

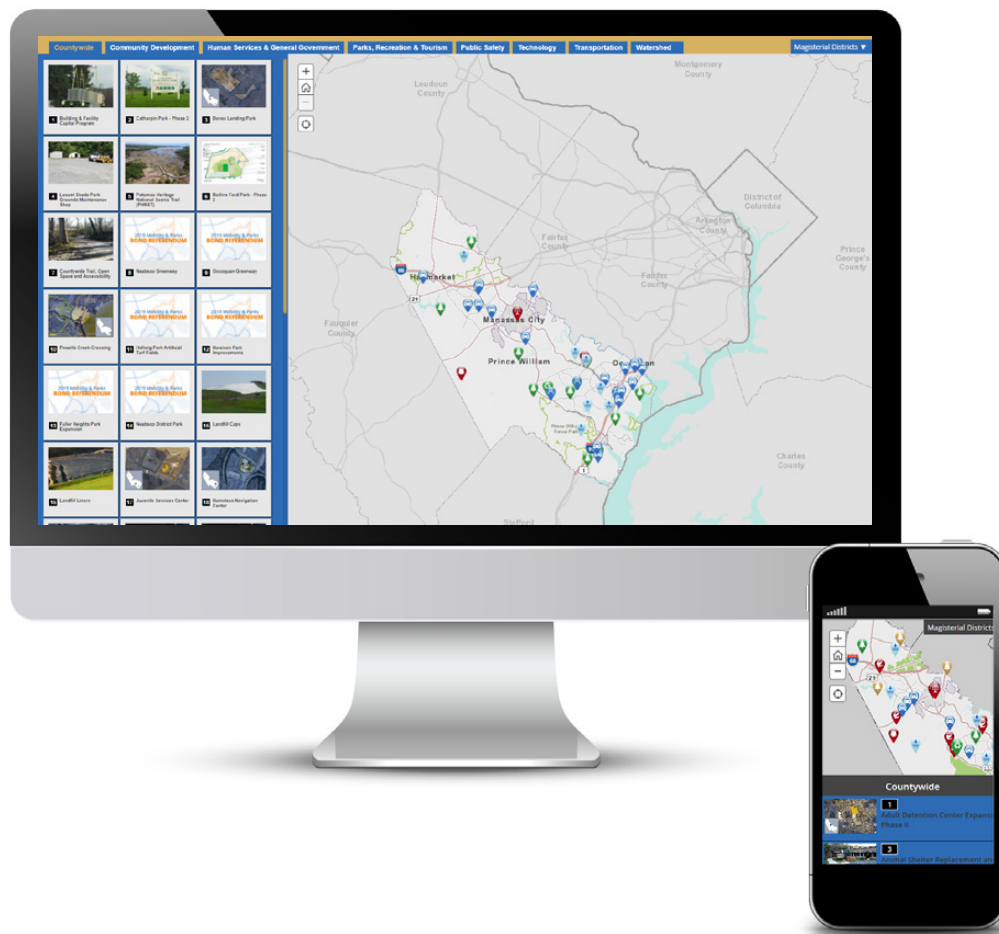


FY2023-2028
CAPITAL
IMPROVEMENT PROGRAM

Capital Improvement Program

| FY2023-2028 Total Projected Expenditures by Functional Area | | | | | | | |
|---|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|------------------------|
| | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY23-28 |
| Community Development | \$20,663,825 | \$27,679,393 | \$24,536,126 | \$18,150,000 | \$18,880,000 | \$13,670,000 | \$123,579,344 |
| Human Services & General Government | \$14,927,315 | \$2,824,393 | \$21,892,378 | \$37,723,759 | \$700,000 | \$0 | \$78,067,845 |
| Public Safety* | \$17,433,580 | \$16,137,500 | \$35,191,000 | \$14,737,920 | \$0 | \$0 | \$83,500,000 |
| Technology Improvement | \$3,600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,600,000 |
| Transportation | \$295,551,862 | \$187,278,685 | \$121,983,633 | \$161,842,833 | \$133,570,562 | \$10,551,962 | \$910,779,537 |
| Total | \$352,176,582 | \$233,919,971 | \$203,603,137 | \$232,454,512 | \$153,150,562 | \$24,221,962 | \$1,199,526,726 |

