



FY2024-2029

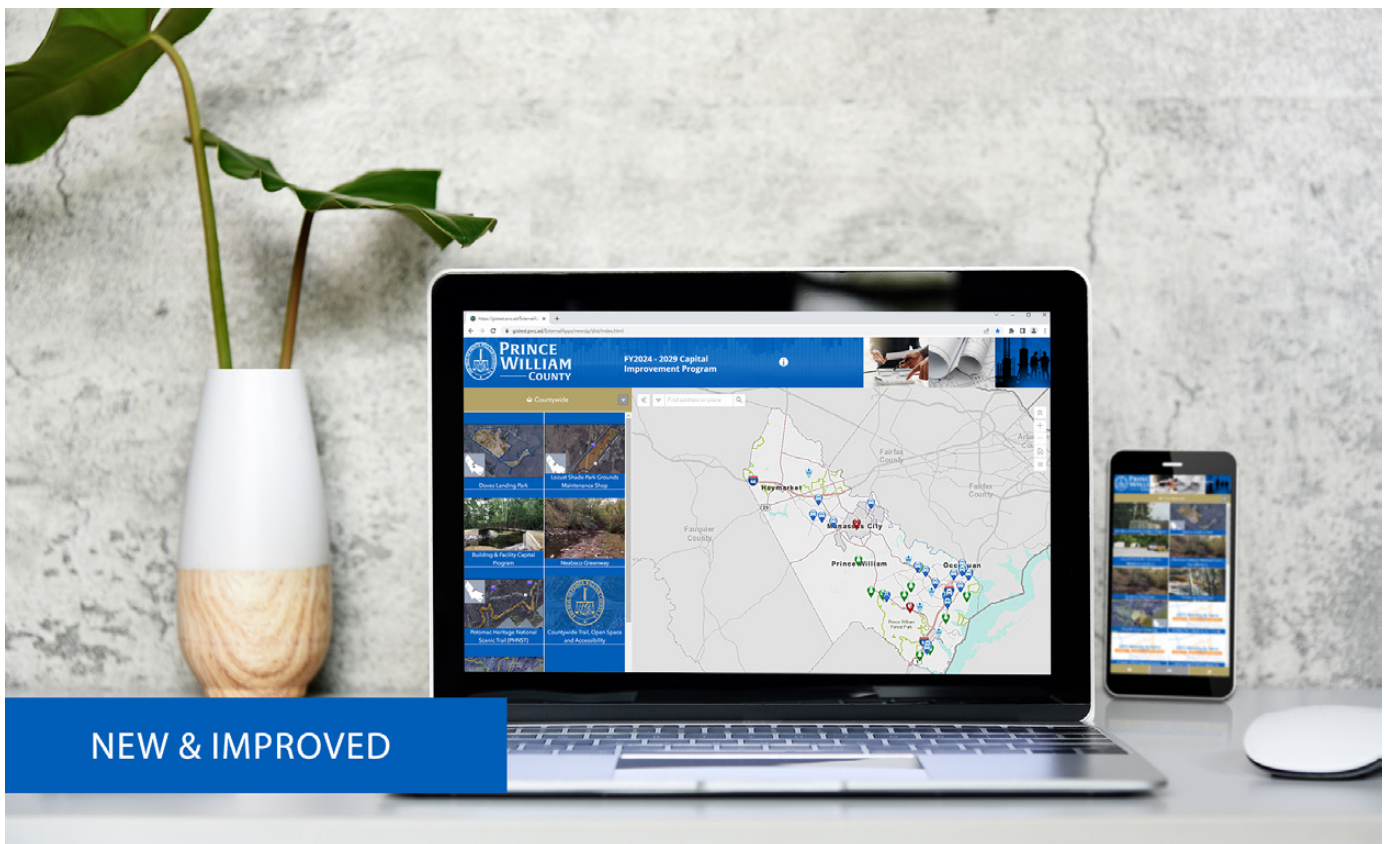
CAPITAL

IMPROVEMENT PROGRAM

Capital Improvement Program

FY2024-2029 Total Projected Expenditures by Functional Area							
	FY24	FY25	FY26	FY27	FY28	FY29	FY24-29
Community Development	\$50,779,177	\$43,828,000	\$37,450,000	\$22,473,500	\$13,856,500	\$29,159,868	\$197,547,045
Human Services	\$12,871,412	\$24,083,800	\$35,178,000	\$19,359,850	\$0	\$0	\$91,493,062
General Government*	\$5,539,368	\$0	\$0	\$0	\$0	\$0	\$5,539,368
Public Safety*	\$20,881,000	\$42,968,933	\$59,817,781	\$41,118,781	\$32,369,505	\$0	\$197,156,000
Technology Improvement	\$6,174,000	\$3,000,000	\$0	\$0	\$0	\$0	\$9,174,000
Transportation	\$215,043,670	\$84,977,054	\$176,380,686	\$234,786,607	\$124,710,438	\$41,907,964	\$877,806,419
Total	\$311,288,627	\$198,857,787	\$308,826,467	\$317,738,738	\$170,936,443	\$71,067,832	\$1,378,715,894

*Design and/or construction costs for the Countywide Space and Fire & Rescue Station 28 projects to be determined.



