to the existing Adult Detention Center. The expansion provides bed space to alleviate overcrowding and accommodate future inmate population growth.

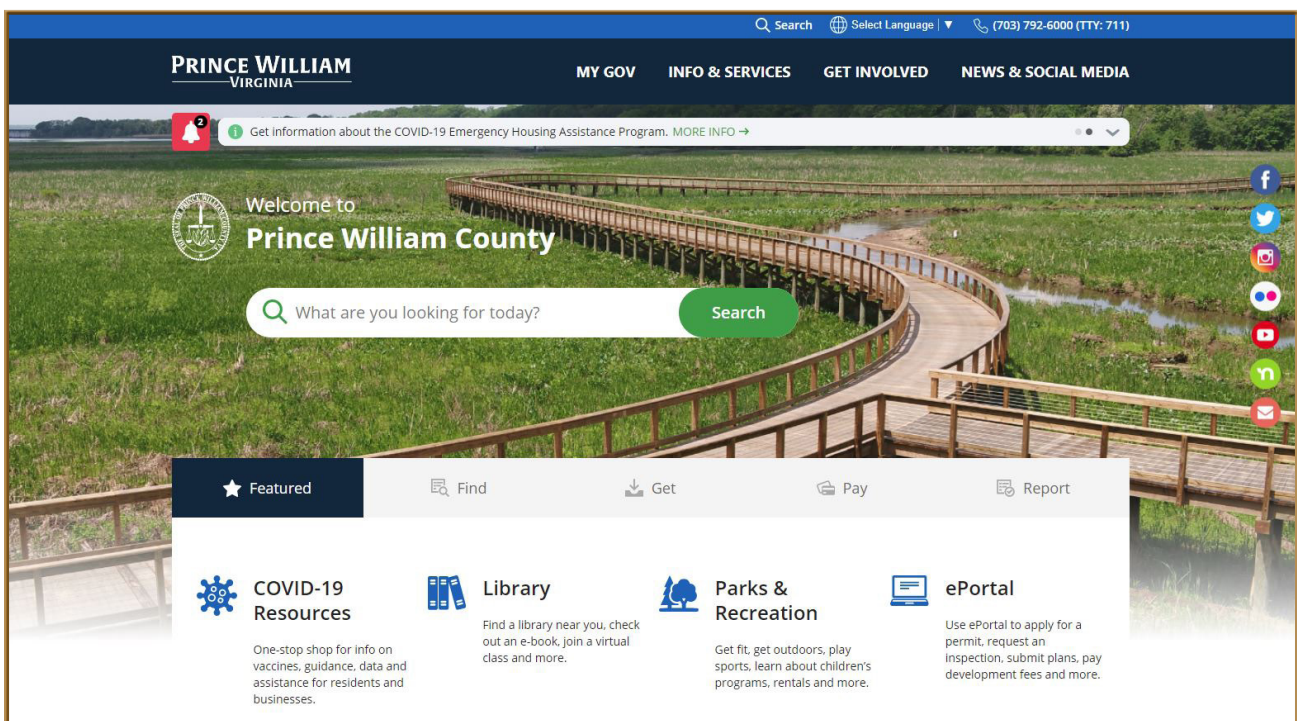
Courthouse Security System Replacement – This project replaced the security system at the Courthouse complex, including new cameras/surveillance equipment, digital video recorders, and call boxes with surveillance cameras.

Security Improvements at County Facilities – This project assessed security improvements provided physical security enhancements at various County facilities.

Technology Improvement

Land Use Information System – The project replaced the previous system that manages land, building development, and code enforcement information and is used by 400+ users across all development agencies.

PWC Web Site Redesign – This project redeveloped the public-facing website aligning with the information technology (IT) modernization of the County's technology infrastructure. The new PWC website has a new appearance which is delivered on a new platform and integrated with the County's Cloud Infrastructure.



Transportation

Innovation Pedestrian Improvements – This project provided sidewalk and shared-use path improvements to enhance the walkability and recreational capabilities of the Innovation complex.

Optiz Boulevard Sidewalk – This project provided approximately 1,300 linear feet of sidewalk that connected an existing sidewalk on Potomac Center Boulevard and an existing sidewalk on Opitz Boulevard at the Potomac library.

Smoketown Road/Opitz Boulevard Pedestrian Improvements – This project provided improvements to enhance the walkability between Gideon Drive and Potomac Mills Road.

Capital Improvement Program

FY2022-2027 CIP Functional Area Summary

The following tables show projected FY22-27 capital expenditures by functional area for the County government totaling \$1.04 billion.