*Design and/or 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

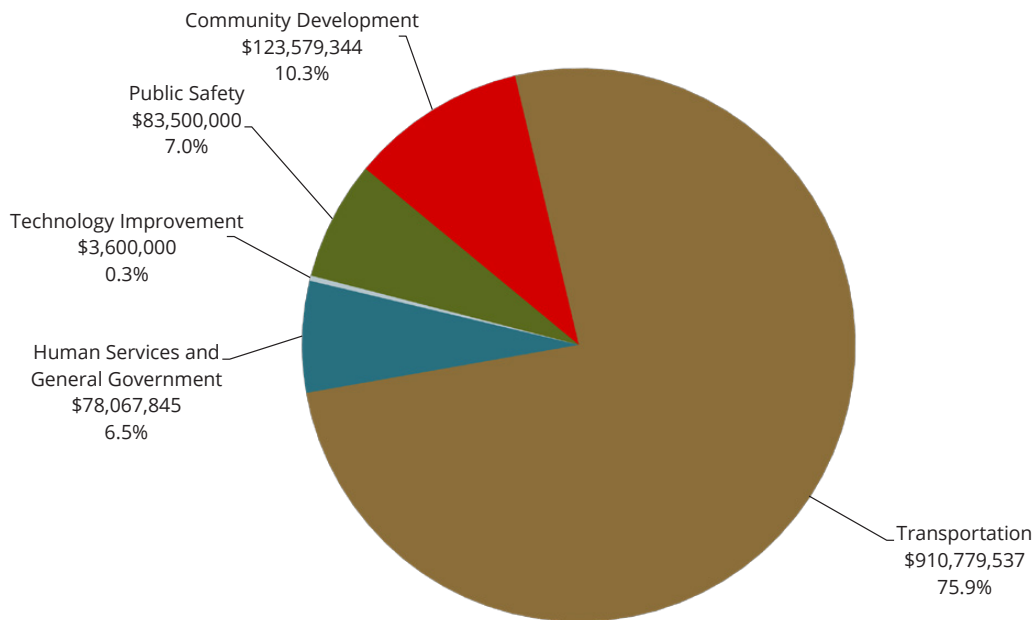
The County has created a CIP mapping application accessible to desktop and mobile devices. Please click the image above to access the mapping tool.

The application allows the community to visualize exactly where current 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 (FY2023-2028)

Excludes Schools

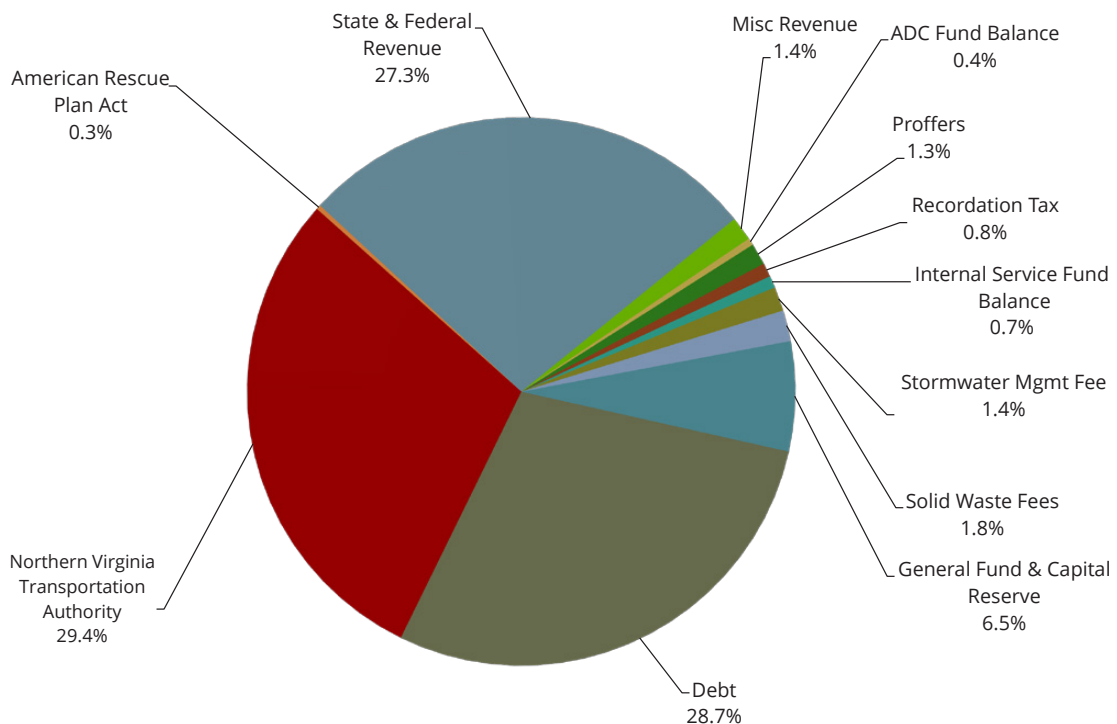


\$1,199,526,726

Totals may not add due to rounding.

County Funding Sources (FY2023-2028)

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.

