
**BOARD OF SUPERVISORS
TRANSPORTATION WORK SESSION AGENDA
JUNE 4, 2019
5:15 P.M. - 6:45 P.M.
A/B/C CONFERENCE ROOM**

WORK SESSION AGENDA ITEMS

1. DISCUSSION REGARDING TRANSPORTATION CIP AND POSSIBLE BOND REFERENDUM

This agenda may be amended on the day of the meeting. Participation of all citizens is encouraged. For all individuals with special needs, please notify County Administration of any accommodations required at least 24 hours in advance of the meeting. The agenda and related materials may be found on the County's website at www.staffordcountyva.gov



Transportation CIP

Stafford County Government

June 4, 2019

Agenda



- Strategic priorities
- Transportation fund current status
- Proposed FY2020 -2029 CIP
- No bond scenario
- Bond scenario
 - Steps required for a referendum
 - Board priority on project selection
- Board direction

Strategic Priorities

Responsive Transportation System

- 2.1 *Establish clear transportation priorities that improve the safety and reduce congestion.*
- 2.2 *Develop a comprehensive funding strategy that establishes a dependable revenue source to maximize transportation improvements*



Proposed FY2020 Transportation Fund Current Status

- Operating Revenue is projected to be sufficient to cover annual operating costs
- Additional funding from the new floor tax (C-ROC) is provides surplus operations revenue of approximately \$912K each year
- Proposed CIP shows a transfer of the remaining operations funds into Capital for Road Widening (Formerly referred to as Wedge Widening) and other safety projects
- Funds available exceeding the VDOT planned paving schedule, could be used for safety studies and improvements
- Existing project costs continue to escalate due to right of way, material and labor costs
- Funds have been identified to cover the expected overages
 - Future revenue is expected to maintain the \$912K above operational expenses and \$1M in the PRO each year



Proposed Ten Year CIP

Expenditures	Prior Year	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	5 Year Plan (Includes PY Funding)	Future Plan	10 Year Plan (Includes PY Funding)
Stefaniga - Mountain View Road Intersection	\$0	\$0	\$0	\$0	\$600,000	\$900,000	\$2,200,000	\$0	\$0	\$0	\$0	\$1,500,000	\$2,200,000	\$3,700,000
Route 1 - Enon Road Improvements	0	0	1,200,000	0	2,700,000	5,774,932	925,068	0	0	0	0	9,674,932	925,068	\$10,600,000
Belmont - Ferry Farm Trail - Phase 6	815,943	0	1,700,000	0	0	0	0	0	0	0	0	2,515,943	0	\$2,515,943
Berea Church Road (SR-654) Improvements	2,344,000	2,234,781	1,515,575	0	0	0	0	0	0	0	0	6,094,356	0	\$6,094,356
Courthouse Road (SR-630) @ Route 1 Intersection Improvement	5,390,576	3,963,029	8,866,301	0	0	0	0	0	0	0	0	18,219,906	0	\$18,219,906
Route 1 @ Potomac Creek Drive (SR-761)	300,000	500,000	1,000,000	0	0	0	0	0	0	0	0	1,800,000	0	\$1,800,000
Tech Center Drive	0	0	0	0	0	0	0	0	0	25,000	0	0	25,000	\$25,000
Telegraph Rd (SR-637) and Woodstock Ln (SR- 639) @ Route 1 Safety Improvements	1,100,000	3,200,000	4,500,000	0	0	0	0	0	0	0	0	8,800,000	0	\$8,800,000
Flatford Road Sidewalk	91,000	39,130	519,870	0	0	0	0	0	0	0	0	650,000	0	\$650,000
Onville Road Sidewalk	186,000	115,000	746,631	0	0	0	0	0	0	0	0	1,047,631	0	\$1,047,631
Safety Improvements/Road Widening	0	912,556	912,556	912,556	912,556	912,556	912,556	912,556	912,556	912,556	912,556	4,562,780	4,562,780	\$9,125,560
Total Expenditures	\$10,227,519	\$10,964,496	\$20,960,933	\$912,556	\$4,212,556	\$7,587,488	\$4,037,624	\$912,556	\$912,556	\$937,556	\$912,556	\$54,865,548	\$7,712,848	\$62,578,396