Capital Improvement Program (CIP) Web Mapping Application

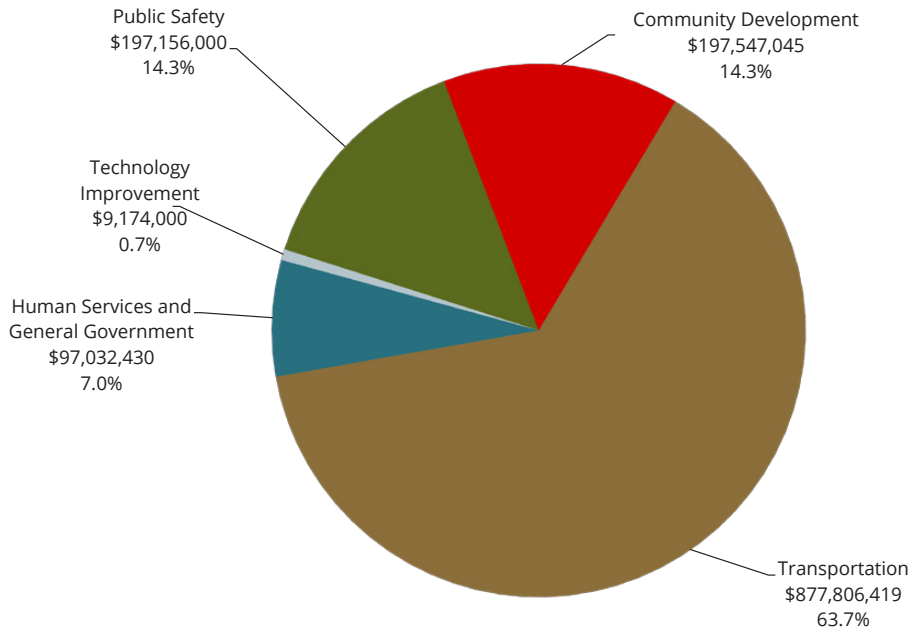
The County has created a CIP mapping application accessible to desktop and mobile devices. Please click the image above to access the mapping tool.

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 (FY2024-2029)

Excludes Schools

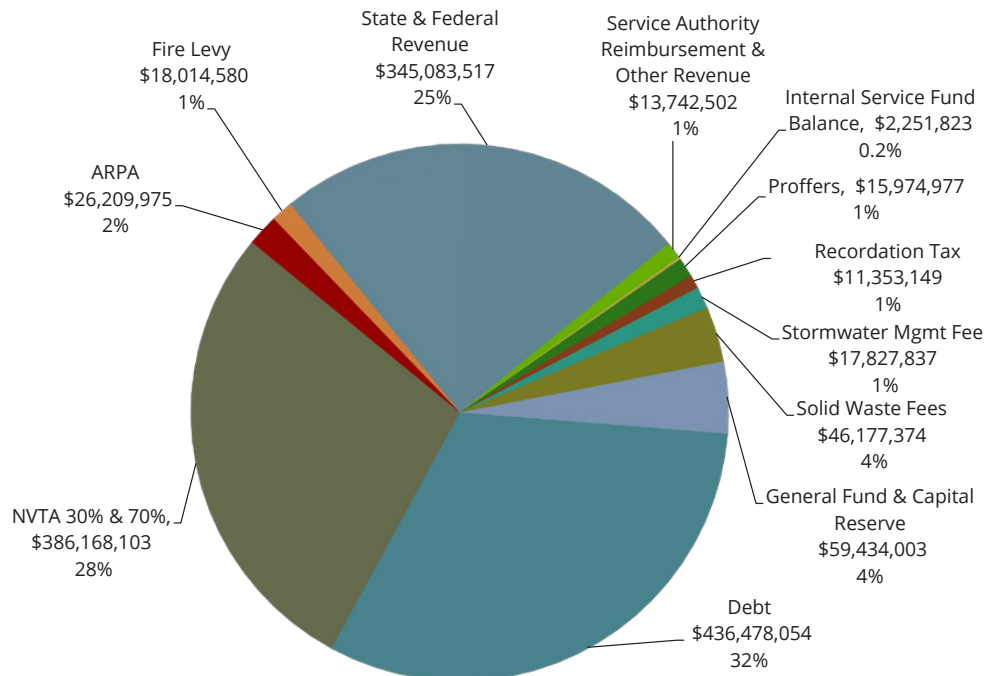


\$1,378,715,894

Totals may not add due to rounding.