The Capital Budget

The capital budget is appropriated on an annual basis and is included in the adopted budget. The FY23 capital projected expenditures for the County government are \$352.2 million. Funding sources for County projects include the general fund, debt, state/federal, American Rescue Plan Act (ARPA), 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>.

Capital Improvement Program

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
- Open Space and Accessibility Projects
- Doves Landing Park
- Fuller Heights Park Expansion
- Hellwig Park Artificial Turf Fields
- Howison Park Improvements
- Locust Shade Park Maintenance Shop
- Neabsco District Park
- Neabsco Greenway
- Occoquan Greenway
- Potomac Heritage National Scenic Trail
- Powells Creek Crossing
- Rollins Ford Park – Phase 2
- Landfill Caps
- Landfill Liners
- County Watersheds

Human Services and General Government – Summary

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

- Crisis Receiving and Stabilization Center
- Homeless Navigation Center – East
- Juvenile Services Center
- Countywide Space

Other Human Services and General Government initiatives are described below:

- A. Environmental Sustainability** – With [BOCS Resolution 21-663](#), the BOCS created a Sustainability Commission to make recommendations for a Community Energy/Sustainability master plan to meet the County's energy-efficiency goals, regional greenhouse and carbon emissions reduction goals, while considering among other things, populations projections, economic development goals, equity, diversity, and inclusion. The CIP includes \$1.0 million to implement Sustainability Commission recommendations and action strategies contained in the Community Energy Master Plan currently under development.

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
- Judicial Center Expansion

Capital Improvement Program

- Judicial Center Renovation
- Public Safety Training Center Expansion

Other Public Safety capital initiatives are described below:

- A. **Public Safety 800 MHz Radio Replacement** – The CIP includes a total of \$6,995,348 to replace public safety 800 MHz radios. The Adult Detention Center (\$115,500), Fire & Rescue (\$6,429,862), Police (\$394,029), Public Safety Communications (\$3,174), and Sheriff's Office (\$52,783) all contribute toward replacement. Prince William County Fire & Rescue System radios will be replaced during FY23. The current radios have been in service for nine years.

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. In FY22, \$1.3 million in cable franchise fee revenue was used by the County to install fiber at 18 sites operated by the Department of Parks, Recreation & Tourism. Completion of the fiber installation projects will continue in FY23.

Transportation – Summary

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)
- North Woodbridge Mobility Improvements (Annapolis Way)
- Old Bridge Road/Gordon Boulevard Intersection Improvement
- Old Bridge Road/Occoquan Road Intersection Improvement
- Potomac/Neabsco Mills Commuter Garage
- Prince William Parkway and Old Bridge Road Intersection Improvement
- Route 1 Improvements (Brady's Hill Road to Route 234)
- Route 1 Improvements (Featherstone Road to Marys Way)
- Route 28 Bypass
- Summit School Road Extension & Telegraph Road Widening
- Transportation and Roadway Improvement Program (TRIP)

Capital Improvement Program

- 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 \$1.6 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 Lane and Sudley Road. Construction is scheduled for completion in fall 2022 (FY23).
- 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.
 - 1% of Transient Occupancy Tax funds may be used for any transportation purpose.
 - Additional Grantors Tax revenue must be used for transportation purposes.

The following table shows active projects utilizing appropriated 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 | \$10,000,000 | \$10,000,000 |
| Neabsco Mills Road (Route 1 to Dale Boulevard) | \$0 | \$9,378,750 | \$9,378,750 |
| North Woodbridge Mobility Improvements (Annapolis Way) | \$8,000,000 | \$0 | \$8,000,000 |
| Old Bridge Road/Gordon Boulevard Intersection | \$0 | \$1,725,000 | \$1,725,000 |
| Potomac/Neabsco Mills Commuter Garage | \$0 | \$5,246,000 | \$5,246,000 |
| Route 1 (Brady's Hill Road to Route 234) | \$48,880,492 | \$0 | \$48,880,492 |
| 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 |
| Summit School Road Extension & Telegraph Road Widening | \$35,000,000 | \$0 | \$35,000,000 |
| TRIP | \$0 | \$1,013,000 | \$1,013,000 |
| University Boulevard Extension | \$0 | \$10,000,000 | \$10,000,000 |
| University Boulevard Interchange | \$24,200,000 | \$0 | \$24,200,000 |
| Van Buren Road Environmental Study | \$0 | \$2,000,000 | \$2,000,000 |
| Total | \$329,380,492 | \$43,362,750 | \$372,743,242 |

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 FY23 is \$4,389,276.