FY22-FY27 Projected Expenditures							
Community Development							
	FY22	FY23	FY24	FY25	FY26	FY27	FY22-27
Parks & Recreation							
Catharpin Park Phase 2	\$873,934	\$0	\$0	\$0	\$0	\$0	\$873,934
Countywide Trails, Open Space and Accessibility	\$2,500,000	\$350,000	\$15,598,810	\$0	\$2,904,000	\$0	\$21,352,810
Doves Landing	\$197,000	\$1,663,358	\$557,334	\$0	\$0	\$0	\$2,417,692
Fuller Heights Park Expansion	\$0	\$0	\$600,000	\$0	\$5,400,000	\$0	\$6,000,000
Hellwig Park Artificial Turf Fields	\$250,000	\$2,750,000	\$0	\$0	\$0	\$0	\$3,000,000
Howison Park Improvements	\$350,000	\$0	\$5,650,000	\$0	\$0	\$0	\$6,000,000
Locust Shade Park Maintenance Building	\$547,487	\$0	\$0	\$0	\$0	\$0	\$547,487
Long Park Auxiliary Building/Sewer Connection	\$361,293	\$0	\$0	\$0	\$0	\$0	\$361,293
Neabsco District Park	\$0	\$0	\$0	\$750,000	\$0	\$5,250,000	\$6,000,000
PHNST-Featherstone	\$167,376	\$0	\$0	\$0	\$0	\$0	\$167,376
PHNST-Neabsco Creek Wetland Preserve Boardwalk	\$306,448	\$0	\$0	\$0	\$0	\$0	\$306,448
Rollins Ford Park Phase 2	\$4,032,240	\$1,993,716	\$0	\$0	\$0	\$0	\$6,025,956
Broad Run Greenway	\$102,000	\$0	\$0	\$0	\$0	\$0	\$102,000
Catharpin Greenway	\$4,724	\$0	\$0	\$0	\$0	\$0	\$4,724
Occoquan Greenway	\$224,000	\$100,279	\$134,000	\$0	\$0	\$0	\$458,279
Neabsco Greenway	\$4,000	\$0	\$0	\$0	\$0	\$0	\$4,000
Subtotal	\$9,920,502	\$6,857,353	\$22,540,144	\$750,000	\$8,304,000	\$5,250,000	\$53,621,999
Solid Waste							
Landfill Caps-Sequence 5	\$3,306,000	\$1,644,000	\$0	\$0	\$0	\$0	\$4,950,000
Landfill Caps-Sequence 6	\$0	\$0	\$0	\$3,240,000	\$1,560,000	\$0	\$4,800,000
Landfill Liner-Phase 3, Cell A	\$1,375,000	\$0	\$3,532,000	\$0	\$0	\$0	\$4,907,000
Landfill Liner-Phase 3, Cell B	\$0	\$0	\$0	\$1,708,000	\$0	\$5,402,500	\$7,110,500
Subtotal	\$4,681,000	\$1,644,000	\$3,532,000	\$4,948,000	\$1,560,000	\$5,402,500	\$21,767,500
Watershed Management							
County Watersheds	\$3,600,000	\$4,700,000	\$4,150,000	\$3,850,000	\$4,050,000	\$4,600,000	\$24,950,000
Subtotal	\$3,600,000	\$4,700,000	\$4,150,000	\$3,850,000	\$4,050,000	\$4,600,000	\$24,950,000
Building & Facility Capital Program							
Facility Maintenance Projects	\$5,337,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$25,337,000
Subtotal	\$5,337,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$25,337,000
Community Development Grand Total	\$23,538,502	\$17,201,353	\$34,222,144	\$13,548,000	\$17,914,000	\$19,252,500	\$125,676,499
Human Services & General Government							
	FY22	FY23	FY24	FY25	FY26	FY27	FY22-27
Human Services							
Juvenile Services Center	\$1,218,589	\$1,668,589	\$17,429,752	\$23,272,385	\$0	\$0	\$43,589,315
Homeless Navigation Center - East	\$1,436,000	\$8,167,872	\$11,396,128	\$0	\$0	\$0	\$21,000,000
Subtotal	\$2,654,589	\$9,836,461	\$28,825,880	\$23,272,385	\$0	\$0	\$64,589,315
General Government							
Countywide Space*	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Human Services & General Government Grand Total	\$2,654,589	\$9,836,461	\$28,825,880	\$23,272,385	\$0	\$0	\$64,589,315

*Design and construction costs for Countywide Space project to be determined; \$3.0M of debt service is planned to begin in FY25.

