

FACTORS AFFECTING THE PROPOSED CIP

Use of Business Personal Property Tax (BPPT)

As part of the FY 2022 development process, staff presented its strategy of forecasting business personal property tax (BPPT) revenue from computer equipment. This revenue source has been a significant source of growth in the County’s budget over the past decade, and the revenue model for FY 2022 projects a considerable increase over the FY 2021 budget. Given the risk associated with forecasting this revenue, an increment of the revenue is programmed into the CIP for one-time purposes. If the revenues do not materialize as predicted, the appropriations funded with these revenues can be more easily undone than if the revenue was budgeted in the General Fund to support operations.

The personal property tax increment for FY 2022 and FY 2023 is based on fifty percent of the “upside” revenue projection and is programmed in projects, the County Renovation program, and the CIP Contingency and County Land Acquisition accounts. The total increment is \$23.4 million in FY 2022 and \$28.8 million in FY 2023. In FY 2024 through FY 2026, the increment is programmed to balance project expenditures more conservatively (compared to projections), as it is anticipated the County’s tax policy for these revenues will have been refined with a balance struck between the capital and operating budgets. This conservative approach for FY 2024 and beyond does not program local tax funding (LTF) that may not ultimately be transferred to the CIP in those future years.

This strategy of programming excess personal property tax increment in the CIP began in FY 2020 and continues to be refined as staff gains more understanding of this revenue source and how to model it. Funding is directed toward one-time costs, including for those to fund the renovation, alteration, and renewal program. Renovation projects generally have much shorter project timelines as well as some components that do not have the longer-term life cycle of a new build project, so this type of program generally requires more cash and different and more flexible financing vehicles. This dedicated source of cash funding will provide the flexibility needed and allow for leveraging of more short-term financing and leases. Dedicating a portion of revenues for land acquisitions, which also have shorter timelines, also provides an opportunity to program an incremental amount of BPPT while providing maximum flexibility.

	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FFY
Personal Property Tax Increment	\$16,400,000	\$23,420,000	\$28,830,000	\$23,247,000	\$13,232,000	\$14,235,000	\$7,923,000

Projects for Future Development

To better manage the growth and priorities of the CIP, the FY 2022 Proposed CIP includes this new section. This concept was presented to the FGOEDC in October 2020.¹ All projects whose

¹ [October 13, 2020, Finance/Government Operations and Economic Development Committee, Item 19: FY 2022 Budget Development: Prioritizing Future Fiscal Year Projects of the Capital Improvement Program.](#)

funding is planned completely within the Future Fiscal Years (FFY) (four years beyond the six-year planning period of FY 2021 through FY 2026) have been included in this section, so that the FFY within the funding plan are for projects whose appropriation is planned to begin in FY 2021 through FY 2026. This list of projects will allow staff to develop future capital budgets more strategically and in a more transparent and data-driven way. During subsequent budget processes, prioritizing these projects will be the basis of capital budget guidance sought from the Board of Supervisors during the fall. These projects do not have separate project pages.

Cost and Schedule Development

As part of the annual CIP development process, staff regularly reviews and updates cost estimation methodologies, including assumptions for inflation in future years and amounts for project contingencies. Initial cost estimates are based on historical data plus additional costs for any known unique characteristics of a project. The cost of land acquisition, design, and other professional services, and furniture, fixtures and equipment are typically calculated as a general percentage of the “hard” costs when the project is at the beginning stages of development. As the first year of appropriation approaches, that cost is refined. During the project’s planning phase (before design or engineering begins), cost estimates are highly uncertain and can vary from 50 percent to 200 percent compared to the final project cost. Estimates are more accurately refined once the design phase begins. Consultants assist in validating or updating cost estimates for projects new to the CIP.

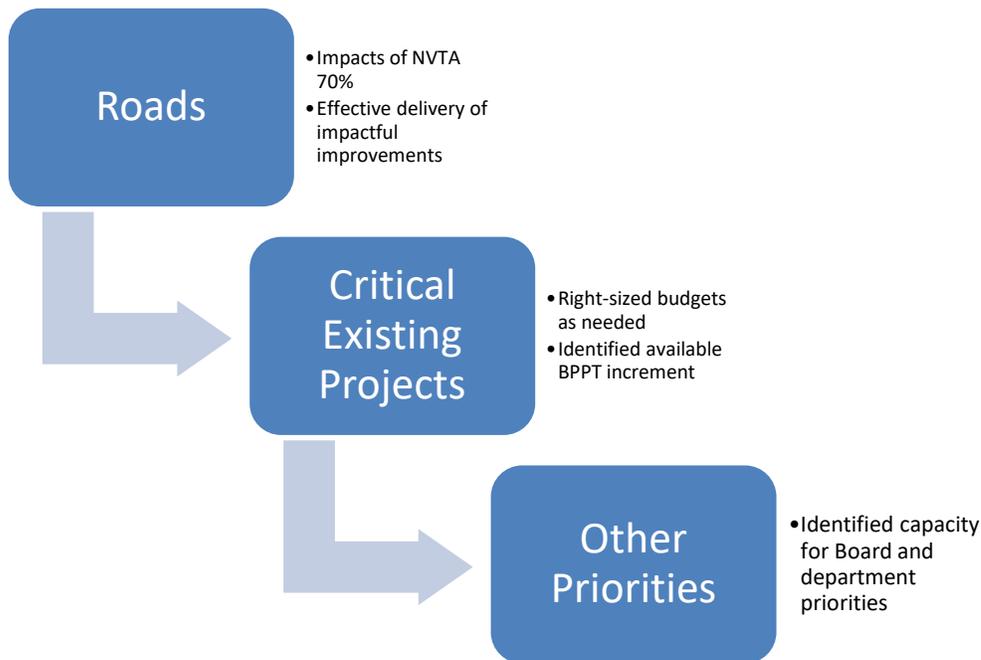
The FY 2021 CIP development process saw the majority of projects in the capital budget being re-estimated. This effort paid off, and there were largely only minor cost adjustments during the FY 2022 development process. Staff continues to focus on programming as many additional revenue sources as possible, such as NVT A 70 percent, Smart Scale, and cash proffers, but the overall stress on available LTF and debt capacity continues to constrain the flexibility of the capital program.

Support to the Capital Budget

Staff continues to ensure the CIP is properly resourced. During FY 2021, the Department of Transportation and Capital Infrastructure (DTCI) created a Portfolio Management Office. Through the contracted resources in this Office, DTCI has centralized cost estimating, master scheduling, and general budget management. The Office has delivered multiple benefits since its inception not only to DTCI but to General Services and Finance and Budget.

APPROACH TO AMENDMENT PROCESS

The graphic below shows the systematic approach to the development of the FY 2022 Proposed CIP.