Capital Improvement Program

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 FY23 is \$16.0 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. Recordation tax revenue will be used in FY23 to support mobility debt service, and fund the County's orphan roads program so that these roads can be accepted into the State system. The 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 \$126,441.
- F. **Six-Year Secondary Road Plan** – The Six-Year Secondary Road Plan is the VDOT method of establishing road improvement priorities and allocating funding for road improvements in the County's secondary road system. Secondary roads are defined as roads with state route numbers of 600 or greater. Each county in Virginia receives a specified amount of formulaic funding for road improvement projects. Funds are reimbursed for previously constructed projects as well as continued progress on current and future road projects.

On July 13, 2021, the BOCS adopted VDOT's FY2022-2027 Six-Year Secondary Road Plan ([BOCS Resolution 21-407](#)). The total FY22-27 allocation is \$1,017,349. There are several potential roadway improvement projects that may utilize the funding. The following table details the estimated secondary road plan funding in the State's plan:

| Six-Year Secondary Road Plan | | | | | | | |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| Name of Project | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 | TOTAL |
| Six-Year Secondary Road Plan | \$112,220 | \$152,085 | \$170,922 | \$170,922 | \$205,600 | \$205,600 | \$1,017,349 |

Capital Improvement Program

Completed Capital Improvement Projects

The following projects included in the [FY2022-2027 CIP](#) were completed (or substantially completed) in FY22.

Community Development

Harbor Drive Park – This project created a new 2.3-acre neighborhood park in Lake Ridge, featuring amenities for active and passive recreation. The park was opened in January 2022.



Long Park Auxiliary Building – This project constructed a building in the front of Long Park to house restrooms, concessions, and office space near the soccer fields. The building was opened in September 2021.



Catharpin Park Grass Fields – This project constructed six irrigated rectangular grass fields. The fields were constructed in FY21 and became playable in FY22 when full grass coverage was achieved. An auxiliary building serving the park is currently under construction and will be completed during fall 2022.



Capital Improvement Program

Public Safety

Animal Shelter – This project constructed an animal shelter at the site of the existing shelter located at Independent Hill on Dumfries Road. The shelter was opened to the public in November 2021, and full occupancy is scheduled for spring 2022.



Adult Detention Center Main Jail Repairs – This project provided repairs to the inmate housing areas on the second and third floors of the main jail building in Manassas.



Capital Improvement Program

Transportation

Route 28 Phase 3 – Linton Hall Road to Pennsylvania Avenue – This project widened Route 28 from Linton Hall Road to Pennsylvania Avenue. The project spanned approximately 1.5 miles, which widened this section of Route 28 from a four-lane undivided highway to a six-lane divided highway to include a multi-use trail and sidewalk.



Lucasville Road Sidewalk – This project completed a missing section of sidewalk on Lucasville Road adjacent to Lomax Forest Drive.



Godwin Drive Sidewalk – This project completed a missing section of sidewalk on Godwin Drive adjacent to Lancaster Knoll Lane.

Capital Improvement Program

FY2023-2028 CIP Functional Area Summary

The following tables show projected FY23-28 capital expenditures by functional area for the County government totaling \$1.15 billion.