County Funding Sources (FY2024-2029)

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 FY24 capital projected expenditures for the County government are \$311.3 million. Funding sources for County projects include the general fund, debt, state/federal, American Rescue Plan Act, 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, Solid Waste, and Storm Water Management. The following projects have dedicated project pages:

- Building & Facility Capital Program
- Doves Landing Park
- American Rescue Plan Act Facility Improvements
- Facility Improvements
- Fuller Heights Park Expansion
- Hellwig Park Artificial Turf Fields
- Howison Park Improvements
- Locust Shade Park Maintenance Shop
- Neabsco District Park
- Neabsco Greenway
- Occoquan Greenway
- Open Space and Accessibility Projects
- Potomac Heritage National Scenic Trail
- Powells Creek Crossing
- Landfill Caps
- Landfill Liners
- Landfill Infrastructure
- County Watersheds

The other Community Development capital initiative is described below:

- A. **Broad Run Greenway** – This project includes \$780,345 supported by developer contributions (proffers) for future land purchase. There are no specific land purchases pending. The pedestrian bridge replacement at Rocky Branch is currently under design and is scheduled to be opened in May 2024.

Human Services and General Government – Summary

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

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

The other Human Services and General Government initiatives is 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, population 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 which is scheduled for completion in fall 2023.

Capital Improvement Program

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
- 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 \$2,919,089 to replace public safety 800 MHz radios. The Adult Detention Center (\$115,500), Fire & Rescue (\$2,353,603), Police (\$394,029), Public Safety Communications (\$3,174), and Sheriff's Office (\$52,783) all contribute annual funding from respective operating budgets towards a sinking fund for the future replacement of critical communication equipment.
- B. Public Safety Firing Range Facility Build-Out** – In FY23, the County purchased the facility at 7751 Doane Drive in Manassas. The facility will be used to support the County's training range needs. The CIP includes \$2,228,500 to upfit the facility to meet the operational needs of the Police Department.

Technology Improvement – Summary

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

- Public Safety Communications 911 Call-Handling Equipment

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. To date, fiber installation has been completed at 6 of the 18 sites. Completion of the fiber installation projects will continue in FY24.
- B. Voice Over Internet Protocol (VoIP) Infrastructure** – In FY23, \$1.0 million in general funding was used to upgrade the County government's communication capabilities. An additional \$649,000 is being provided in FY24 to finish funding for the project. Installation of the VoIP infrastructure is scheduled for completion in FY24.
- C. Public Safety Communications at Schools** – In FY24, \$3.0 million in capital reserve funding will be used to enhance public safety communications at County schools. In FY25, an additional \$3.0 million is programmed to complete the project with funding from the Information Technology fund balance.

Transportation – Summary

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

- Balls Ford Road Widening
- Brentsville Road Interchange
- Devlin Road Widening
- Fuller Road/Fuller Heights Road Improvements
- Minnieville Road at Prince William Parkway Interchange

Capital Improvement Program

- Neabsco Mills Road (Route 1 to Dale Boulevard)
- North Woodbridge Mobility Improvements (Annapolis Way)
- North Woodbridge Mobility Improvements (Marina Way Extended)
- 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)
- University Boulevard Extension (Devlin Road to Wellington Road)
- University Boulevard Extension (Edmontson Drive to Sudley Manor Drive)
- University Boulevard Interchange

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 winter 2023 (FY24).
- B. Old Bridge Road Sidewalk (Oakwood Drive to Forest Hills Road)** – This project includes \$1.3 million in federal funding and \$415,000 in local funding to design and construct a sidewalk connecting Oakwood Drive and Forest Hills Road. Construction is scheduled for completion in FY24.
- C. Sudley Manor Drive Sidewalk** – This project includes \$1.2 million in federal funding and \$320,120 in local funding to design and construct approximately 1,165 linear feet of 5-foot wide asphalt sidewalk along Sudley Manor Drive just north of the Linton Hall Road intersection, to approximately 750 feet south of Victory Lakes Loop. Construction is scheduled for completion in FY24.
- D. Clover Hill Road and Prince William Parkway Intersection** – This project consists of constructing improvements at the Intersection of Prince William Parkway (Route 234) and Clover Hill Road. At this intersection, Prince William Parkway will be converted from an existing conventional intersection to a bowtie intersection. \$1.9 million in Northern Virginia Transportation Authority funding was appropriated in FY23 for design. The total project estimate is \$12.9 million, and the construction schedule is to be determined.
- E. James Madison Highway Pedestrian Bridge** – This project includes \$2.0 million in proffer funding to design a pedestrian bridge across James Madison Highway (Route 15) at the intersection with Dominion Valley Drive and Graduation Drive. Funding for construction, and the construction schedule, are to be determined.
- F. 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:

Capital Improvement Program

- 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.