Revenues	Prior Year	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	5 Year Plan (Includes PY Funding)	Future Plan	10 Year Plan (Includes PY Funding)
Current Revenue - County	1,275,200	0	0	0	0	0	0	0	0	0	0	\$1,275,200	\$0	\$1,275,200
Use of Prior Year Fund Balance Transportation	2,534,732	3,213,029	340,000	0	600,000	400,000	0	0	0	25,000	0	7,087,761	25,000	\$7,112,761
Proffers	1,411,347	0	878,486	0	0	0	0	0	0	0	0	2,289,833	0	\$2,289,833
Service District	355,400	1,148,217	1,011,088	0	0	0	0	0	0	0	0	2,514,704	0	\$2,514,704
TAP - Transportation Alternative Program	874,355	123,304	2,373,201	0	0	0	0	0	0	0	0	3,370,860	0	\$3,370,860
CMAQ - Congestion Mitigation and Air Quality	0	154,000	736,799	0	1,671,150	900,000	925,068	0	0	0	0	3,461,949	925,068	\$4,387,017
RSTP - Regional Service Transportation Program	0	0	519,522	0	100,000	314,125	0	0	0	0	0	933,647	0	\$933,647
Smart Scale	300,000	3,546,000	9,785,300	0	0	4,744,336	2,200,000	0	0	0	0	18,375,636	2,200,000	\$20,575,636
Fuel Tax (CROC)	0	912,556	912,556	912,556	912,556	912,556	912,556	912,556	912,556	912,556	912,556	4,562,780	4,562,780	\$9,125,560
Revenue Sharing	3,651,685	1,867,391	4,099,303	0	0	0	0	0	0	0	0	9,618,378	0	\$9,618,378
Impact Fees	0	0	304,679	0	928,850	316,471	0	0	0	0	0	1,550,000	0	\$1,550,000
Total Revenues	\$10,402,719	\$10,964,496	\$20,960,933	\$912,556	\$4,212,556	\$7,587,488	\$4,037,624	\$912,556	\$912,556	\$937,556	\$912,556	\$55,040,748	\$7,712,848	\$62,753,596

Transfer from General Fund (Positive Results of Operations)	0	4,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	8,000,000	5,000,000	\$13,000,000
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Proposed FY2020-2029 CIP

Items of Note

- Project Budget increases include
 - \$3.7 M for Stefaniga/Mt View (Added)
 - \$192K Route 1/Enon
 - \$288K Berea Church (additional ROW)
 - \$5M for Courthouse/Rt 1 Int (ROW etc)
 - \$497K Onville (added scope)
- Safety Projects/Road Widening category has been added using CROC funds
 - Funds remaining after matched projects with VDOT paving will be used for safety studies and improvements
- We have ongoing projects that were funded in previous years

Proposed CIP

Project	FY2019-2028	FY2020-2029	Delta
Stefaniga - Mountain View Road Intersection	Not included	\$3,700,000	\$3,700,000
Route 1 - Enon Road Improvements	\$10,407,562	\$10,600,000	\$192,438
Belmont - Ferry Farm Trail - Phase 6	\$2,515,943	\$2,515,943	\$0
Berea Church Road (SR-654) Improvements	\$5,806,356	\$6,094,356	\$288,000
Courthouse Road (SR-630) @ Route 1 Intersection Improvement	\$12,984,567	\$18,219,906	\$5,235,339
Route 1 @ Potomac Creek Drive (SR-761)	\$1,800,000	\$1,800,000	\$0
Tech Center Drive	\$25,000	\$25,000	\$0
Telegraph Rd (SR-637) and Woodstock Ln (SR-639) @ Route 1 Safety Improvements	\$8,800,000	\$8,800,000	\$0
Flatford Road Sidewalk	\$650,000	\$650,000	\$0
Onville Road Sidewalk	\$550,000	\$1,047,631	\$497,631
Safety Improvements/Road Widening	\$0	~\$912,000/Yr	~\$912,000/yr