| FY2023-2028 Projected Expenditures | | | | | | | |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Community Development | | | | | | | |
| | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY23-28 |
| Parks & Recreation | | | | | | | |
| Catharpin Park Phase 2 | \$447,725 | \$0 | \$0 | \$0 | \$0 | \$0 | \$447,725 |
| Open Space and Accessibility Projects | \$850,000 | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$1,850,000 |
| Doves Landing Park | \$1,663,358 | \$557,334 | \$0 | \$0 | \$0 | \$0 | \$2,220,692 |
| Fuller Heights Park Expansion | \$0 | \$600,000 | \$0 | \$5,400,000 | \$0 | \$0 | \$6,000,000 |
| Hellwig Park Artificial Turf Fields | \$263,127 | \$647,059 | \$2,102,941 | \$0 | \$0 | \$0 | \$3,013,127 |
| Howison Park Improvements | \$363,127 | \$2,825,000 | \$2,825,000 | \$0 | \$0 | \$0 | \$6,013,127 |
| Locust Shade Park Grounds Maintenance Shop | \$709,766 | \$0 | \$0 | \$0 | \$0 | \$0 | \$709,766 |
| Neabsco District Park | \$0 | \$0 | \$750,000 | \$0 | \$5,250,000 | \$0 | \$6,000,000 |
| Neabsco Greenway | \$0 | \$500,000 | \$0 | \$2,500,000 | \$0 | \$0 | \$3,000,000 |
| Occoquan Greenway | \$300,000 | \$4,500,000 | \$878,185 | \$0 | \$0 | \$0 | \$5,678,185 |
| PHNST-Featherstone Refuge | \$195,487 | \$0 | \$0 | \$0 | \$0 | \$0 | \$195,487 |
| PHNST-Neabsco Creek Wetland Preserve Boardwalk | \$635,602 | \$0 | \$0 | \$0 | \$0 | \$0 | \$635,602 |
| Broad Run Greenway | \$380,098 | \$0 | \$0 | \$0 | \$0 | \$0 | \$380,098 |
| PHNST-Powells Creek Crossing | \$200,000 | \$4,500,000 | \$4,500,000 | \$0 | \$0 | \$0 | \$9,200,000 |
| Rollins Ford Park - Phase 2 | \$4,556,834 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,556,834 |
| Subtotal | \$10,565,124 | \$15,129,393 | \$11,056,126 | \$7,900,000 | \$5,250,000 | \$0 | \$49,900,643 |
| Solid Waste | | | | | | | |
| Landfill Caps-Phase 2, Sequence 5 | \$1,170,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,170,000 |
| Landfill Liner-Phase 3, Cell B | \$0 | \$4,400,000 | \$2,300,000 | \$0 | \$4,430,000 | \$5,250,000 | \$16,380,000 |
| Landfill Caps-Sequence 6 | \$0 | \$0 | \$3,330,000 | \$2,200,000 | \$0 | \$0 | \$5,530,000 |
| Landfill Liner-Phase 4 | \$0 | \$0 | \$0 | \$0 | \$0 | \$420,000 | \$420,000 |
| Subtotal | \$1,170,000 | \$4,400,000 | \$5,630,000 | \$2,200,000 | \$4,430,000 | \$5,670,000 | \$23,500,000 |
| Watershed Management | | | | | | | |
| County Watersheds | \$3,928,701 | \$4,150,000 | \$3,850,000 | \$4,050,000 | \$5,200,000 | \$4,000,000 | \$25,178,701 |
| Subtotal | \$3,928,701 | \$4,150,000 | \$3,850,000 | \$4,050,000 | \$5,200,000 | \$4,000,000 | \$25,178,701 |
| Building & Facility Capital Program | | | | | | | |
| Facility Maintenance Projects | \$5,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$25,000,000 |
| Subtotal | \$5,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$4,000,000 | \$25,000,000 |
| Community Development Grand Total | \$20,663,825 | \$27,679,393 | \$24,536,126 | \$18,150,000 | \$18,880,000 | \$13,670,000 | \$123,579,344 |
| Human Services & General Government | | | | | | | |
| | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY23-28 |
| Human Services | | | | | | | |
| Crisis Receiving and Stabilization Center | \$6,478,530 | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$7,478,530 |
| Homeless Navigation Center-East | \$824,000 | \$612,000 | \$7,595,600 | \$11,968,400 | \$0 | \$0 | \$21,000,000 |
| Juvenile Services Center | \$1,624,785 | \$1,212,393 | \$14,296,778 | \$25,755,359 | \$700,000 | \$0 | \$43,589,315 |
| Subtotal | \$8,927,315 | \$2,824,393 | \$21,892,378 | \$37,723,759 | \$700,000 | \$0 | \$72,067,845 |
| General Government | | | | | | | |
| Countywide Space* | \$5,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |
| Environmental Sustainability | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| Subtotal | \$6,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,000,000 |
| Human Services & General Government Grand Total | \$14,927,315 | \$2,824,393 | \$21,892,378 | \$37,723,759 | \$700,000 | \$0 | \$78,067,845 |

*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

FY2023-2028 CIP Functional Area Summary (Continued)

| FY2023-2028 Projected Expenditures | | | | | | | |
|---|---------------------|---------------------|---------------------|---------------------|------------|------------|---------------------|
| Public Safety | | | | | | | |
| | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY23-28 |
| Fire & Rescue | | | | | | | |
| F&R Station 27 | \$1,250,000 | \$1,837,500 | \$8,575,000 | \$4,237,500 | \$0 | \$0 | \$15,900,000 |
| F&R Station 28** | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal | \$1,250,000 | \$1,837,500 | \$8,575,000 | \$4,237,500 | \$0 | \$0 | \$15,900,000 |
| Judicial Administration | | | | | | | |
| Judicial Center Expansion*** | \$3,500,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$5,000,000 |
| Judicial Center Renovation | \$10,000,000 | \$6,300,000 | \$6,300,000 | \$0 | \$0 | \$0 | \$22,600,000 |
| Subtotal | \$13,500,000 | \$7,800,000 | \$6,300,000 | \$0 | \$0 | \$0 | \$27,600,000 |
| Police | | | | | | | |
| Public Safety Training Center Expansion | \$2,683,580 | \$6,500,000 | \$20,316,000 | \$10,500,420 | \$0 | \$0 | \$40,000,000 |
| Subtotal | \$2,683,580 | \$6,500,000 | \$20,316,000 | \$10,500,420 | \$0 | \$0 | \$40,000,000 |
| Public Safety Grand Total | \$17,433,580 | \$16,137,500 | \$35,191,000 | \$14,737,920 | \$0 | \$0 | \$83,500,000 |