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
Clover Hill Road and Prince William Parkway Interchange	\$1,900,000	\$0	\$1,900,000
Devlin Road Widening	\$0	\$4,000,000	\$4,000,000
Fuller/Fuller Heights Road Improvements	\$0	\$2,000,000	\$2,000,000
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
North Woodbridge Mobility Improvements (Marina Way Extended)	\$0	\$50,000	\$50,000
Old Bridge Road/Gordon Boulevard Intersection	\$0	\$1,725,000	\$1,725,000
Potomac/Neabsco Mills Commuter Garage	\$0	\$5,280,000	\$5,280,000
Route 1 (Brady's Hill Road to Route 234)	\$126,880,492	\$0	\$126,880,492
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 (Devlin to Wellington)	\$53,000,000	\$4,927,118	\$57,927,118
University Boulevard Extension (Edmontson to Sudley Manor)	\$0	\$9,701,810	\$9,701,810
University Boulevard Interchange	\$24,200,000	\$5,513,000	\$29,713,000
Total	\$462,280,492	\$53,588,678	\$515,869,170

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 FY24 is \$4,924,666.

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.

- G. 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 is \$25.8 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.
- H. Recordation Tax Revenue** – The BOCS has designated recordation tax revenue, generated when deeds are recorded, to support transportation projects. Recordation tax revenue will be used in FY24 to support mobility debt service, TRIP, 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.
- I. 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 \$96,567.
- J. Six-Year Secondary Road Plan** – The Six-Year Secondary Road Plan is the Virginia Department of Transportation (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.

Capital Improvement Program

On August 2, 2022, the BOCS adopted VDOT's FY2023-2028 Six-Year Secondary Road Plan ([BOCS Resolution 22-393](#)). The total FY23-28 allocation is \$1,234,212. 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	FY23	FY24	FY25	FY26	FY27	FY28	TOTAL
Six-Year Secondary Road Plan	\$190,106	\$213,653	\$213,653	\$205,600	\$205,600	\$205,600	\$1,234,212

Completed Capital Improvement Projects

The following projects included in the [FY2023-2028 CIP](#) were completed (or substantially completed) in FY23.

Community Development

Catharpin Park Auxiliary Building – This project constructed a building at Catharpin Park to house restrooms and concessions near the baseball fields.



Rollins Ford Park – Rollins Ford Park is a 69-acre park that includes two rectangular fields, parking, playgrounds, pavilions, basketball court, dog park, restroom/concession auxiliary building, walking trails, and wildflower meadows.



Capital Improvement Program

Transportation

Balls Ford Road Interchange – This project included the construction of a new diverging diamond interchange at the Route 234 Bypass (Prince William Parkway) and relocated Balls Ford Road (Route 621). A grade-separated overpass crossing of relocated Balls Ford Road over Line B of the Norfolk Southern Railroad was constructed. The project also relocated Balls Ford Road as a new four-lane road with a raised median between Devlin Road and Doane Drive.



Van Buren Road Environmental Study – This project consists of completing the National Environmental Policy Act (NEPA) study for the four-lane extension of Van Buren Road between Route 234 and Cardinal Drive. The NEPA study is a preliminary step in the design and construction of the Van Buren Road extension.

Technology Improvement

Human Capital Management (HCM) – This project provided a replacement of the existing HCM system, which helps manage and maintain the County's workforce, including payroll, performance review, recruitment, and training functions. The new system is cloud-based, allowing the County to convert its Human Resources system to a cloud format as part of this project.

Technology Infrastructure – Improvements will enable the network to support newer technologies, such as cloud and mobile connectivity. Improvements focused on the modernization of four key areas of the network infrastructure: Internet Core, Security Infrastructure, Data Center Infrastructure, and Enterprise Network, which includes the Local Area Network (LAN) and Wide Area Network (WAN).

Capital Improvement Program

FY2024-2029 CIP Functional Area Summary

The following tables show projected FY24-29 capital expenditures by functional area for the County government totaling \$1.38 billion.