Capital Improvement Program

FY2022-2027 CIP Functional Area Summary (Continued)

FY22-FY27 Projected Expenditures							
Public Safety							
	FY22	FY23	FY24	FY25	FY26	FY27	FY22-27
Fire & Rescue							
F&R Station 27	\$1,050,000	\$350,000	\$7,300,000	\$5,300,000	\$0	\$0	\$14,000,000
F&R Station 28**	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$1,050,000	\$350,000	\$7,300,000	\$5,300,000	\$0	\$0	\$14,000,000
Judicial Administration							
Adult Detention Center Main Building Repairs	\$2,064,733	\$0	\$0	\$0	\$0	\$0	\$2,064,733
Judicial Center Expansion***	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$2,064,733	\$0	\$0	\$0	\$0	\$0	\$2,064,733
Police							
Animal Shelter Expansion & Renovation	\$2,103,283	\$0	\$0	\$0	\$0	\$0	\$2,103,283
Public Safety Training Center Expansion	\$2,683,580	\$11,548,392	\$18,512,019	\$7,256,009	\$0	\$0	\$40,000,000
Subtotal	\$4,786,863	\$11,548,392	\$18,512,019	\$7,256,009	\$0	\$0	\$42,103,283
Public Safety Grand Total	\$7,901,596	\$11,898,392	\$25,812,019	\$12,556,009	\$0	\$0	\$58,168,016

**Design and construction costs for future F&R Station 28 to be determined.

***Design and construction costs for future Judicial Center project to be determined; \$5.0M of debt service is planned to begin in FY24.

Technology Improvement							
	FY22	FY23	FY24	FY25	FY26	FY27	FY22-27
Technology Improvements							
Human Capital Management	\$5,800,000	\$1,600,000	\$0	\$0	\$0	\$0	\$7,400,000
Technology Infrastructure	\$2,796,000	\$2,000,000	\$0	\$0	\$0	\$0	\$4,796,000
Technology Improvement Grand Total	\$8,596,000	\$3,600,000	\$0	\$0	\$0	\$0	\$12,196,000

Transportation							
	FY22	FY23	FY24	FY25	FY26	FY27	FY22-27
Transportation							
Balls Ford Road Interchange	\$30,282,105	\$30,282,000	\$0	\$0	\$0	\$0	\$60,564,105
Balls Ford Road Widening	\$38,160,135	\$19,656,729	\$0	\$0	\$0	\$0	\$57,816,864
Brentsville Road Interchange	\$10,464,000	\$18,723,000	\$18,445,000	\$0	\$0	\$0	\$47,632,000
Devlin Road Widening	\$4,000,000	\$3,500,000	\$21,000,000	\$20,000,000	\$0	\$0	\$48,500,000
Fuller Road/Fuller Heights Road Improvements	\$2,509,877	\$500,000	\$0	\$0	\$0	\$0	\$3,009,877
Minnieville Road at Prince William Parkway Interchange	\$1,500,000	\$8,000,000	\$30,000,000	\$30,000,000	\$0	\$0	\$69,500,000
Neabsco Mills Road (Route 1 to Dale)	\$12,000,000	\$12,492,000	\$4,001,074	\$0	\$0	\$0	\$28,493,074
Old Bridge Road/Gordon Boulevard Intersection Improv.	\$884,403	\$884,000	\$0	\$3,231,597	\$10,000,000	\$0	\$15,000,000
Old Bridge Road/Occoquan Road Intersection	\$274,000	\$2,920,000	\$3,064,000	\$2,500,000	\$2,500,000	\$0	\$11,258,000
Potomac/Neabsco Mills Commuter Garage	\$17,692,320	\$17,692,320	\$15,508,210	\$0	\$0	\$0	\$50,892,850
Route 1 Improvements (Featherstone to Marys Way)	\$14,000,000	\$6,909,277	\$0	\$0	\$0	\$0	\$20,909,277
Route 28 Bypass	\$11,212,830	\$26,212,830	\$10,212,830	\$2,000,000	\$122,000,000	\$120,000,000	\$291,638,490
Route 28 Phase 3 (Linton Hall to Pennsylvania)	\$11,173,057	\$0	\$0	\$0	\$0	\$0	\$11,173,057
Summit School Road Extension & Telegraph Road	\$2,550,000	\$1,695,000	\$16,728,290	\$5,576,097	\$0	\$0	\$26,549,387
TRIP-Annapolis Way Extension	\$129,132	\$0	\$8,000,000	\$0	\$0	\$0	\$8,129,132
TRIP-Gemini Way Pedestrian Improvement	\$43,095	\$0	\$0	\$0	\$0	\$0	\$43,095
TRIP-Old Bridge Road Sidewalk (Tacketts Mill to Minnieville)	\$18,902	\$0	\$0	\$0	\$0	\$0	\$18,902
TRIP-Old Carolina Road Sidewalk	\$500,000	\$289,226	\$0	\$0	\$0	\$0	\$789,226
University Boulevard Extension	\$8,194,124	\$2,840,000	\$0	\$0	\$0	\$0	\$11,034,124
University Boulevard Interchange	\$4,000,000	\$13,900,000	\$3,000,000	\$0	\$0	\$0	\$20,900,000
Van Buren Road Environmental Study	\$1,650,000	\$0	\$0	\$0	\$0	\$0	\$1,650,000
Transportation Grand Total	\$171,237,980	\$166,496,382	\$129,959,404	\$63,307,694	\$134,500,000	\$120,000,000	\$785,501,460