BOARD MEMBER REQUESTS

In November 2020, the FGOEDC Chair solicited requests from Board members for new and accelerated projects for potential inclusion in the Proposed CIP.

With all changes incorporated to existing projects, staff evaluated the possibility of incorporating (in order) Board requests, department priority projects, and town requests. The BPPT increment allowed for some additional capacity in FY 2024 through FY 2026.

Algonkian

- Broad Run Stream Valley Park (Acceleration): Accommodated in FY 2022 and FY 2024. Funding accelerated and will be specifically used to renovate existing Broad Run Tollhouse to create a trailhead. Strategy for broader stream valley park is waiting for ongoing linear trails study.
- Various Bike and Pedestrian Improvements (New): Pedestrian improvements are accommodated through existing Sidewalk and Trail Program. Bike improvements not accommodated pending further analysis.

Blue Ridge

- Ryan Road Widening (Evergreen Mill Road to Beaverdam Drive) (Acceleration): Accommodated in FY 2022. Preliminary design/engineering funding advanced to establish planning documents for competitive Northern Virginia Transportation Authority (NVT A) 70% application.
- Western Loudoun Recreation Center (Acceleration): Accommodated; funding for design begins in FY 2024 through Future Fiscal Years. The Purcellville Library Replacement was

deferred beyond FY 2026 to accommodate this acceleration. Community need for recreation facilities, especially pool facilities, was considered in this adjustment.

- Route 7/Blue Ridge Mountain Road (New): Accommodated in FY 2022. Engineering funding was advanced to support ongoing VDOT efforts.

Catoctin

- Remote Site Connectivity (Acceleration): Accommodated in FY 2022; funding accelerated from FY 2023 through FY 2025. Funding will allow for the expansion of broadband to five Western Loudoun County sites.
- Spinks Ferry/New Valley Church Road (Acceleration): This project is progressing on schedule.
- Lucketts Elementary School (New): This project was not included in the School Board's Adopted CIP and was not added to the FY 2022 Proposed CIP.
- Agriculture Center (New): Further discussions are needed with Board Office and program departments to assess the scope and programming for this facility.

Dulles

- Braddock Road Segment 2 (Acceleration): This project was not awarded NVTAs 70% funding and had to be re-segmented to effectively administer.

Leesburg

- Town of Leesburg – Bus Shelters (Additional Funding): Accommodated in FY 2022.

OTHER ACCELERATED AND NEW PROJECTS

- Dam Safety Contingency (New): This project was added in FY 2022 to fund emergency repairs, as needed, to ensure that dams around the County are maintained to protect public safety and property.
- Selma Estates Flood Mitigation (New): This project, added in FY 2022, funds the County's local match for a Federal Emergency Management Agency (FEMA) Flood Mitigation Assistance grant, plus project contingency funding. If awarded, the grant would fund a buy-out program for eligible homes in the Selma Estates community, which is often the subject of repetitive flood damage.
- Various Landfill Projects (New): Two ongoing landfill projects were created to provide flexibility for the Department of General Services staff in carrying-out general infrastructure improvements and cell capping projects. Both projects are funded throughout the six-year period with landfill fees.
- Mental Health Group Home Replacements (New): Adds funding in FY 2026 that will allow for the construction of four- or five-bedroom replacement residences that are ADA-compliant with two-stop elevators and ADA-appropriate doors and windows. Both homes

will also provide on-site office space for Department of Mental Health, Substance Abuse, and Developmental Services program staff.

- GeoHub Servers (New): Provides funding throughout the six-year period for the purchase of equipment to host virtual servers in support of the expansion of the County's GeoHub.
- PCI Replacement (New): Provides funding to replace the County's current Payment Card Industry (PCI) Tax and Revenue system.
- School Bus Radio Replacements – Project Management (New): Provides funding for the project management costs associated with updating the Loudoun County Public Schools' (LCPS) radio system.
- Arcola Quarters for the Enslaved (New): Provides funding to design and construct a passive, interpretive park on an existing parcel in the Blue Ridge District. This project was added during the FY 2022 CIP development process in response to a request from the Department of Parks, Recreation, and Community Services (PRCS) and is consistent with the Board of Supervisors' priority of preserving historic sites in Loudoun County.
- PRCS Renovation Program (New): This new, recurring project provides funding for large-scale maintenance projects for capital facilities managed by the PRCS. Projects funded by this project are typically larger in scale and require longer-term planning, including field renovations.
- Ashburn Road Improvements (New): These improvements were directed to the CIP process through a response to Board Member Initiative; project has been added to the *Projects Identified for Future Development* section.
- Traffic Sign replacement Program (New): Provides a funding source for traffic sign replacement needs that are otherwise unrelated to County capital projects.
- Traffic Signal Storage Facility (New): Project has been added to the *Projects Identified for Future Development* section.

CHANGES TO PHASING, PURPOSEFUL DELAY, OR PROJECT DEFERRAL

- Public Safety – 911 Phone Switch Replacement: Implementation funding moved from FY 2023 to FY 2024 to coincide with the Backup Emergency Communication Center project's implementation schedule.
- Purcellville Library Replacement: Project deferred to allow for the acceleration of the Western Loudoun Recreation Center.
- Fire and Rescue – Station #05/#17 Hamilton Station Replacement: Project deferred to

allow for the expanded scope and programming of the Basic Training Facility, as requested by Loudoun County Fire and Rescue. Deferral will not have an operational impact.

- Fire and Rescue – Station #29 Old Ox Road (Route 606) Station: Project deferred to allow for the expanded scope and programming of the Basic Training Facility, as requested by Loudoun County Fire and Rescue. Deferral will not have an operational impact.
- Fire and Rescue – Training Tower: Project deferred to allow for the expanded scope and programming of the Basic Training Facility, as requested by Loudoun County Fire and Rescue. Deferral will not have an operational impact.
- Training Academy Expansion: Project funding moved from FY 2022 to FY 2026 to allow for the expanded scope and programming of the Basic Training Facility, as requested by Loudoun County Fire and Rescue.
- Arcola Mills Drive (Northstar Boulevard to Belmont Ridge Road): Project removed from CIP because scope is included in Northstar Boulevard (Shreveport Drive to Route 50) project.
- Belmont Ridge Road – Arcola Mills Drive to Shreveport Drive: Project deferred because this project is likely to be a proffered improvement.
- Braddock Road, Segment 2 and Segment 2B: Project was not awarded NVTA 70% funding as originally planned; therefore, project was phased into two segments (Segment 2 and Segment 2B) to better facilitate its construction given available revenues.
- Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway: Project was phased into three segments to administer the project more effectively and present competitive grant applications.
- Route 15 Montessor Road to Point of Rocks Bridge – Improvements: Project was phased into four segments to administer the project more effectively.
- Shellhorn Road – Loudoun County Parkway to Randolph Drive: Project was phased into four segments to administer the project more effectively and present competitive grant applications.