FY2024-2029 Projected Expenditures							
Community Development							
	FY24	FY25	FY26	FY27	FY28	FY29	FY24-29
Parks, Recreation and Tourism							
Broad Run Greenway	\$166,919	\$0	\$0	\$0	\$0	\$0	\$166,919
Doves Landing Park	\$1,703,857	\$557,000	\$0	\$0	\$0	\$0	\$2,260,857
Facility Improvements	\$7,000,000	\$10,150,000	\$4,390,000	\$0	\$0	\$0	\$21,540,000
Fuller Heights Park Expansion	\$600,000	\$0	\$5,400,000	\$0	\$0	\$0	\$6,000,000
Hellwig Park Artificial Turf Fields	\$2,649,000	\$0	\$0	\$0	\$0	\$0	\$2,649,000
Howison Park Improvements	\$2,825,000	\$2,825,000	\$0	\$0	\$0	\$0	\$5,650,000
Locust Shade Park Grounds Maintenance Shop	\$1,110,000	\$0	\$0	\$0	\$0	\$0	\$1,110,000
Neabsco District Park	\$0	\$750,000	\$0	\$5,250,000	\$0	\$0	\$6,000,000
Neabsco Greenway	\$750,000	\$0	\$2,500,000	\$0	\$0	\$0	\$3,250,000
Occoquan Greenway	\$4,841,979	\$0	\$0	\$0	\$0	\$0	\$4,841,979
Open Space and Accessibility Projects	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$1,500,000
PHNST-Featherstone Refuge	\$1,930,910	\$875,000	\$0	\$0	\$0	\$0	\$2,805,910
PHNST-Neabsco Creek Wetland Preserve Boardwalk	\$496,453	\$0	\$0	\$0	\$0	\$0	\$496,453
PHNST-Port Potomac	\$35,817	\$0	\$0	\$0	\$0	\$0	\$35,817
PHNST-Powells Creek Crossing	\$200,000	\$4,500,000	\$4,500,000	\$0	\$0	\$0	\$9,200,000
Subtotal	\$25,809,935	\$19,657,000	\$16,790,000	\$5,250,000	\$0	\$0	\$67,506,935
Solid Waste							
Landfill Caps-Phase 2, Sequence 5	\$4,040,000	\$1,800,000	\$0	\$0	\$0	\$0	\$5,840,000
Landfill Caps-Phase 2, Sequence 6	\$0	\$0	\$0	\$2,923,500	\$1,256,500	\$0	\$4,180,000
Landfill Liner-Phase 3, Cell B	\$4,500,000	\$2,000,000	\$0	\$0	\$0	\$0	\$6,500,000
Landfill Liner-Phase 3, Cell C	\$0	\$0	\$5,610,000	\$2,000,000	\$0	\$0	\$7,610,000
Landfill Liner Phase 4	\$0	\$0	\$0	\$0	\$0	\$18,650,000	\$18,650,000
Landfill Phase 4 Infrastructure	\$0	\$8,740,000	\$2,000,000	\$0	\$1,500,000	\$500,000	\$12,740,000
Subtotal	\$8,540,000	\$12,540,000	\$7,610,000	\$4,923,500	\$2,756,500	\$19,150,000	\$55,520,000
Watershed Management							
County Watersheds	\$3,429,242	\$3,631,000	\$5,050,000	\$4,300,000	\$3,100,000	\$2,009,868	\$21,520,110
Subtotal	\$3,429,242	\$3,631,000	\$5,050,000	\$4,300,000	\$3,100,000	\$2,009,868	\$21,520,110
Building & Facility Capital Program							
Facility Maintenance Projects	\$13,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$53,000,000
Subtotal	\$13,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$53,000,000
Community Development Grand Total	\$50,779,177	\$43,828,000	\$37,450,000	\$22,473,500	\$13,856,500	\$29,159,868	\$197,547,045
Human Services & General Government							
	FY24	FY25	FY26	FY27	FY28	FY29	FY24-29
Human Services							
Crisis Receiving Center	\$10,151,012	\$3,955,300	\$0	\$0	\$0	\$0	\$14,106,312
Homeless Navigation Center-East	\$1,032,000	\$3,062,500	\$18,400,000	\$2,645,500	\$0	\$0	\$25,140,000
Juvenile Services Center	\$1,688,400	\$17,066,000	\$16,778,000	\$16,714,350	\$0	\$0	\$52,246,750
Subtotal	\$12,871,412	\$24,083,800	\$35,178,000	\$19,359,850	\$0	\$0	\$91,493,062
General Government							
Countywide Space*	\$4,500,000	\$0	\$0	\$0	\$0	\$0	\$4,500,000
Environmental Sustainability	\$1,039,368	\$0	\$0	\$0	\$0	\$0	\$1,039,368
Subtotal	\$5,539,368	\$0	\$0	\$0	\$0	\$0	\$5,539,368
Human Services & General Government Grand Total	\$18,410,780	\$24,083,800	\$35,178,000	\$19,359,850	\$0	\$0	\$97,032,430

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

Capital Improvement Program

FY2024-2029 CIP Functional Area Summary (Continued)