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

***Design and construction costs for future Judicial Center Expansion project to be determined.

| Technology Improvement | | | | | | | |
|---|--------------------|------------|------------|------------|------------|------------|--------------------|
| | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY23-28 |
| Technology Improvements | | | | | | | |
| Technology Infrastructure | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 |
| Human Capital Management | \$1,600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,600,000 |
| Technology Improvement Grand Total | \$3,600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,600,000 |

| Transportation | | | | | | | |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|----------------------|
| | FY23 | FY24 | FY25 | FY26 | FY27 | FY28 | FY23-28 |
| Transportation | | | | | | | |
| Balls Ford Interchange Project | \$46,977,539 | \$0 | \$0 | \$0 | \$0 | \$0 | \$46,977,539 |
| Balls Ford Widening Project | \$35,128,299 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,128,299 |
| Brentsville Road Interchange | \$22,400,000 | \$15,104,189 | \$0 | \$0 | \$0 | \$0 | \$37,504,189 |
| Devlin Road Widening | \$4,724,019 | \$21,582,392 | \$21,000,000 | \$9,000,000 | \$9,000,000 | \$0 | \$65,306,411 |
| Fuller Road/Fuller Heights Road Improvements | \$4,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,500,000 |
| Minnieville Road at Prince William Parkway Interchange | \$8,000,000 | \$30,000,000 | \$30,000,000 | \$0 | \$0 | \$0 | \$68,000,000 |
| Neabsco Mills Road (Route 1 to Dale Boulevard) | \$18,992,000 | \$10,456,330 | \$0 | \$0 | \$0 | \$0 | \$29,448,330 |
| North Woodbridge Mobility Improvements (Annapolis Way) | \$3,700,000 | \$3,000,000 | \$700,000 | \$0 | \$0 | \$0 | \$7,400,000 |
| Old Bridge Road/Gordon Boulevard Intersection Improv. | \$884,000 | \$0 | \$2,932,000 | \$10,300,000 | \$0 | \$0 | \$14,116,000 |
| Old Bridge/Occoquan Road Intersection | \$2,870,000 | \$3,063,949 | \$2,500,000 | \$2,500,000 | \$0 | \$0 | \$10,933,949 |
| Pageland Lane Right-Turn Lane | \$1,412,222 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,412,222 |
| Potomac/Neabsco Mills Commuter Garage | \$25,449,840 | \$12,723,250 | \$0 | \$0 | \$0 | \$0 | \$38,173,090 |
| Prince William Parkway/Old Bridge Road Intersection | \$1,142,510 | \$3,993,143 | \$2,845,633 | \$2,845,633 | \$7,551,962 | \$7,551,962 | \$25,930,843 |
| Route 1 Improvements (Brady's Hill Road to Route 234) | \$33,520,492 | \$32,500,000 | \$46,369,200 | \$34,497,200 | \$14,318,600 | \$0 | \$161,205,492 |
| Route 1 Improvements (Featherstone to Marys Way) | \$21,464,193 | \$0 | \$0 | \$0 | \$0 | \$0 | \$21,464,193 |
| Route 28 Bypass | \$15,500,000 | \$38,055,628 | \$15,000,000 | \$102,700,000 | \$102,700,000 | \$3,000,000 | \$276,955,628 |
| Summit School Rd Extension & Telegraph Rd Widening | \$19,893,872 | \$5,576,108 | \$0 | \$0 | \$0 | \$0 | \$25,469,980 |
| TRIP-Old Bridge Sidewalk (Oakwood to Forest Hills) | \$266,250 | \$564,196 | \$636,800 | \$0 | \$0 | \$0 | \$1,467,246 |
| TRIP-Old Bridge-Tackett's Mill Sidewalk | \$115,012 | \$0 | \$0 | \$0 | \$0 | \$0 | \$115,012 |
| TRIP-Old Carolina Road Sidewalk | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| University Boulevard Extension | \$8,558,502 | \$7,659,500 | \$0 | \$0 | \$0 | \$0 | \$16,218,002 |
| University Boulevard Interchange | \$19,553,112 | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$22,553,112 |
| Van Buren Road Environmental Study | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| Transportation Grand Total | \$295,551,862 | \$187,278,685 | \$121,983,633 | \$161,842,833 | \$133,570,562 | \$10,551,962 | \$910,779,537 |

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 \$3,099,844 in monetary proffers for projects in the FY2023 Budget.