TOWN PROJECTS

The Amended CIP also includes planned appropriations to Towns within the County. Typically, the Board has funded requests for facilities owned by or located within the Towns, and for transportation or pedestrian related purposes that benefit the County or Loudoun County Public Schools, though the Board has supported requests that go beyond this criteria. The following Town projects are recommended for funding in the FY 2022 Proposed CIP.

- Town of Hamilton – Community Park Playground (New): This project provides \$50,000 in LTF in FY 2022 for the purchase and installation of new playground equipment at Hamilton Community Park. The current playground equipment present at the Community Park is beginning to crack, rust, and fall apart despite numerous attempts to repair the equipment. The Community Park playground provides County residents with safe, accessible recreation that will be eventually become unavailable if the current equipment is not replaced.
- Town of Leesburg – Town-wide Bus Shelters (Additional Funding for Existing Project): This project provides \$178,000 in additional NVTA 30% funding for the design and construction of new bus shelters at existing bus stops throughout the Town of Leesburg. Funding for this project began in FY 2021 and staff recommends funding continue in FY 2022.
- Town of Leesburg – W&OD Trail Lighting (New): This project programs \$500,000 in NVTA 30% funding for the Town of Leesburg in FY 2025 to purchase and install 12-foot streetlights along the Washington & Old Dominion (W&OD) Trail from Catoctin Circle, at the car wash, to Catoctin Circle at Loudoun County High School. Staff recommends funding this project in order to enhance public safety along a portion of the W&OD Trail that is widely used by County residents.
- Town of Lovettsville – Broadway Streetscapes Phase 2A (Additional Funding for Existing Project): The project provides for the ongoing design, right-of-way acquisition, and construction of sidewalk improvements along Broadway Street in the Town of Lovettsville from Park Place to Light Street. An additional \$800,000 in NVTA 30% was added in FY 2024 based on updated design and scope estimates.
- Town of Middleburg – Middleburg Town Hall (New): This project programs partial funding in the amount of \$500,000 in local tax funding in FY 2023 for the construction of the new Middleburg Town Hall. The facility will host all Town operations, administrative staff, and the Middleburg Police Department. The facility is expected to provide additional public meeting space and other features that will be available for County officials and staff in the Middleburg community, including services related to elections, public safety, and open space/public park.
- Town of Purcellville – Hirst Road to W&OD Shared Use Path (Additional Funding for Existing Project): This path will provide a shared-use connection from the W&OD Trail to Hirst Road in Purcellville, expanding pedestrian facilities from downtown Purcellville north to Fields Farm Park and Woodgrove High School. An additional \$538,000 in funding was added to project in FY 2024 and an additional \$17,000 in funding was added in FY 2025. The additional funding is being provided in response to updated cost estimates provided by Town staff.
- Town of Round Hill – Route 7 Bypass Tunnel (New): This project provides for \$150,000

in NVTA 30% funding in FY 2022 for safety and aesthetic improvements to the 30-year-old pedestrian tunnel under the Route 7 Bypass in the Town of Round Hill. The tunnel is part of the County's Franklin Park to Round Hill Trail and could be considered an extension of the County's own project. The aesthetic and security enhancements to the pedestrian tunnel will help to improve the overall usefulness and safety of the County's trail project.

- Town of Round Hill – Southern Gateway Trail (New): This project provides funding to construct a pedestrian trail connecting three neighborhoods to downtown Round Hill and to the County's new Franklin Park to Round Hill Trail. NVTA 30% funding in the amount of \$750,000 in both FY 2023 and FY 2024 is programmed for this project.

Additionally, the following projects were requested by the Towns and not recommended for funding in the FY 2022 Proposed CIP. More information on each can be found in the Transmittal Item presented at the October 13th, 2020 FGOEDC.²

- Town of Hillsboro – Old Stone School/Town Hall Annex
- Town of Leesburg – Downtown Traffic Study
- Town of Leesburg – Evergreen Mill Road Widening
- Town of Leesburg – Route 15 Bypass/Edwards Ferry Road Interchange
- Town of Leesburg – Traffic Signal at Sycolin Road and Gateway Drive
- Town of Leesburg – Westpark Property Land Acquisition
- Town of Lovettsville – Locust and Loudoun Street Improvements
- Town of Purcellville – S. 20th Street Sidewalk and Crosswalk
- Town of Purcellville – S. 20th Street Trail, A Street to SCL
- Town of Purcellville – S. 32nd Street Sidewalk, from W. J Street to Nursery Avenue

LOUDOUN COUNTY PUBLIC SCHOOLS PROJECTS

The FY 2022 Proposed CIP incorporates the School Board's Adopted CIP.

REPLACEMENT PAGES FOR FY 2022 PROPOSED CIP DOCUMENT

Attachment 1 is a replacement page for the Braddock Road, Segment 2 (Paul VI Eastern Entrance to Loudoun County Parkway), which originally showed Smart Scale funding in FY 2026. The page should have categorized the funding as GO Debt.

RESPONSE TO BOARD MEMBER QUESTIONS AND QUESTION DATABASE

Attachment 2 includes responses to Board member questions and all questions that are currently being tracked for responses. Questions that have not been responded to in this packet will be responded to in the packet for the March 3 work session.

² [October 13, 2020, Finance/Government Operations and Economic Development Committee, Item 18: FY 2022 Budget Development: Capital Improvement Program: Transmittal of Town Project Requests.](#)

FISCAL IMPACT: The fiscal impacts for each scenario will vary depending on the amount, timing, and funding source selected for each project.

DRAFT MOTIONS:

1. I move the Finance/Government, Operations, and Economic Development Committee direct staff to develop CIP scenarios to include _____ and return to the Committee on March 3, 2021.

OR

2. I move an alternate motion.

ATTACHMENTS:

1. Replacement Page: Braddock Road, Segment 2 – Paul VI Eastern Entrance to Loudoun County Parkway
2. Responses to Board Member Questions
3. CIP Question Database

General Questions

- 1. Of the Northern Virginia Transportation Authority (NVTA) 30% funding that Loudoun receives, how much is being proposed for allocation to the Towns through their dedicated share and also through individual project requests? (Letourneau)**

The table below shows the total the County is projected to receive in NVTA 30% funds and the various allocations of those funds. The County is required to allocate funding to the Town of Leesburg and the Town of Purcellville for its share of NVTA 30%.

