



**Northstar Boulevard
Route 50 to Evergreen Mills Road
(Formerly known as Shreveport Drive)**

**Initial Financial Plan
April 26, 2022**

State Project Number(s) – 9999-053-R29
UPC(s) - 106994

Table of Contents

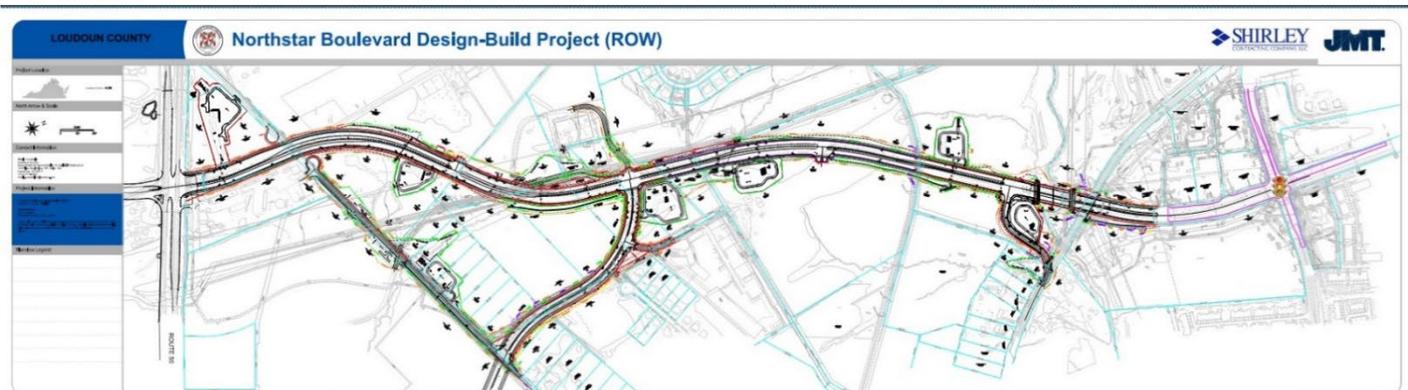
1. Project Description	3
2. Schedule	4
Project Schedule Overview	4
3. Project Cost	5
Project Cost by Phase	5
4. Project Funds	5
Table 4.1 – Summary of Project Authorizations	6
5. Financing issues	6
6. Cash flow	7
Table 6 - Cash Flow Analysis	7
7. P3 Assessment	7
8. Risk and Response strategies	7
9. Annual update cycle	9

1. PROJECT DESCRIPTION

This project will design and construct 1.6 miles of a new four-lane, median divided segment of Northstar Boulevard from Evergreen Mills Road (formerly Shreveport Drive) to US Route 50. The project includes 10-foot-wide shared-use paths on both sides of the roadway, a traffic signal at Route 50, and a traffic signal at Evergreen Mills Road. It includes the construction of a new bridge that will carry Northstar Boulevard over the North Fork of Broad Run.

In addition, the project will improve two intersections. The existing intersection at Youngwood Lane with Racefield Lane will be shifted from its existing location to facilitate the planned Dulles West Boulevard. Dulles West Boulevard is the planned Route 50 north parallel collector road corridor in southeastern Loudoun County as documented in Loudoun County's 2019 Countywide Transportation Plan.

Once constructed, Northstar Boulevard will serve as a minor arterial roadway from US Route 50 to Evergreen Mills Road. The Northstar Blvd – Phase II (UPC 106995) (from Tall Cedars Parkway to US- Route 50) and the widening of Belmont Ridge Road (UPC 113189) are currently under construction, thereby completing the corridor into Prince William County as identified in VTRANS.



The NEPA document, in the form of an Environmental Assessment was performed and reviewed by Federal Highway Administration (FHWA) with all comments addressed on March, 20, 2020. A Finding of No Significant Impact (FONSI) was signed on April 10, 2020 by FHWA. As part of the design-build process, the Joint Permit Application (JPA) was submitted in September 2021 and approved on January 25, 2022. The Virginia Department of Environmental Quality (DEQ) permit was obtained on October 29, 2021. The Virginia Marine Resources Commission (VMRC) permit closed its open comment period in December 2021 and permit was approved on January 25, 2022. No comments were received during the VMRC open comment period.

Additional information regarding the project and its progress can be tracked on the Loudoun County Department of Transportation and Capital Infrastructure web page at the following link: <https://www.loudoun.gov/5209/Northstar-Boulevard-Shreveport-Drive-to->

2. SCHEDULE

The Northstar Boulevard Extension, Route 50 to Evergreen Mills Road (formerly Shreveport Drive) project is being delivered as a Design-Build project. A Location & Design Public Hearing was held on July 8, 2019, at John Champe High School in Aldie, Virginia. The Request for Qualifications (RFQ) was released on November 22, 2019, and the Request for Proposals (RFP) was issued on April 22, 2020. Technical Proposals were received on August 20, 2020. The NTP for the design-build contract was issued on December 23, 2020, to the design-build team of Shirley Contracting Company, LLC/Johnson, Mirmiran & Thompson, Inc. (JMT).