FY2024-2029 Projected Expenditures							
Public Safety							
	FY24	FY25	FY26	FY27	FY28	FY29	FY24-29
Fire & Rescue							
F&R Station 27	\$931,000	\$11,889,000	\$6,026,000	\$132,000	\$0	\$0	\$18,978,000
F&R Station 28**	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Subtotal	\$931,000	\$11,889,000	\$6,026,000	\$132,000	\$0	\$0	\$18,978,000
Judicial Administration							
Judicial Center Expansion	\$12,500,000	\$11,456,933	\$40,986,781	\$40,986,781	\$32,369,505	\$0	\$138,300,000
Judicial Center Renovation	\$6,300,000	\$6,300,000	\$0	\$0	\$0	\$0	\$12,600,000
Subtotal	\$18,800,000	\$17,756,933	\$40,986,781	\$40,986,781	\$32,369,505	\$0	\$150,900,000
Police							
Public Safety Training Center Expansion	\$1,150,000	\$13,323,000	\$12,805,000	\$0	\$0	\$0	\$27,278,000
Subtotal	\$1,150,000	\$13,323,000	\$12,805,000	\$0	\$0	\$0	\$27,278,000
Public Safety Grand Total	\$20,881,000	\$42,968,933	\$59,817,781	\$41,118,781	\$32,369,505	\$0	\$197,156,000

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

Technology Improvement							
	FY24	FY25	FY26	FY27	FY28	FY29	FY24-29
Technology Improvements							
Voice Over IP (VOIP) Infrastructure	\$1,174,000	\$0	\$0	\$0	\$0	\$0	\$1,174,000
Public Safety Communications Call-Handling Equipment	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
Public Safety Communications at Schools	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0	\$6,000,000
Technology Improvement Grand Total	\$6,174,000	\$3,000,000	\$0	\$0	\$0	\$0	\$9,174,000

Transportation							
	FY24	FY25	FY26	FY27	FY28	FY29	FY24-29
Transportation							
Balls Ford Widening Project	\$5,685,917	\$0	\$0	\$0	\$0	\$0	\$5,685,917
Brentsville Road Interchange	\$8,674,436	\$1,000,000	\$0	\$0	\$0	\$0	\$9,674,436
Clover Hill Road and Prince William Parkway Interchange	\$1,100,000	\$0	\$0	\$0	\$0	\$0	\$1,100,000
Devlin Road Widening	\$5,900,000	\$12,018,319	\$15,875,000	\$21,305,000	\$8,402,000	\$0	\$63,500,319
Ellicott Street (Occoquan Greenway Connector)	\$309,739	\$287,963	\$559,738	\$1,196,898	\$0	\$0	\$2,354,338
Fuller Road/Fuller Heights Road Improvements	\$2,900,000	\$0	\$0	\$0	\$0	\$0	\$2,900,000
James Madison Highway Pedestrian Bridge	\$1,900,000	\$0	\$0	\$0	\$0	\$0	\$1,900,000
Minnieville Road at Prince William Parkway Interchange	\$5,005,365	\$4,905,365	\$30,000,000	\$30,000,000	\$0	\$0	\$69,910,730
Neabsco Mills Road (Route 1 to Dale Boulevard)	\$20,541,113	\$0	\$0	\$0	\$0	\$0	\$20,541,113
North Woodbridge Mobility Improvements (Annapolis Way)	\$3,250,000	\$2,700,000	\$0	\$0	\$0	\$0	\$5,950,000
North Woodbridge Mobility Improvements (Marina Way)	\$1,515,665	\$1,515,665	\$4,842,024	\$4,522,572	\$7,402,705	\$5,234,473	\$25,033,104
Old Bridge Road Sidewalk (Oakwood to Forest Hills)	\$1,009,819	\$0	\$0	\$0	\$0	\$0	\$1,009,819
Old Bridge Road/Gordon Boulevard Intersection Improv.	\$1,150,000	\$3,050,000	\$2,500,000	\$7,500,000	\$300,000	\$0	\$14,500,000
Old Bridge/Occoquan Road Intersection	\$2,280,418	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$7,280,418
Pageland Lane Right-Turn Lane	\$600,000	\$0	\$0	\$0	\$0	\$0	\$600,000
Potomac/Neabsco Mills Commuter Garage	\$20,993,590	\$0	\$0	\$0	\$0	\$0	\$20,993,590
Prince William Parkway/Old Bridge Road Intersection	\$3,982,262	\$2,845,633	\$15,103,924	\$7,562,137	\$0	\$0	\$29,493,956
Route 1 Improvements (Brady's Hill Road to Route 234)	\$30,200,000	\$5,858,543	\$60,000,000	\$60,000,000	\$8,586,733	\$0	\$164,645,276
Route 1 Improvements (Featherstone to Marys Way)	\$4,000,334	\$0	\$0	\$0	\$0	\$0	\$4,000,334
Route 28 Bypass	\$44,764,154	\$24,000,000	\$25,000,000	\$82,700,000	\$80,019,000	\$26,673,491	\$283,156,645
Sudley Manor Drive Sidewalk	\$1,210,598	\$0	\$0	\$0	\$0	\$0	\$1,210,598
Summit School Rd Extension & Telegraph Rd Widening	\$15,847,996	\$13,295,566	\$0	\$0	\$0	\$0	\$29,143,562
TRIP Projects	\$222,264	\$0	\$0	\$0	\$0	\$0	\$222,264
University Boulevard Ext. (Devlin to Wellington)	\$10,000,000	\$10,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$10,000,000	\$90,000,000
University Boulevard Ext. (Edmontson to Sudley Manor)	\$10,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$11,000,000
University Boulevard Interchange	\$12,000,000	\$0	\$0	\$0	\$0	\$0	\$12,000,000
Transportation Grand Total	\$215,043,670	\$84,977,054	\$176,380,686	\$234,786,607	\$124,710,438	\$41,907,964	\$877,806,419

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 no new monetary proffers for projects in the FY2024 Budget.