	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026
Total County NVTA 30%	\$19,133,400	\$19,751,400	\$20,339,400	\$20,789,400	\$21,278,400
Towns of Leesburg & Purcellville NVTA 30% Distribution (Required)	\$2,889,000	\$2,973,000	\$3,054,000	\$3,120,000	\$3,191,000
Total – Town Projects Receiving NVTA 30%	\$838,200	\$1,699,000	\$2,561,000	\$1,867,000	\$0
Leesburg	\$178,000			\$500,000	
Lovettsville	\$310,000	\$949,000	\$1,273,000		
Purcellville	\$200,000		\$538,000	\$1,367,000	
Round Hill	\$150,000	\$750,000	\$750,000		

- 2. What changes would be required to begin issuing contracts for construction on an anticipated appropriations schedule instead of waiting for the full funding amount to be allocated over multiple years? How much could a process like this speed up delivery of projects? (Letourneau)**

Staff is currently in the process of evaluating this possibility and intends to report out to the Board of Supervisors when complete, though it is not likely this evaluation will be concluded during the FY 2022 budget deliberation process. Staff's report out will include an analysis of impact to project delivery.

General Government

- 3. Eastern Services Center: What is the full scope of this project? Would it include acquisition of space to serve southern Loudoun? If not, where is that project? (Letourneau)**

The full scope of this project includes the development and acquisition of new or currently leased County government office space, allowing the County to move current operations to longer operate out of leased space, at a significant long-term cost savings to the County, and to develop additional space required to accommodate future growth.

The Southern Service Center effort is a separate initiative and is still in the planning phase for leased space. Should a location be identified for the Southern Service Center, the lease is anticipated to be included in as a request from the Department of General Services (DGS) for the FY 2023 budget development process,

subject to Board approval. To date, a viable location has not been identified. DGS continues to explore suitable facilities, either existing or design/build/lease with the optimistic target of successful conclusion in the latter part of FY 2022.

4. Broad Run Farms Waterline Extension: The proposed FY 2022 CIP shows that the Broad Run Farms Waterline Extension’s expected completion year is FY 2021. If this project is supposed to conclude in FY 2021, then why is it included in the proposed FY 2022 CIP? (Briskman)

The CIP is developed biennially, with the six-year period moving out an additional two years every other year. All appropriated capital projects that received appropriations during the current six-year period of the CIP (FY 2021 through FY 2026) will still be displayed in the FY 2022 CIP. In FY 2023, the six-year period will be shifted forward to FY 2023 through FY 2028, which means only projects with planned appropriations during the new six-year period will be shown in the Proposed FY 2023 CIP. According to the latest quarterly capital projects report,¹ the project is currently in the design and bidding phase. During the third quarter FY 2021, topographic survey and utility test borings will be completed and work on development of plans will continue to identify preliminary alignment of the proposed water line. In the next quarter, design of the waterline extension will continue; the project is anticipated to bid in winter 2022.

Parks, Recreation, and Culture

5. Brambleton West Park Improvements: What is driving the need for a press box and stadium seating for a field at the Brambleton West Park? (Letourneau)

The County has received multiple requests from members of the community, as well as specific baseball leagues within the County, about the need for a championship baseball field that could host district, state, regional and national tournaments as well as possibly host Virginia High School League (VHSL) championships. The improvements to the press box and seating areas at one of the existing fields at Brambleton West Park would enable this County facility as a viable host for these tournament types as well as possibly host VHSL championship tournaments.

6. What are the revenue sources that fund the Arcola Quarters for the Enslaved project? (Letourneau)

The Arcola Quarters for the Enslaved project is funded using a combination of cash proffers, lease revenue financing, and local tax funding. The lease revenue funding for this project is from a completed capital project in the Parks, Recreation, and Culture functional area and is available to be allocated to this project, should the Board approve its creation.

7. Lovettsville Community Center Replacement: Although this project received prior year funding, it has experienced significant delays, and is still active. Is it possible to give this project a project page

¹ [January 12, 2021, Finance/Government Operations and Economic Development Committee, Item 5: Quarterly Report/Capital Improvement Projects – 2nd Quarter, FY 2021](#)

that includes a project phase timeline, details, etc.? Do we expect to need additional funding to complete the project? (Kershner)

For projects that have received their full appropriation, project descriptions can be found in the *Previously Authorized County Projects* section of the CIP. Additionally, the Department of Transportation and Capital Infrastructure (DTCI)'s quarterly report to the Finance/Government Operations and Economic Development Committee (FGOEDC) provides additional information on the current status of active projects and their expected completion dates.

8. Lovettsville District Park Phase II: Is construction underway? The estimated completion year is FY 2023. Is the current funding sufficient to complete this project on time? (Kershner)

The project was combined with Phase I and is currently under construction. It is expected to be completed in FY 2022, and the current funding is sufficient to complete this project on time.

9. The Potomack Lakes Sportsplex – Field Improvements project is slated for design and construction to occur in FY 2023 and FY 2024 with an expected completion year of FY 2025. Would it be possible for this project to begin in FY 2022? (Briskman)

Staff recommends the FGOEDC provide direction to evaluate this request as a CIP scenario for deliberation as part of the CIP work sessions.

Public Safety

10. Fire and Rescue – Station Storage Sheds: What size sheds are proposed for \$239,000 each? What aspects of the project require \$125,000 in professional services costs? Are there prefabricated options that could provide the level of storage needed at a lower cost? What stations are expected to receive these sheds (Letourneau)?

The proposed sheds are more akin to storage buildings. They are 40 by 40 feet structures that will serve as both equipment and general storage space (including for snow removal and other vehicular or power equipment) and that will have power connections and feature garage doors. The proposed facilities to be sited at Stations #2 (Purcellville), #19 (Dulles South), and #23 (Moorefield Station) provide a more robust storage solution than the shipping containers or smaller sheds that the Loudoun County Fire and Rescue has previously utilized. These buildings will experience significant use and they support emergency operations. Pre-engineered buildings are not recommended for this application from the perspective of maintenance and need for more durable building materials due to the use and application.

Professional services are included in the project budget to address land use approval needs for facilities at select stations. Stations #2 and #19 need site plan amendments and/or other land use approval items.

11. What is the capacity of the current Adult Detention Center (ADC)? How much capacity would this project propose adding? How much capacity are we utilizing in the current fiscal year? Over the prior two fiscal years (Letourneau)?

The current ADC (consisting of Phases I and II of the overall ADC buildout) has a capacity for 476 inmates. The overall average daily population (ADP) over the past three years (2018, 2019, and 2020) was 363 inmates with maximum daily populations in 2018 and 2019 of 474 and 448 inmates, respectively. ADP is defined as the sum of the number of inmates in jail each day divided by the number of days in the measurement period. Phase III of the ADC buildout would add 96 additional beds, with an option for double bunking, in addition to programming (classroom and job or life skills training), support (counseling and mental health services), and administrative space to serve the inmate population. For the current fiscal year, ADP was 241 as of January 2021 with an ADP for CY 2020 of 268 inmates due to the ongoing COVID-19 pandemic and modifications to processes within partner agencies. For the prior two fiscal years, ADP was 399 inmates in 2019 and 421 inmates in 2018.