Ongoing Projects from Previous CIP Funding

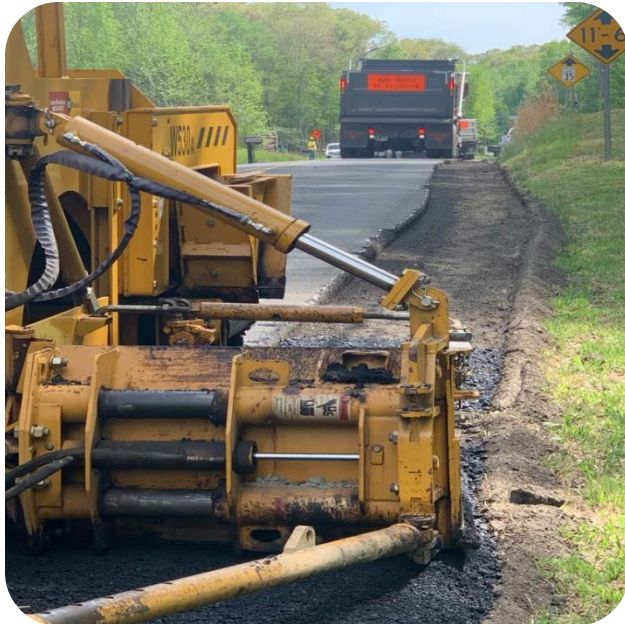
Juggins Road (SR-711) Reconstruction	\$2,220,600
Brooke Road Reconstruction	\$9,018,726
Courthouse Road	\$35,900,000

Road Widening List (previously referred to as Wedge/Shoulder Widening)

- These will be done in cooperation with VDOT, which will cost about half of doing ourselves
- The Road Widening projects are considered maintenance projects. As such, no additional Right of Way, Utility Relocations or changes to road alignment are permitted; therefore, some segments of the roads will not be able to use this program
- Working with VDOT to identify three year projections
- When funding allows, safety studies can be conducted and improvements made on rural roads

WOODSTOCK LN	STEFANIGA RD
RAMOTH CHURCH RD	TRUSLOW RD Cambridge to Berea Church
ANDREW CHAPEL RD (in progress)	EUSTACE RD
POPLAR RD Rt 17 to Stefaniga	TACKETTS MILL RD
WINDING CREEK RD Embrey Mill to Shelton Shop	HARTWOOD ROAD
FALLS RUN DR	MOUNTAIN VIEW RD Centreport to Kellogg Mill
WHITE OAK RD Ferry Rd to K.G County	HOPE RD
BROOKE RD New Hope to Eskimo Hill	SPOTTED TAVERN RD
TELEGRAPH RD	GARRISONVILLE RD Joshua to Lk Arrowhead
KELLOGG MILL RD	GARRISONVILLE RD Lk Arrowhead to Fauquier
TACKETTS MILL RD	DECATUR RD (FY2020)
JOSHUA RD	LITTLE WHIM RD
ENON RD Staff Ind Ln to Truslow Rd	HOLLY CORNER RD
COURTHOUSE RD (West) Winding Cr to Shelton Shop	POTOMAC RUN RD
FERRY RD	ROCK HILL CHURCH RD
WINDING CREEK RD Courthouse Rd to Embrey Mill	CROPP RD
BARRETT HEIGHTS RD	LEELAND RD Morton Rd to End St Maintenance
POPLAR RD Stefaniga to Hartwood Rd	BROOKE RD Eskimo Hill to End
HEFLIN RD	RICHARDS FERRY RD
BRENT POINT RD Arkendale Rd to End	
MCWHIRT LOOP	

Road Widening Pictures from Andrew Chapel



DISCUSSION

Does the Board want to pursue a Bond this year? Here are some options for both scenarios.