	Prior Years Proffers	FY24 Proffers Identified	Total Proffer Funding
Parks, Recreation and Tourism			
Broad Run Greenway	\$484,782	\$0	\$484,782
Doves Landing Park	\$3,837,392	\$0	\$3,837,392
Neabsco Greenway	\$55,558	\$0	\$55,558
Occoquan Greenway	\$696,316	\$0	\$696,316
PHNST-Featherstone Refuge	\$1,300,000	\$0	\$1,300,000
PHNST-Neabsco Creek Wetlands Preserve Boardwalk	\$854,000	\$0	\$854,000
PHNST-Port Potomac	\$35,817	\$0	\$35,817
Subtotal	\$7,263,865	\$0	\$7,263,865
County Watershed			
County Watersheds	\$49,459	\$0	\$49,459
Subtotal	\$49,459	\$0	\$49,459
Transportation			
Balls Ford Widening Project	\$82,737	\$0	\$82,737
Brentsville Road Interchange	\$67,752	\$0	\$67,752
Devlin Road Widening	\$2,683,742	\$0	\$2,683,742
Ellicott Street (Occoquan Greenway Connector)	\$156,890	\$0	\$156,890
Fuller/Fuller Heights Road Improvements	\$767,683	\$0	\$767,683
James Madison Highway Pedestrian Bridge	\$2,000,000	\$0	\$2,000,000
Old Bridge Road Sidewalk (Oakwood to Forest Hills)	\$62,669	\$0	\$62,669
Pageland Lane Right-Turn Lane	\$1,612,222	\$0	\$1,612,222
Potomac-Neabsco Mills Commuter Garage	\$1,598,150	\$0	\$1,598,150
Route 1 Improvements (Featherstone Road 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
University Boulevard Ext. (Edmontston to Sudley Manor)	\$366,643	\$0	\$366,643
Subtotal	\$12,839,087	\$0	\$12,839,087
Grand Total	\$20,152,411	\$0	\$20,152,411

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 FY24-29 operating impact of the CIP is \$265.0 million.

Operating Impacts							
Project	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	FY29 Facility and Program Operating	Total
Countywide Space	\$0	\$110,090	\$5,471,938	\$5,459,979	\$5,448,021	\$5,436,063	\$21,926,091
Crisis Receiving Center	\$6,456,336	\$7,687,133	\$7,643,558	\$7,599,983	\$7,556,408	\$7,512,833	\$44,456,251
Devlin Road Widening	\$0	\$0	\$0	\$239,565	\$1,207,777	\$1,984,068	\$3,431,410
Fire & Rescue Station 27	\$0	\$2,083,330	\$5,646,200	\$5,892,115	\$5,844,631	\$5,797,147	\$25,263,423
Fuller Heights Park Expansion	\$0	\$2,306	\$138,820	\$740,946	\$726,711	\$712,476	\$2,321,259
Future Community Improvements	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$8,000,000
Hellwig Park Artificial Turf Fields	\$0	\$126,354	\$379,145	\$371,893	\$364,642	\$357,390	\$1,599,424
Homeless Navigation Center-East	\$0	\$0	\$786,618	\$2,803,050	\$2,752,950	\$2,702,850	\$9,045,468
Howison Park Improvements	\$0	\$222,685	\$766,446	\$751,943	\$737,441	\$722,938	\$3,201,453
Judicial Center Expansion	\$90,000	\$200,090	\$5,561,938	\$10,549,979	\$15,538,021	\$15,538,021	\$47,478,049
Juvenile Services Center	\$0	\$1,051,039	\$1,724,870	\$2,393,967	\$3,670,082	\$3,621,271	\$12,461,229
Minnieville Road-Prince William Parkway Interchange	\$0	\$0	\$814,171	\$3,756,479	\$4,779,527	\$5,414,324	\$14,764,501
McCoart Property Acquisition	\$241,800	\$1,036,121	\$1,009,879	\$983,636	\$957,393	\$931,150	\$5,159,979
Neabsco District Park	\$0	\$2,883	\$29,204	\$195,675	\$698,716	\$684,480	\$1,610,958
Neabsco Greenway	\$0	\$13,017	\$235,866	\$543,400	\$535,072	\$526,745	\$1,854,100
Ocoquan Greenway	\$0	\$239,447	\$791,268	\$779,182	\$767,096	\$755,011	\$3,332,004
Old Bridge Rd-Gordon Blvd Intersection Improvement	\$0	\$0	\$147,419	\$704,581	\$960,703	\$1,079,157	\$2,891,860
Open Space and Accessibility Projects	\$0	\$44,379	\$190,511	\$185,677	\$180,843	\$176,088	\$777,498
Potomac-Neabsco Mills Commuter Garage	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
Powells Creek Crossing	\$0	\$164,892	\$612,023	\$1,199,185	\$1,176,595	\$1,154,005	\$4,306,700
Public Safety Firing Range Facility	\$1,328,626	\$3,061,546	\$3,004,343	\$2,947,086	\$2,889,829	\$2,832,517	\$16,063,947
Public Safety Training Center	\$0	\$749,897	\$1,912,686	\$2,315,399	\$3,245,785	\$3,191,321	\$11,415,088
Route 28 Bypass	\$0	\$0	\$287,891	\$2,179,148	\$6,449,880	\$12,184,291	\$21,101,210
Total	\$8,116,762	\$17,295,209	\$37,654,794	\$53,092,868	\$70,988,123	\$77,814,146	\$264,961,902