Towns

12. What are the Town resources being leveraged for the Town of Leesburg Town-wide Bus Shelters project? (Randall)

The Town of Leesburg has leveraged \$75,300 of local funds and \$75,300 in Community Development Block Grant (CDBG) funds for the Town of Leesburg Town-wide Bus Shelters project, in addition to County funds.

13. Town of Leesburg – W&OD Trail Lighting: What jurisdictional considerations need to be taken into account with the Northern Virginia Regional Park Authority (NVRPA) and/or Dominion? (Umstattd)

The Town of Leesburg has offered the following information. The Town of Leesburg has received conceptual approval from NOVA Parks (NVRPA) for the project. Final NOVA Parks approval would come after routing and fixture choices are made. The proposed trail lighting is within the Dominion Energy service area, so Dominion would have to serve the project. The Town of Leesburg will be required to obtain any needed easements for where Dominion would need to run their lines to power the lights. The Town would also be responsible for the cost of any conduit and Dominions installation costs.

14. Town of Lovettsville – Pedestrian Improvements: What is the total project cost and how much is each entity contributing (VDOT, Town, County)? What would the total project cost be to complete just the sidewalk and drainage improvements without any lighting, landscaping, or other aesthetic aspects of the project? How would this project rank within the County's own sidewalk and trails program? (Letourneau)

The total project cost is \$1,960,000. The project is funded with \$380,000 in local funding from the Town of Lovettsville and \$504,000 in state funding from the Virginia Department of Transportation (VDOT). The County has provided \$165,000 in NVTA 30% funding in prior years, and if approved by the Board, the County would provide a total of \$911,000 between FY 2022 through FY 2024. Approximately \$65,000 of the project budget is dedicated to items not required for the construction of the improvements which include \$25,000 in landscape and hardscape items, \$30,000 in lighting and \$10,000 in signage, and other

miscellaneous items. While projects within towns were not scored, if the same general scoring criteria were applied, this project would rank approximately #349 out of 1,120.

15. Town of Middleburg – Middleburg Town Hall: What needs for County meeting space have not been able to be accommodated through use of other facilities? (Letourneau)

Currently, public meeting spaces in the Town are limited and/or require fees to rent. In many locations throughout Loudoun County, there is a County-owned building that provides opportunities for the public to gather and hold meetings. The Town Hall will include multiple meeting spaces. Primarily, the new Council Chambers will be large enough to hold community input sessions and other public activities. The Town is willing to make these rooms available to the County on a regular basis, given that it does not conflict with any official Town business. This would provide the County with meeting space for its departmental operations, its administrative staff, and for County elected officials to hold community outreach events and constituent meetings.

The Town makes its Town Office open for other activities at various levels of government, to include federal, state, and local governments, including the Census Bureau (as a base meeting point for Census workers), the Middleburg Community Charter School, and for the Clerk of the Circuit Court. In the past, members of Congress have held constituent meetings at the Town Office. The Town anticipates that the new Town Hall will serve as a key location for elected officials and departments to be able to hold public meetings in a safe, accessible, and spacious environment.

16. Town of Round Hill - Southern Gateway Pedestrian Trail - Please provide details on the amount of funding being received from town, state, and federal sources. How would this project rank within the County's own sidewalk and trail program priority ranking? (Letourneau)

While projects within towns were not scored, if the same general scoring criteria were applied, this project would rank approximately #19 out of 1,120 missing links. The total projected cost of this project is \$3,810,000. The Town of Round Hill is providing \$310,000 in local funding, and the federal government is providing \$2,000,000 in Transportation Alternative Program (TAP) grant funds (administered by VDOT). If approved by the Board, the County would provide \$1.5 million in NVTA 30% funding for this project.

17. Town of Purcellville – Hirst Road to W&OD shared Use Path (page 9-102), How would this project rank within the County's own sidewalk and trail program priority listing? If original funding had been slated for FY 2025 why would any supplemental requests be proposed in FY 2025 or later? (Letourneau)

While projects within towns were not scored, if the same general scoring criteria were applied, this project would rank comparable to the projects listed in the county program between priorities 25 and 50 out of 1,120. The supplemental funding request was accommodated for FY 2024 to align with the cost estimates developed by the Town so that further cost escalation could be avoided.

Transportation

ROADS

18. Arcola Boulevard (page 10-17): According the 9/1/2020 Board Business Meeting item regarding the implementation of construction for Arcola Boulevard Phase III, the estimate to complete is \$4,922,206. What is the other \$10.1 million in the CIP expected to be needed for? (Letourneau)

The funding level that was stated in the September 1, 2020, Board item was based on a project estimate from the Developer, not a hard-fixed contractual fee. The furtherance of a proffer agreement that was authorized by the Board on September 1, 2020, was not executed by the developer until late January 2021. The agreement is subject to several contingencies that remain County responsibility. These include but may not be limited to: reimbursement for land acquisition costs, utility relocation costs and other matters that are outside the Developer's control. For instance, there is a single landowner, not affiliated with the Developer who owns a substantial amount of land needed for the project. This area is prime data center land whereby the values have increased significantly over the past several months. Based on the current status of the project development, DTCL recommends the funding plan remain as programmed until the project is near the start of construction and beyond the most vulnerable phases of project development.

19. Arcola Mills Drive (pages 10-19 & 10-21): The total project cost for Arcola Mills Drive is \$93.8 million. How big of an impact with this have and will it still be needed with the anticipated completion of the Arcola Boulevard and Northstar Boulevard projects? Would this funding have more of an impact/benefit if moved to projects that aren't funded as soon, such as the Route 50 Northern Collector Road or Braddock Road widening? (Letourneau)

The Arcola Mills Drive project between Belmont Ridge Road and Stones Spring Boulevard has been awarded \$18,000,000 in NVTA 70 percent regional funding. Any shift of project funding or schedule will jeopardize the regional funding programmed for the project. NVTA funding may not be transferred to other projects as the award is unique to the roadway application submitted.

The Arcola Mills Drive project between Stones Spring Boulevard is the segment that carries the most significant volume of traffic, the area rapidly changing due to development activity and land values are rising significantly over time.

Staff recommends these projects remain on the schedule outlined in the document. The project cost drivers are the environmental features as well as the land acquisition due to the narrow nature of the corridor from prior development.

The Route 50 Northern Collector Road will provide great benefit to the transportation network. The difficulties with the project are that the project development schedule will be long and possibly longer than a typical project due to external pressures that the county cannot overcome. These include: the majority of the project is located on Dulles Airport (Federally owned) property and a portion of the project is located in Fairfax County. The federal property issue will need significant time to mature approvals from the Metropolitan Washington Airport Authority (MWAA) CEO and Board and requires extensive environmental assessments (National Environmental Policy Act, or NEPA, assessment). The

Fairfax County issue requires coordination with the adjoining county and developing a process to include the road in the Fairfax County Transportation Plan.