| | Prior Years Proffers | FY23 Proffers Identified | Total Proffer Funding |
|--|----------------------------|--------------------------------|-----------------------------|
| Parks & Recreation | | | |
| Broad Run Greenway | \$484,782 | \$0 | \$484,782 |
| Catharpin Park Phase 2 | \$1,130,319 | \$0 | \$1,130,319 |
| Doves Landing Improvements | \$3,797,354 | \$0 | \$3,797,354 |
| Neabsco Greenway | \$55,558 | \$0 | \$55,558 |
| Occoquan Greenway | \$696,316 | \$0 | \$696,316 |
| PHNST-Featherstone Refuge | \$120,000 | \$0 | \$120,000 |
| PHNST-Neabsco Creek Wetland Preserve Boardwalk | \$854,000 | \$0 | \$854,000 |
| Rollins Ford Park Phase 2 | \$4,903,421 | \$0 | \$4,903,421 |
| Subtotal | \$12,041,750 | \$0 | \$12,041,750 |
| County Watershed | | | |
| County Watershed Improvements | \$148,530 | \$49,459 | \$197,989 |
| Subtotal | \$148,530 | \$49,459 | \$197,989 |
| Transportation | | | |
| Balls Ford Widening Project | \$82,737 | \$0 | \$82,737 |
| Brentsville Road Interchange | \$67,752 | \$0 | \$67,752 |
| Devlin Road Widening | \$0 | \$3,050,385 | \$3,050,385 |
| Fuller Road/Fuller Heights Road Improvements | \$767,683 | \$0 | \$767,683 |
| Old Bridge Road-Tacketts Mill Sidewalk | \$19,938 | \$0 | \$19,938 |
| Pageland Lane Right-Turn Lane | \$1,612,222 | \$0 | \$1,612,222 |
| Route 1 Feathersone to Marys Way | \$3,000 | \$0 | \$3,000 |
| Route 28 Bypass | \$3,392,491 | \$0 | \$3,392,491 |
| Summit School Road Extension & Telegraph Road Widening | \$45,108 | \$0 | \$45,108 |
| Subtotal | \$5,990,931 | \$3,050,385 | \$9,041,316 |
| Grand Total | \$18,181,211 | \$3,099,844 | \$21,281,055 |

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 FY23-28 operating impact of the CIP is \$204.4 million.

| Operating Impacts | | | | | | | |
|---|--|--|--|--|--|--|----------------------|
| Project | 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 | FY28 Facility and Program Operating | Total |
| Countywide Space | \$0 | \$0 | \$3,000,000 | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$18,000,000 |
| Crisis Receiving and Stabilization Center | \$2,700,000 | \$2,700,000 | \$2,700,000 | \$2,700,000 | \$2,700,000 | \$2,700,000 | \$16,200,000 |
| Devlin Road Widening | \$0 | \$145,352 | \$707,136 | \$1,256,621 | \$2,180,158 | \$2,413,427 | \$6,702,694 |
| Fire & Rescue Station 27 | \$0 | \$1,654,581 | \$5,696,832 | \$5,606,187 | \$5,606,187 | \$5,606,187 | \$24,169,974 |
| Fuller Heights Park Expansion | \$0 | \$0 | \$12,620 | \$54,086 | \$231,739 | \$350,629 | \$649,074 |
| Hellwig Park Artificial Turf Fields | \$0 | \$61,910 | \$325,216 | \$351,805 | \$345,093 | \$345,093 | \$1,429,117 |
| Homeless Navigation Center-East | \$0 | \$0 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$8,000,000 |
| Howison Park Improvements | \$0 | \$7,223 | \$239,355 | \$734,249 | \$720,570 | \$720,570 | \$2,421,967 |
| Human Capital Management Replacement | \$1,710,000 | \$710,000 | \$710,000 | \$710,000 | \$710,000 | \$710,000 | \$5,260,000 |
| Judicial Center Expansion | \$0 | \$0 | \$2,500,000 | \$5,000,000 | \$7,500,000 | \$7,500,000 | \$22,500,000 |
| Juvenile Services Center | \$0 | \$0 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$12,000,000 |
| Minnieville Road-Prince William Parkway Interchange | \$0 | \$620,100 | \$3,288,865 | \$5,294,812 | \$5,158,972 | \$5,023,132 | \$19,385,881 |
| Neabsco District Park | \$0 | \$0 | \$0 | \$16,046 | \$68,738 | \$207,692 | \$292,476 |
| Neabsco Greenway | \$0 | \$9,029 | \$103,124 | \$429,970 | \$521,764 | \$521,764 | \$1,585,650 |
| Occoquan Greenway | \$0 | \$12,898 | \$275,820 | \$763,110 | \$751,726 | \$751,726 | \$2,555,280 |
| Old Bridge Road-Gordon Boulevard Intersection | \$0 | \$0 | \$67,982 | \$505,293 | \$1,200,471 | \$1,169,885 | \$2,943,630 |
| Open Space & Accessibility | \$0 | \$5,159 | \$58,928 | \$179,248 | \$174,695 | \$174,695 | \$592,725 |
| Potomac-Neabsco Mills Commuter Garage | \$0 | \$0 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$2,000,000 |
| Powells Creek Crossing | \$0 | \$24,506 | \$416,407 | \$1,161,827 | \$1,140,197 | \$1,118,568 | \$3,861,505 |
| Public Safety Training Center | \$0 | \$1,700,000 | \$3,000,000 | \$3,500,000 | \$3,500,000 | \$3,500,000 | \$15,200,000 |
| Rollins Ford Park Phase 2 | \$0 | \$68,000 | \$68,000 | \$68,000 | \$68,000 | \$68,000 | \$340,000 |
| Route 28 Bypass | \$0 | \$0 | \$0 | \$2,567,390 | \$10,998,094 | \$12,501,247 | \$26,066,731 |
| Technology Infrastructure | \$3,000,000 | \$3,000,000 | \$1,565,000 | \$1,565,000 | \$1,565,000 | \$1,565,000 | \$12,260,000 |
| Total | \$7,410,000 | \$10,718,757 | \$30,235,285 | \$42,963,644 | \$55,641,404 | \$57,447,614 | \$204,416,704 |