Capital Improvement Program

Proffer Integration

PWC integrates developer contributions, or proffers, into the CIP. Proffers are contributions of land, capital improvements, and funding (monetary proffers) from developers to address the demand for community services created by new development. Including identified monetary proffers as funding sources for CIP projects reduces general tax support and makes projects more affordable for the community. The CIP includes \$90,350 in monetary proffers for projects in the FY2022 Budget.

	Prior Years Proffers	FY22 Proffers Identified	Total Proffer Funding
Park & Recreation			
PHNST-Featherstone	\$120,000	\$0	\$120,000
Broad Run Trail	\$484,782	\$0	\$484,782
Lake Ridge Trail	\$696,316	\$0	\$696,316
Neabsco Trail	\$55,558	\$0	\$55,558
Rollins Ford Park Phase 2	\$2,183,319	\$0	\$2,183,319
PHNST-Neabsco Creek Wetland Preserve Boardwalk	\$854,000	\$0	\$854,000
PHNST-Port Potomac	\$35,817	\$0	\$35,817
Dove's Landing Improvements	\$3,797,354	\$0	\$3,797,354
Long Park Aux Bldg - Front	\$300,000	\$0	\$300,000
Catharpin Park Phase 2	\$1,130,319	\$0	\$1,130,319
Harbor Drive Park	\$571,246	\$0	\$571,246
Subtotal	\$10,228,711	\$0	\$10,228,711
County Watershed			
County Watershed Improvements	\$73,295	\$90,350	\$163,645
Subtotal	\$73,295	\$90,350	\$163,645
Transportation			
Balls Ford Widening Project	\$82,737	\$0	\$82,737
Fuller-Fuller Heights	\$767,683	\$0	\$767,683
Rt 28: Penn-Linton Hall	\$111,159	\$0	\$111,159
Dumfries Rd Lt to Hoadly	\$813,584	\$0	\$813,584
Smoketwn/Opitz Ped Improv	\$211,689	\$0	\$211,689
Interchange-Rt 234 and Brentsville Rd	\$67,752	\$0	\$67,752
Summit School Rd Ext and Telegraph Rd Widening	\$45,108	\$0	\$45,108
Old Bridge Tacketts	\$19,938	\$0	\$19,938
Route 28 Bypass	\$3,392,491	\$0	\$3,392,491
Subtotal	\$5,512,141	\$0	\$5,512,141
Grand Total	\$15,814,147	\$90,350	\$15,904,497

Capital Improvement Program

Operating Impacts

The development and implementation of capital projects in PWC may be accompanied by significant on-going operating costs. Operating impacts include new costs that result from the construction of new capital assets and can include program, facility, personnel, and associated debt service costs. Operating funds are programmed into the Five-Year Plan and are budgeted when the project is completed and the improvement becomes a usable asset. Transportation maintenance costs are the responsibility of VDOT upon acceptance into the state system. As illustrated in the following table, the FY22-27 operating impact of the CIP is \$165.3 million.