20. Braddock Road, Segment 1 (page 10-23): At what point in the development of the Hogan Kent Greene property does staff feel that we would be able to shift this funding, or a portion of it, to Braddock Road Segment 2? (Letourneau)

During the development process (December 2020) for the FY 2022 CIP, the Braddock Road – Segment 1 scope of work was proffered by the Hogan-Kent Greene legislative application ZMAP-2019-0019 (approved by the Board on December 15, 2020). The terms of the proffer indicate within six months (by June 15, 2020) the Developer shall diligently proceed with preparing fully engineered construction plans and profile (CPAP) drawings, associated right-of-way (ROW) dedication and easement plats and detailed cost estimate. The Developer must submit the CPAPs for County review prior to approval of the first record plat or site plan, whichever is first to occur. Staff is recommending the funding for this segment of road remain as programmed until such time as the Developer makes the first CPAP and ROW plat submission for review as a means to demonstrate their commitment to meeting the requirements of the proffer obligation. Although fully unknown at this time, staff expects the first submission in the summer of 2021.

21. Braddock Road Segment 2 (page 10-27): Funding for this project has been delayed due to not receiving anticipated award from NVTA. Is there funding that could be moved or swapped with the Northstar Boulevard- Tall Cedars to Braddock Road project that would allow this project to begin sooner? (Letourneau)

Staff recommends the FGOEDC provide direction to evaluate this request as a CIP scenario for deliberation as part of the CIP work sessions.

22. Dulles West Boulevard (page 10-33): The proposed CIP has this project fully funded by FY 2025. Would the funding currently dedicated to this project have more of an impact if utilized on other projects in the area? (Letourneau)

The Dulles West Boulevard (Arcola Boulevard to Northstar Boulevard) project is funded from several sources including \$47,800,000 from the NVTA, 70 percent regional funding program. As such, these funds may not be moved from this project to another at the County level. NVTA awards are project specific based on competitive scoring derived from travel demand modeling and performance. Only \$2,514,000 in funding is derived from local funding sources and is not enough to make a meaningful impact on surrounding projects.

23. Intelligent Transportation System (ITS) (page 10-41): What is the status of the Route 50 ITS project? (Letourneau)

The ITS project is being administered by VDOT on behalf of the County. The project status is summarized as follows:

- There are five locations planned for digital message signs in the Route 50, 606 and Route 7 bypass corridors.

- All five sites have completed necessary trenching/boring, installation of conduits, junction box installation, power meter foundations and cabinet foundations.
- Pouring concrete foundations for mobility data specification (MDS) structures is scheduled for March and April 2021.
- Structure installation and sign mounting is scheduled for May 2021.
- Necessary guardrail installation scheduled for May/June 2021.
- Punchlist items scheduled for June 2021.
- Sign/Communications testing scheduled for June 2021.
- Project closeout scheduled for July 22, 2021.

24. Route 50 Northern Collector Road (page 10-81): If we were to look at other area projects such as Northstar widening between Tall Cedars and Braddock Road, Arcola Mill Drive, and Dulles West Boulevard; is there any opportunity to accelerate this project? What if the County looked at a design/build project? (Letourneau)

Staff recommends the FGOEDC provide direction to evaluate this request as a CIP scenario for deliberation as part of the CIP work sessions.

25. Route 50 Corridor Improvements (pages 10-109 & 10-111): What is the status of the Route 50 Corridor Improvement projects? (Letourneau)

This project consists of intersection improvements along Route 50 at Loudoun County Parkway, Tall Cedars Parkway, Pleasant Valley Road in Loudoun and Fairfax Counties, and Gum Spring Road/ Arcola Boulevard. It is being administered by VDOT, and it is funded from local, state and federal sources.

Preliminary engineering began in early 2020. A project review meeting of VDOT's 30% plans was held in January 2021. Design issues currently being worked include the update of the intersection design at Gum Spring Road to better coordinate with the upcoming extension of Arcola Blvd, and the need to coordinate stormwater management with abutting properties that have approved land use plans. Construction is projected to begin in 2023.

26. Westwind Drive (page 10-105): I still have concerns that the construction funding for Westwind Drive is too spread out, beginning in prior years and stretching all the way to FY 2025. What is the timeline for this project and would moving land acquisition forward and the final piece of construction funding sooner move this project to construction earlier? (Letourneau)

The Westwind Drive project is funded in-part through the VDOT Smart Scale Program using federal funding. As such, it is subject to all provisions of the Federal Highway Administration (FHWA) and VDOT requirements. The project funding plan and schedule outlined in the draft CIP is consistent with the project development schedule for a federally funded project necessary to ensure full compliance with the FHWA/VDOT requirements. It is staff's opinion that the neither the project, nor portions of the project, can be accelerated. Issues that drive the project development schedule include VDOT approval of consulting contract proposals and scope or work statements, approval of design plans, a requirement to certify the design is complete and approved prior to initiating land acquisition, compliance with the Uniform Right of Way Act and certification that all right of way secured prior to approval of a construction contract, among other requirements.

The Board voted to award the design contract at the October 20, 2020 Board Business Meeting. The purchase order and notice to proceed were issued on November 13, 2020. A kickoff meeting was held on November 18, 2020. The traffic forecast and operations analysis methodology are being prepared and are expected to be submitted to the County and VDOT for review in early 2021. The aerial mapping survey is complete, the utility investigation and drainage survey field work has been initiated, and the noise measurement in the project area is complete. The traffic methodology is still under review.

27. Route 15 Improvements, Phase 1: Montresor to Point of Rocks, Segments 1 and 3 (pages 10-69 & 10-73): The project pages for Route 15 Improvements Phase 1 (page 10-69) and Phase 3 (page 10-73) shows the Lucketts Bypass to the west of Lucketts. However, this project decision has not been made. Is it possible to indicate that the bypass may be located on either the west side or east side of Lucketts? (Kershner)

The project descriptions and maps can be updated to indicate the bypass location may be on either the west or east side of the Village of Lucketts. The ultimate alignment of the by-pass will be a task included in the early stages of the project development once funding is appropriated.

28. Route 7 Improvements, Phase 3: Route 9 to Dulles Greenway, Segments 1 and 2 (pages 10-61 & 10-63): Please explain the decision to segment Phase 3: Route 7 improvements, Route 9 to the Dulles Greenway. (10-61 thru 10-64) Will this help expedite the program? If so, how? (Kershner)

Based on the Strategically Targeted Affordable Roadway Solutions (STARS) Study completed by VDOT in 2017, extension of the ramp from Route 9 to eastbound Route 7 will provide immediate congestion relief to existing traffic delays at the interchange. As a result, this improvement was broken out from the larger project to allow earlier implementation. The remaining portions of the project were also broken into segments based on funding available in the CIP.