Next Steps without a Bond Referendum



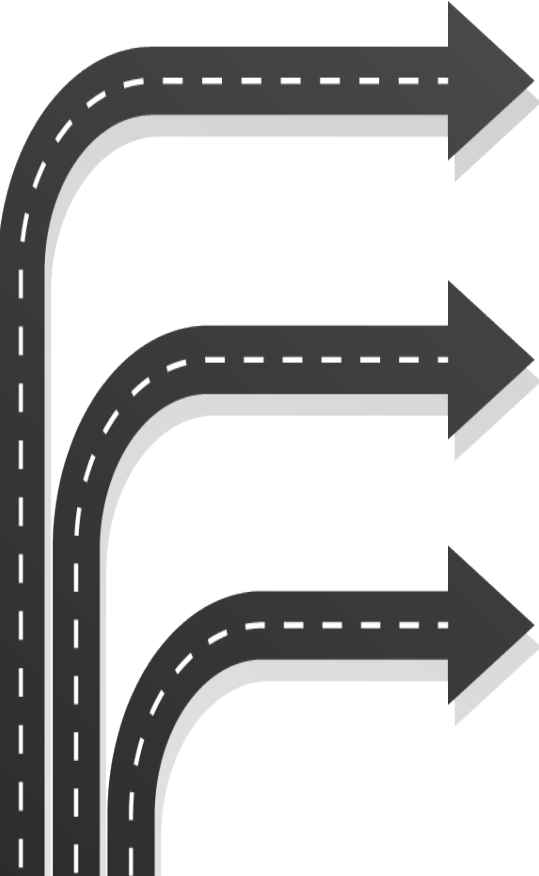
- A work team is identifying options for funding with information to be provided in the fall
- Legislative action may be required
- A Bond referendum could be considered in a future year
- The Road Widening and Safety improvement initiative could continue as described earlier
- Without a Bond referendum this year there will be no funding for additional road construction projects until new funding is identified

Next Steps with a Bond Referendum



- The Board needs to identify a priority project list and a bond amount in order to request the Circuit Court to order a special election
- As discussed in the CIP work session, there is available debt capacity for a \$50M bond or more
- If the consensus is to move forward:
 - Staff will bring an item to the **June 18** meeting for discussion and a resolution for action requesting the Circuit Court order a special election
- Staff would develop an engagement plan to communicate information related to the projects and the proposed bond referendum
 - The engagement plan would come back to the Board for approval on **August 20**

Transportation Priority - Project Selection

- 
1. The Comprehensive Road study considered safety and congestion issues
 - The final report identified 10 major construction projects and 35 roads eligible for safety improvement projects (Road widening)
 2. The 10 major construction projects from the Study address areas with both congestion and safety issues
 - The total cost of these projects is \$180M (this includes Rt 1/Enon which is in our current proposed CIP)
 3. The Road Widening project list is focused on addressing safety concerns
 - As discussed not all sections of the various roads will be eligible for this process; however, the process could significantly improve rural road safety

County Funding Sources

1. Bond Referendum – \$50M available debt capacity
 - The Board could decide to move forward with a selected amount of Study projects and the road widening list using a combination of funds
2. Impact Fees – The roads on the Study list are not included in the Impact Fee program
 - Staff has prepared an RFP for a new study
3. Surplus Operating funds (C-ROC) Anticipate approximately \$912,000 per year
 - The Board has the option to dedicate these funds to major projects, debt service or Road Widening project list
 - Proposed Transportation CIP includes these funds for Road Widening

4. Positive Results of Operation (PRO)
 - The Board has directed staff to set aside the first \$1M dollars each year from PRO for transportation capital
 - Funds could be used for major projects but would not be suitable for debt service as one-time funds
5. Vehicle License Fee (VLF) –
 - Current VLF is \$23, VA Code states the fee cannot exceed the State Vehicle registration fee which is set at \$42.75
 - The Board could raise the VLF which would generate as much as \$2.3 M for projects or debt service
 - VLF complications
6. General Fund Revenues
 - Could be used as pay as you go funding to supplement bond funds