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 FY23-28 debt service impact of the CIP is \$143.3 million.

| Debt Service Impacts | | | | | | | |
|--|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| | FY23 Debt Service | FY24 Debt Service | FY25 Debt Service | FY26 Debt Service | FY27 Debt Service | FY28 Debt Service | Total |
| Countywide Space | \$0 | \$0 | \$3,000,000 | \$5,000,000 | \$5,000,000 | \$5,000,000 | \$18,000,000 |
| Devlin Rd Widening | \$0 | \$145,352 | \$707,136 | \$1,256,621 | \$2,180,158 | \$2,413,427 | \$6,702,694 |
| F&R Station 27 | \$0 | \$0 | \$1,700,000 | \$1,700,000 | \$1,700,000 | \$1,700,000 | \$6,800,000 |
| Fuller Heights Park Expansion | \$0 | \$0 | \$12,620 | \$54,086 | \$52,716 | \$171,606 | \$291,028 |
| Hellwig Park Artificial Turf | \$0 | \$61,910 | \$265,430 | \$258,427 | \$251,715 | \$251,715 | \$1,089,197 |
| Homeless Navigation Center-East | \$0 | \$0 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$6,000,000 |
| Howison Park Improvements | \$0 | \$7,223 | \$149,806 | \$539,336 | \$525,657 | \$525,657 | \$1,747,679 |
| Judicial Center Expansion | \$0 | \$0 | \$2,500,000 | \$5,000,000 | \$7,500,000 | \$7,500,000 | \$22,500,000 |
| Juvenile Services Center | \$0 | \$0 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$12,000,000 |
| Minnieville Rd at Prince William Parkway Interchange | \$0 | \$620,100 | \$3,288,865 | \$5,294,812 | \$5,158,972 | \$5,023,132 | \$19,385,881 |
| Neabsco District Park | \$0 | \$0 | \$0 | \$16,046 | \$68,738 | \$68,738 | \$153,522 |
| Neabsco Greenway | \$0 | \$9,029 | \$103,124 | \$313,684 | \$305,716 | \$305,716 | \$1,037,268 |
| Occoquan Greenway | \$0 | \$12,898 | \$147,320 | \$448,120 | \$436,736 | \$436,736 | \$1,481,810 |
| Old Bridge Road/Gordon Boulevard Intersection | \$0 | \$0 | \$67,982 | \$505,293 | \$1,200,471 | \$1,169,885 | \$2,943,630 |
| Open Space and Accessibility | \$0 | \$5,159 | \$58,928 | \$179,248 | \$174,695 | \$174,695 | \$592,725 |
| PHNST - Powells Creek Crossing | \$0 | \$24,506 | \$279,907 | \$851,429 | \$829,799 | \$808,170 | \$2,793,811 |
| Public Safety Training Center | \$0 | \$1,700,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$3,000,000 | \$13,700,000 |
| Route 28 Bypass | \$0 | \$0 | \$0 | \$2,567,390 | \$10,998,094 | \$12,501,247 | \$26,066,731 |
| Total | \$0 | \$2,586,177 | \$19,781,118 | \$31,484,492 | \$43,883,467 | \$45,550,724 | \$143,285,976 |