The overall project cost to widen Route 7 from Route 9 to the Dulles Greenway is estimated at more than \$160 million. The phasing strategy is being recommended to break the project into more manageable and affordable smaller projects that will ultimately reduce the overall time needed to program funds and develop the project as compared to waiting until \$160 million if funding becomes available.

SIDEWALKS, SIGNALS, AND TRAFFIC CALMING

29. What has been spent out of the three contingency accounts in FY 2019, FY 2020, and FY 2021 Year-To-Date? (Turner)

The table below provides the total spent out of the Traffic Calming, Sidewalk and Trails, and Traffic Signals contingency accounts during FY 2019, FY 2020, and FY 2021 Year-To-Date.

Contingency Account	FY 2019	FY 2020	FY 2021 YTD
Traffic Calming	\$259,200.00	\$852,736.00	\$469,274.00
Sidewalks and Trails	\$558,538.34	\$1,430,000.00	\$392,246.27
Traffic Signals	\$242,000.00	\$1,648,200.00	\$34,200.00
Total	\$1,059,738.34	\$3,930,936.00	\$895,720.27

30. Why is there a need to maintain such a large sidewalk and trail contingency funds when we are programming and funding those projects through the sidewalk and trails program (Letourneau)?

The Sidewalk and Trail Contingency account provides a funding mechanism to address studies and evaluations that arise in relation to Board Member Initiatives (and from which future prioritized projects for the Sidewalk and Trail Program could possibly be identified). The account also provides dedicated funding for traditional contingency purposes in order to react to and address cost issues arising with previously authorized sidewalk and trail projects or elements of that nature associated with other capital projects. By contrast, the Sidewalk and Trail Program provides a mechanism for funding Board-prioritized sidewalk and trail projects in a deliberate and incremental approach as funding is available and additional prioritized projects are identified. The additional funding shown in FY 2022 is also related to the upside increment of the business personal property tax on computer equipment being programmed in the CIP for one-time purposes.

31. Why is there a need to maintain such a large traffic signal contingency when we are programming and funding those projects through the intersection improvement program (Letourneau)?

The Traffic Signal Contingency account provides a funding mechanism to address traffic signal needs, to include related studies and evaluations that come up in relation to Board Member Initiatives (and from which future prioritized projects for the Intersection and Improvement Program). Despite the best efforts and intentions of the Intersection Improvement Program, there will be occurrences of emerging safety issues that need immediate attention. The fund can also be used to address Board directed improvements that are considered emergent or in need of immediate action to implement improvements resulting from significant accidents or safety issues. The account can also provide dedicated funding for traditional contingency purposes. By contrast, the Intersection Improvement Program provides a mechanism for funding Board-prioritized traffic signals and other intersection projects in a deliberate and incremental approach as funding is available and additional prioritized projects are identified. The table provided with question 17 above outlines recent expenditure patterns from the contingency account for support of traffic signal needs arising through the reactive processes previously noted, while also capturing the increased utilization of the account.

FY 2022 CIP Question Database

As of 2/17/2021

Board Member	Date Received	CIP Section	CIP Project (if applicable)	Question	Packet Answered
Briskman	2/16/2021	CIP - General Government	Broad Run Farms Waterline Extension	The proposed FY22 CIP shows that the Broad Run Farms Waterline Extension's expected completion year is FY21. If this project is supposed to conclude in FY21, then why is it included in the proposed FY22 CIP?	2/18/2021
Briskman	2/16/2021	CIP - Parks, Recreation and Culture	Potomack Lakes Sportplex	The "Potomack Lakes Sportsplex – Field Improvements" project is slated for design and construction to occur in FY23 and FY24 with an expected completion year of FY25. Would it be possible for this project to begin in FY22?	2/18/2021
Kershner	2/16/2021	CIP - Parks, Recreation and Culture	Lovettsville District Park - Phase II	Is construction underway? The estimated completion year is FY2023. Is the current funding sufficient to complete this project on time?	2/18/2021
Kershner	2/16/2021	CIP - Parks, Recreation and Culture	Lovettsville Community Center	Although this project received prior year funding, it has experienced significant delays, and is still active. Is it possible to give this project a project page that includes a project phase timeline, details etc?? Do we expect to need additional funding to complete the project?	2/18/2021
Kershner	2/16/2021	CIP - Roads	Route 15 Improvements, Phases 1 and 3	The project pages for Route 15 Improvements Phase 1 (p.10-69) and Phase 3 (p. 10-73) shows the Lucketts Bypass to the west of Lucketts. However, this project decision has not been made. Is it possible to indicate that the bypass may be located on either the west side or east side of Lucketts?	2/18/2021
Kershner	2/16/2021	CIP - Roads	Route 7 Improvements, Phase 3, All Segments	Please explain the decision to segment Phase 3: Route 7 improvements, Route 9 to the Dulles Greenway. (10-61 thru 10-64) Will this help expedite the program? If so, how?	2/18/2021
Letourneau	2/16/2021	CIP - General Government	Eastern Services Center	What is the full scope of this project? Would it include acquisition of space to serve southern Loudoun? If not, where is that project?	2/18/2021
Letourneau	2/16/2021	CIP - LCPS	School Bus Replacement and Acquisition	What is driving the need for over \$87 million in new school buses for the current 6 year period and future years? What is the anticipated cost per bus and replacement schedule? How many total buses are currently in the LCPS fleet?	
Letourneau	2/16/2021	CIP - LCPS	Valley Service Center	Is this supposed to be the primary bus maintenance facility for LCPS. If so, why in that location and what about the recently completed Consolidated Shop project in Leesburg? If it isn't, why would we decentralize bus maintenance and would smaller maintenance projects really justify having this size facility?	
Letourneau	2/5/2021	CIP - Parks, Recreation and Culture	Arcola Quarters for the Enslaved	What are the revenue sources that fund this project?	2/18/2021
Letourneau	2/16/2021	CIP - Parks, Recreation and Culture	Brambleton West Park Improvements	What is driving the need for a press box and stadium seating for a field at the Brambleton West Park?	2/18/2021
Letourneau	2/16/2021	CIP - Parks, Recreation and Culture	Dulles South Community Park	Please explain what warrants a \$4.128 million design/planning cost for this project. Why are new FY22 additions to the CIP for other PRCS projects being funded sooner in the proposed CIP than this existing project?	
Letourneau	2/16/2021	CIP - Public Safety	Adult Detention Center Expansion, Phase III	What is the capacity of the current ADC? How much capacity would this project propose adding? How much capacity are we utilizing in the current fiscal year? Over the prior two fiscal years?	2/18/2021
Letourneau	2/16/2021	CIP - Public Safety	Fire and Rescue - Station Storage Sheds	What size sheds are proposed for \$239,000 each? What aspects of the project require \$125,000 in professional services costs? Are there prefabricated options that could provide the level of storage needed at a lower cost? What stations are expected to receive these sheds?	2/18/2021
Letourneau	2/16/2021	CIP - Roads	Arcola Mills Drive, Segments 1 and 2	The total project cost for Arcola Mills Drive is \$93.8 million. How big of an impact with this have and will it still be needed with the anticipated completion of the Arcola Boulevard and Northstar Boulevard projects? Would this funding have more of an impact/benefit if moved to projects that aren't funded as soon, such as the Route 50 Northern Collector Road or Braddock Road widening?	2/18/2021