Operating Impacts							
Project	FY22 Facility and Program Operating	FY23 Facility and Program Operating	FY24 Facility and Program Operating	FY25 Facility and Program Operating	FY26 Facility and Program Operating	FY27 Facility and Program Operating	Total
Rollins Ford Park Phase 2	\$0	\$68,000	\$68,000	\$68,000	\$68,000	\$68,000	\$340,000
Countywide Trails, Open Space, Accessibility	\$0	\$119,860	\$357,807	\$1,015,345	\$2,413,874	\$2,538,010	\$6,444,896
Howison Park Improvements	\$0	\$7,703	\$122,790	\$349,789	\$751,677	\$737,516	\$1,969,475
Neabsco District Park	\$0	\$0	\$0	\$16,259	\$69,719	\$185,791	\$271,769
Fuller Heights Park Expansion	\$0	\$0	\$0	\$13,007	\$55,775	\$353,980	\$422,762
Hellwig Park Artificial Turf Fields	\$0	\$125,813	\$378,301	\$371,033	\$363,765	\$356,497	\$1,595,408
Juvenile Services Center	\$0	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
Homeless Navigation Center - East	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$8,000,000
Fire & Rescue Station 27	\$0	\$1,770,927	\$3,420,927	\$5,704,764	\$5,364,119	\$5,364,119	\$21,624,856
Judicial Center Expansion	\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$20,000,000
Animal Shelter Expansion	\$1,527,475	\$1,493,225	\$1,458,975	\$1,424,725	\$1,390,475	\$1,356,225	\$8,651,100
Public Safety Training Center	\$0	\$0	\$3,000,000	\$3,500,000	\$3,500,000	\$3,500,000	\$13,500,000
Technology Infrastructure	\$3,000,000	\$3,000,000	\$3,000,000	\$1,565,000	\$1,565,000	\$1,565,000	\$13,695,000
Potomac-Neabsco Mills Commuter Garage	\$0	\$230,000	\$460,000	\$460,000	\$460,000	\$460,000	\$2,070,000
Route 28 Bypass	\$0	\$0	\$0	\$2,139,884	\$11,308,070	\$18,105,457	\$31,553,411
Devlin Rd Widening	\$0	\$0	\$0	\$106,994	\$779,461	\$1,822,283	\$2,708,738
Minnieville Road-Prince William Parkway Interchange	\$0	\$212,457	\$1,549,306	\$4,255,840	\$6,271,875	\$6,105,107	\$18,394,585
Old Bridge Road-Gordon Boulevard Intersection	\$0	\$0	\$0	\$106,994	\$672,432	\$1,363,778	\$2,143,204
Total	\$4,527,475	\$7,027,985	\$23,816,106	\$31,097,634	\$45,034,242	\$53,881,763	\$165,385,204

Capital Improvement Program

Operating Impacts – Debt Service

Debt service costs are a component of capital project operating costs. Financing capital projects through debt requires on-going debt service payments throughout the life of the six-year CIP. The following table breaks out debt service costs as a component of operating impacts for capital projects. The FY22-27 debt service impact of the CIP is \$123.9 million.

Debt Service Impacts							
	FY22 Debt Service	FY23 Debt Service	FY24 Debt Service	FY25 Debt Service	FY26 Debt Service	FY27 Debt Service	Total
Animal Shelter Expansion	\$1,214,475	\$1,180,225	\$1,145,975	\$1,111,725	\$1,077,475	\$1,043,225	\$6,773,100
Public Safety Training Center	\$0	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
Fire & Rescue Station 27	\$0	\$0	\$1,400,000	\$1,400,000	\$1,400,000	\$1,400,000	\$5,600,000
Judicial Center Expansion	\$0	\$0	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$20,000,000
Juvenile Services Center	\$0	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
Homeless Navigation Center - East	\$0	\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000
Countywide Trails, Open Space, Accessibility	\$0	\$33,014	\$142,461	\$477,009	\$1,585,354	\$1,609,728	\$3,847,566
Howison Park Improvements	\$0	\$7,703	\$33,241	\$154,876	\$556,764	\$542,603	\$1,295,187
Neabsco District Park	\$0	\$0	\$0	\$16,259	\$69,719	\$185,791	\$271,769
Fuller Heights Park Expansion	\$0	\$0	\$0	\$13,007	\$55,775	\$174,957	\$243,739
Hellwig Park Artificial Turf Fields	\$0	\$66,027	\$284,923	\$277,655	\$270,387	\$263,119	\$1,162,110
Minnieville Road-Prince William Parkway Interchange	\$0	\$212,457	\$1,549,306	\$4,255,840	\$6,271,875	\$6,105,107	\$18,394,585
Devlin Road Widening	\$0	\$0	\$0	\$106,994	\$779,461	\$1,822,283	\$2,708,738
Old Bridge Road-Gordon Boulevard Intersection	\$0	\$0	\$0	\$106,994	\$672,432	\$1,363,778	\$2,143,204
Route 28 Bypass	\$0	\$0	\$0	\$2,139,884	\$11,308,070	\$18,105,457	\$31,553,411
Total	\$1,214,475	\$1,499,426	\$17,055,906	\$22,560,243	\$36,547,312	\$45,116,048	\$123,993,409

Revenue Impacts

There are no new or significant revenue increased from completed capital projects anticipated over the six-year plan.