Loudoun County Department of Transportation and Capital Infrastructure (DTCI) has requested authorization to acquire Right of Way, consisting of zero (0) full parcel acquisitions and twenty-eight (28) partial parcel acquisitions. The Right of Way plans have been reviewed by VDOT NOVA District staff and found to be consistent with the requirements of the contract documents. Notice to Proceed (NTP) for land acquisition was granted in December 2021.

Based on the projects current schedule, the remaining design efforts are estimated to be completed by March 2022. Right of Way acquisition efforts and utility relocations are anticipated to take place between January 2022 through February 2023. Construction activities are anticipated to begin summer 2022. The substantial completion date is set for December 2023, with final completion date of December 2024.

PROJECT SCHEDULE OVERVIEW

Task		Start	Finish	Prior Years	Year 1 (2020)	Year 2 (2021)	Year 3 (2022)	Year 4 (2023)	Year 5 (2024)
UPC 106994	PE- Design	May-16	Dec-20						
	Final Design	Dec-20	Mar-22						
	RW/Utilities	Jan-22	Feb-23						
	Construction	Jul-22	Dec-24						
Construction Complete		Dec-24	Dec-24						

3. PROJECT COST

The estimated total project is \$114,186,947. The project cost by phase can be found in the table below, in year of expenditure dollars. The estimate includes all costs necessary to perform the preliminary engineering (including the cost of NEPA and other environmental documentation, permits and approvals), right of way, environmental mitigation, construction, project management, public outreach, traffic management improvements, and the cost for third party work to include utility relocation. The construction cost estimate was prepared by the project’s design build firm – Shirley Contracting and includes an appropriate budget amount for contingency, construction engineering, and inspection fees. The right of way phase budget was also prepared to include appropriate contingency funding.

PROJECT COST BY PHASE

		A	B	A-B
UPC	PE	\$ 4,615,488	\$1,973,404	\$ 2,642,084
106994	RW	\$ 59,952,603	\$6,034,259	\$ 53,918,344
	CN*	\$ 49,618,856	\$1,066,550	\$ 48,552,306
GRAND TOTAL		\$ 114,186,947	\$9,074,213	\$ 105,112,734

*This includes tasks under the design build contract which may include Final Design and Utilities. All expenditures included as of December 31, 2021.

4. PROJECT FUNDS

The Northstar Boulevard (from Evergreen Mills Road to Route 50) project has several funding sources. Funding for the project includes a \$25 million Transportation Investment Generating Economic Recovery (TIGER) discretionary grant from the US Department of Transportation, with a signed agreement for this grant in June 2020. Additionally, the project is funded with \$9,600,000 of State Revenue Sharing, a local match for Revenue Sharing, \$43,039,244 of Northern Virginia Transportation Authority 70% Regional Funds, and additional local funding in the amount of \$26,947,703. The current project estimate is \$114,186,947.

TABLE 4.1 - SUMMARY OF PROJECT AUTHORIZATIONS

Project Authorization Summary as of (12/31/2021)					
Federal Project	UPC(s)	Phase Classification	Cost	Federal Funds	Advance Construction
5B01(104)	106994	PE	\$5,600,000	\$0	
		RW	\$24,456,022	\$8,081,055	
		CN	\$59,940,977	\$16,918,945	
TOTAL			\$89,996,999	\$25,000,000	\$0

Summary of Project Funding by Source

Funding					
UPC 106994	Federal				
	TIGER Grant	\$25,000,000			
	Federal SubTotal	\$25,000,000			
	State				
	Revenue Sharing Local	\$9,600,000			
	Revenue Sharing State	\$9,600,000			
	State SubTotal	\$ 19,200,000			
	Other				
	NVTA	\$37,457,857			
	Other Local Funds	\$11,957,369			
	Other SubTotal	\$49,415,226			
TOTAL FUNDING SOURCES		\$93,615,226			

5. FINANCING ISSUES

The project is not currently funded in its entirety due to rising costs of land acquisition in the area. Funds currently available for the project cover Preliminary Engineering phase and Design-Build costs which include final design, utility relocations, roadway construction and land acquisition development. Further details regarding fund shortage discussed in the Risk section.

Upon approval by the Loudoun County Board of Supervisors (Board), supplemental local contributions will be appropriated in the Northstar Boulevard project budget to ensure project

funding in the amount of \$114,186,947. Board action is anticipated to occur in the fourth quarter of the Fiscal Year 2022.