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 FY24-29 debt service impact of the CIP is \$189.7 million.

Debt Service Impacts							
	FY24 Debt Service	FY25 Debt Service	FY26 Debt Service	FY27 Debt Service	FY28 Debt Service	FY29 Debt Service	Total
Countywide Space	\$0	\$110,090	\$5,471,938	\$5,459,979	\$5,448,021	\$5,436,063	\$21,926,091
Crisis Receiving Center Property Acquisition	\$435,750	\$1,701,500	\$1,657,925	\$1,614,350	\$1,570,775	\$1,527,200	\$8,507,500
Devlin Rd Widening	\$0	\$0	\$0	\$239,565	\$1,207,777	\$1,984,068	\$3,431,410
F&R Station 27	\$0	\$250,464	\$1,260,531	\$1,847,091	\$1,799,607	\$1,752,123	\$6,909,816
Fuller Heights Park Expansion	\$0	\$2,306	\$138,820	\$561,923	\$547,688	\$533,453	\$1,784,190
Future Community Improvements	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$8,000,000
Hellwig Park Artificial Turf Fields	\$0	\$66,568	\$285,767	\$278,515	\$271,264	\$264,012	\$1,166,126
Homeless Navigation Center-East	\$0	\$0	\$786,618	\$2,303,050	\$2,252,950	\$2,202,850	\$7,545,468
Howison Park Improvements	\$0	\$133,136	\$571,533	\$557,030	\$542,528	\$528,025	\$2,332,252
Judicial Center Expansion	\$0	\$110,090	\$5,471,938	\$10,459,979	\$13,448,021	\$13,448,021	\$42,938,049
Juvenile Services Center	\$0	\$1,051,039	\$1,724,870	\$2,393,967	\$3,670,082	\$3,621,271	\$12,461,229
Minnieville Rd at Prince William Parkway Interchange	\$0	\$0	\$814,171	\$3,756,479	\$4,779,527	\$5,414,324	\$14,764,501
McCoart Property Acquisition	\$241,800	\$1,036,121	\$1,009,879	\$983,636	\$957,393	\$931,150	\$5,159,979
Neabsco District Park	\$0	\$2,883	\$29,204	\$195,675	\$559,762	\$545,526	\$1,333,050
Neabsco Greenway	\$0	\$13,017	\$119,580	\$327,352	\$319,024	\$310,697	\$1,089,670
Occoquan Greenway	\$0	\$110,947	\$476,278	\$464,192	\$452,106	\$440,021	\$1,943,544
Old Bridge Rd/Gordon Blvd Intersection Improvement	\$0	\$0	\$147,419	\$704,581	\$960,703	\$1,079,157	\$2,891,860
Open Space and Accessibility Projects	\$0	\$44,379	\$190,511	\$185,677	\$180,843	\$176,088	\$777,498
PHNST - Powells Creek Crossing	\$0	\$28,392	\$301,625	\$888,787	\$866,197	\$843,607	\$2,928,608
Public Safety Firing Range Facility	\$527,564	\$2,260,629	\$2,203,371	\$2,146,114	\$2,088,857	\$2,031,600	\$11,258,135
Public Safety Training Center	\$0	\$749,897	\$1,412,686	\$1,815,399	\$2,745,785	\$2,691,321	\$9,415,088
Route 28 Bypass	\$0	\$0	\$287,891	\$2,179,148	\$6,449,880	\$12,184,291	\$21,101,210
Total	\$1,205,114	\$7,671,458	\$24,362,555	\$39,362,489	\$55,118,790	\$61,944,868	\$189,665,274