FY 2022 CIP Question Database

As of 2/17/2021

Board Member	Date Received	CIP Section	CIP Project (if applicable)	Question	Packet Answered
Letourneau	2/16/2021	CIP - Roads	Arcola Boulevard	According the 9/1/2020 Board Business Meeting item regarding the implementation of construction for Arcola Boulevard Phase III, the estimate to complete is \$4,922,206. What is the other \$10.1 million in the CIP expected to be needed for?	2/18/2021
Letourneau	2/16/2021	CIP - Roads	Braddock Road, Segment 1	At what point in the development of the Hogan Kent Greene property does staff feel that we would be able to shift this funding, or a portion of it, to Braddock Road Segment 2?	2/18/2021
Letourneau	2/16/2021	CIP - Roads	Braddock Road, Segment 2	Funding for this project has been delayed due to not receiving anticipated award from NVTA. Is there funding that could be moved or swapped with the Northstar Boulevard- Tall Cedars to Braddock Road project that would allow this project to begin sooner?	2/18/2021
Letourneau	2/16/2021	CIP - Roads	Dulles West Boulevard - Northstar Boulevard to Arcola Boulevard	The proposed CIP has this project fully funded by FY25. Would the funding currently dedicated to this project have more of an impact if utilized on other projects in the area?	2/18/2021
Letourneau	2/16/2021	CIP - Roads	Intelligent Transportation System	What is the status of the Route 50 ITS project?	2/18/2021
Letourneau	2/16/2021	CIP - Roads	Route 50 Corridor Improvements	What is the status of the Route 50 Corridor Improvement projects?	2/18/2021
Letourneau	2/16/2021	CIP - Roads	Route 50/North Collector Road - Tall Cedars Parkway to Route 28	If we were to look at other area projects such as Northstar widening between Tall Cedars and Braddock Road, Arcola Mill Drive, and Dulles West Boulevard; is there any opportunity to accelerate this project? What if the County looked at a design/build project?	2/18/2021
Letourneau	2/16/2021	CIP - Roads	Westwind Drive - Loudoun County Parkway to Old Ox Road	I still have concerns that the construction funding for Westwind Drive is too spread out, beginning in prior years and stretching all the way to FY 2025. What is the timeline for this project and would moving land acquisition forward and the final piece of construction funding sooner move this project to construction earlier?	2/18/2021
Letourneau	2/16/2021	CIP - Sidewalks, Signals, and Traffic Calming	Contingency Accounts	Why is there a need to maintain such a large sidewalk and trail contingency funds when we are programming and funding those projects through the sidewalk and trails program?	2/18/2021
Letourneau	2/16/2021	CIP - Sidewalks, Signals, and Traffic Calming	Contingency Accounts	Why is there a need to maintain such a large traffic signal contingency when we are programming and funding those projects through the intersection improvement program?	2/18/2021
Letourneau	2/16/2021	CIP - Towns	Town of Leesburg: W&OD Trail Lighting	Who owns/maintains the W&OD Trail? Is it NVRPA? Have they identified this as a critically needed project? What is the total project cost? How many projects that include lighting has the County help fund for Towns in the last three fiscal years? How many County lighting projects have been funded in that time?	
Letourneau	2/16/2021	CIP - Towns	Town of Lovettsville - Broadway Streetscapes Phase 2A	What is the total project cost and how much is each entity contributing (VDOT, Town, County)? What would the total project cost be to complete just the sidewalk and drainage improvements without any lighting, landscaping, or other aesthetic aspects of the project? How would this project rank within the County's own sidewalk and trails program?	
Letourneau	2/16/2021	CIP - Towns	Town of Lovettsville - Pedestrian Improvements	What is the total project cost and how much is each entity contributing (VDOT, Town, County)? What would the total project cost be to complete just the sidewalk and drainage improvements without any lighting, landscaping, or other aesthetic aspects of the project? How would this project rank within the County's own sidewalk and trails program?	2/18/2021
Letourneau	2/16/2021	CIP - Towns	Town of Middleburg - Middleburg Town Hall	What needs for County meeting space have not been able to be accommodated through use of other facilities?	2/18/2021
Letourneau	2/16/2021	CIP - Towns	Town of Purcellville - Berlin Turnpike Traffic Signal	Has this already met VDOT signal warrants? What is the total project cost and what other funding sources are being used? Is there any contribution from Patrick Henry for this signal at their entrance?	

FY 2022 CIP Question Database

As of 2/17/2021

Board Member	Date Received	CIP Section	CIP Project (if applicable)	Question	Packet Answered
Letourneau	2/16/2021	CIP - Towns	Town of Purcellville - Hirst Road to W&OD Shared-Use Path	How would this rank within the County's own sidewalk and trail program priority listing? If original funding had been slated for FY25, why would any supplemental requests be proposed in FY25 or later?	2/18/2021
Letourneau	2/16/2021	CIP - Towns	Town of Round Hill - Southern Gateway Pedestrian Trail	Please provide details on the amount of funding being received from town, state, and federal sources. How would this project rank within the County's own sidewalk and trail program priority ranking?	2/18/2021
Letourneau	2/16/2021	CIP/Debt		Of the NVTA 30% funding that Loudoun receives, how much is being proposed for allocation to the Towns through their dedicated share and also through individual project requests?	2/18/2021
Letourneau	2/16/2021	CIP/Debt		What changes would be required to begin issuing contracts for construction on an anticipated appropriations schedule instead of waiting for the full funding amount to be allocated over multiple years? How much could a process like this speed up delivery of projects?	2/18/2021
Randall	2/11/2021	CIP - Towns	Town of Leesburg: Town-wide Bus Shelters	What are the Town resources being leveraged for this project?	2/18/2021
Turner	2/16/2021	CIP - Sidewalks, Signals, and Traffic Calming	Contingency Accounts	What has been spent out of the three contingency accounts in FY 2019, FY 2020, and FY 2021 Year-To-Date?	2/18/2021
Turner	2/16/2021	CIP - Towns	Town of Purcellville - Berlin Turnpike Traffic Signal	Has a warrant analysis been completed for this project?	
Umstattd	2/16/2021	CIP - Towns	Town of Leesburg: W&OD Trail Lighting	What jurisdictional considerations need to be taken into account with the Northern Virginia Regional Park Authority and/or Dominion?	2/18/2021