6. CASH FLOW

The Cash Flow Analysis for Northstar Boulevard project is included in Table 6.

Table 6 - Cash Flow Analysis
(\$ in 1000s)

Expenditures					
UPC 106994	PE	\$3,330	\$1,285	\$0	\$4,615
	Right of Way	\$9,340	\$45,753	\$4,860	\$59,953
	Construction	\$4,861	\$22,053	\$22,705	\$49,619
Cumulative Expenditures		\$17,531	\$86,622	\$114,187	\$114,187
114260 Annual Allocations		\$78,415	\$8,600	\$6,600	\$93,615
Cumulative Allocations		\$78,415	\$87,015	\$93,615	\$93,615
Cash Flow per Year		\$78,415	\$393	-\$20,572	-\$20,572

7. P3 ASSESSMENT

A P3 delivery was not pursued for this project due to the fact that Northstar Boulevard is not planned as a toll road, and this project would not generate sufficient market demand or interest as a P3, nor would it demonstrate significant project efficiencies to effectively leverage private sector innovation and expertise under a P3 procurement under the Public Partnership Transportation Act of 1995 (PPTA). A Design-Build delivery, however, is being utilized for the project in order to accelerate project completion to meet public expectation and federal fund commitment deadlines.

8. RISK AND RESPONSE STRATEGIES

As part of the project, the Design-Build team has identified several risks and response strategies for those risks. The most significant risk categories are as follows:

Right-of-Way Acquisition:

Background: Timely processing of parcel acquisition for all twenty-eight (28) parcels for the project and potential of a total take property near Arcola Mills Drive.

Mitigation: Project impacts that included the total take of an occupied residential property during preliminary engineering has been re-designed by the Design-Builder. The proposed final design reduces impacts to this property such that total acquisition of the parcel is no longer required.

Status: VDOT granted right-of-way Notice to Proceed (NTP) on December 30, 2021. All appraisals have been ordered to date. Right-of-way NTP is crucial to maintain the project's production schedule. This will be an on-going effort during calendar year 2022. Risks are managed by monthly project team meetings between VDOT, FHWA, Loudoun County, and the Design-Build Team.

Background: The project's right-of-way acquisition costs have been identified as a potential concern for the project. Given the location of the project, the rising costs of land values within Loudoun County, the estimated land acquisition costs have significantly risen since the original project cost was developed. The current estimate for right of way and easement acquisition for the project is approximately \$57,000,000. This estimate will be updated when land acquisition efforts begin and offer letters and agreements become available. Loudoun County is prepared to allocate additional local funds to this project's budget based on the new estimate to fully fund the cost of the increase.

Mitigation: Loudoun County is aware of the significant rise in land acquisition costs anticipated for the project and is working on securing local funds to offset the fund shortage for the project.

Status: The project is currently awaiting to receive all final appraisals for the project. Based on the appraisals received thus far, the design team is looking at updating the land acquisition cost estimate. The current property market has made the value of properties increase exponentially causing a potential significant rise in land values.

Utility Relocations

Background: Several existing utilities along the project corridor have been identified. An existing transmission gas line and Dominion overhead transmission power lines have been identified as potential risks to the project.

Mitigation: Impacts to the existing transmission gas line have been avoided through design efforts and coordination with the gas companies. In addition, coordination with Dominion transmission power lines is ongoing to avoid impacts.

Status: Impacts to the transmission gas line have been avoided with re-design efforts and item is considered closed. Coordination with Dominion Transmission power lines is considered on-going.

Meetings are held regularly to ensure the project meets the minimum clearance required by Dominion.

Collaboration: The Design-Builder has been coordinating with Loudoun Water on multiple water and sewer line relocations throughout the project limits. The design of the Bridge over Broad Run has also been optimized to maintain an existing sewer line along Arcola Mills Drive and avoid a major relocation to this line. Design coordination has included considerations for other developing projects within the project limits to ensure future connections and extensions can be made.

Adjacent Land Development:

Background: The Northstar Boulevard project is located within the Dulles District in Loudoun County. This corridor is within a fast-growing urban area of the County and several active site developments are located directly adjacent to the project limits.

Mitigation: Coordination is required with multiple site developers who have active site plans. The site developers intend to use Northstar Boulevard or Dulles West Boulevard as the primary access to their sites.

Status: Coordination with several adjacent developers is considered on-going and coordination meetings are scheduled as needed. Design information is shared frequently between developers and the Design-Build team to ensure proper coordination.

9. ANNUAL UPDATE CYCLE

This is the Initial Financial Plan submission dated April 26, 2022, based on “data as of” December 31, 2021. The first annual update will be submitted a year after the Initial Financial Plan submission on April 26, 2023 and will be based on “data as of” of December 31, 2022. Future annual updates will follow the same schedule and will be submitted by April and include the data through December 31st of the prior year.