Leveraging Other Funds

1. Revenue Sharing – The current Revenue Sharing program allows a locality to apply for up to \$5M per year and \$10M per project.
 - If the maximum is obtained each year, this will stretch the \$50M bond amount to \$100M worth of projects
 - The \$10M maximum per project limits Revenue Sharing on some of the larger projects (e.g., Smart Scale)
2. Smart Scale Funding
 - There are roads on the Study list that may score well for Smart Scale if matching funds are available
 - The more local funding available, the better the project will score in Smart Scale applications
3. Regional Surface Transportation Program (RSTP) and Congestion Mitigation and Air Quality (CMAQ) Options
 - Funding may be available for some of the road projects
4. Other State and Federal Funds
 - There are several programs such as the Federal Land Access Program and Commuter Choice program that might provide funding for the road projects to supplement the bond funds



Major Road Project List from Study

- Total cost is \$180 M, all costs are based on very preliminary estimates
- Bond funding could be used to leverage other funds such as Revenue Sharing, Smart Scale and others
- Even with leveraging other funds, the completion of all 10 projects with \$50M bond may not be practical

	Road	Recommended Improvement	Total Cost
1	BUTLER RD Falmouth Int to Castle Rock	2 to 4-lane widening (urban)	\$ 18,900,000
2	SHELTON SHOP RD	2 to 3 lane widening	\$ 22,700,000
3	MORTON RD	2 to 3 lane widening	\$ 6,460,000
4	GARRISONVILLE RD Eustace Road to Shelton Shop	4 to 6-lane widening (urban)	\$ 34,500,000
5	ONVILLE RD	2 to 3 lane widening/2 lane reconstruction	\$ 15,700,000
6	WHITE OAK RD Baron Park to Ferry Rd	2 to 4 lane widening (rural) & 3-lane widening	\$ 33,800,000
7	LAYHILL RD	2 to 3 lane widening	\$ 8,500,000
8	MOUNTAIN VIEW RD Kellogg Mill to Choptank Road	2 lane reconstruction	\$ 26,195,000
9	Rt.1/Enon Rd to Stafford Indians Ln	2 to 3 lane widening	\$ 8,000,000
10	LEELAND Julian Dr to Portland Dr	2 to 3 lane widening	\$5,270,000
		Total	\$180,025,000

Considerations for the Major Road Project List

To set the public's expectations, the list of projects should be reduced to reflect the amount of projects that could be completed with a \$50M bond and leveraged funds

The Board could also consider a larger bond of \$70M

		Recommended Improvement	Total Cost	Considerations
1	BUTLER RD Falmouth Int to Castle Rock	2 to 4-lane widening (urban)	\$18,900,000	This project area exhibits a large number of crashes with some fatalities, most of which occurred in the intersection, not as many in this section. This road is a complicated project with significant ROW costs. Project cost likely to escalate
2	SHELTON SHOP RD	2 to 3 lane widening	\$22,700,000	This project is intended to add a third lane from 610 to Courthouse and a two lane reconstruction to Mt. View. This road is heavily traveled between North and South areas.
3	MORTON RD	2 to 3 lane widening	\$6,460,000	This section of the road is an extension of Primmer House. Although there are backups and some minor accidents, this is a small section of road with relatively low travel speeds. Turn lanes may be more suitable than a third lane.
4	GARRISONVILLE RD Eustace Road to Shelton Shop	4 to 6-lane widening (urban)	\$34,500,000	This section of road is the next step in the progression of widening 610. This project will allow traffic to get to a critical junction where much of the traffic diverts off of Garrisonville Road onto Shelton Shop. Smart Scale may score well for this project.
5	ONVILLE RD	2 to 3 lane widening/2 lane reconstruction	\$15,700,000	As a crucial commuter option for many that work on Quantico, the Board could direct staff to work with Quantico to attempt to obtain funding through the Federal Access Land Program (FLAP).
6	WHITE OAK RD Baron Park to Ferry Rd	2 to 4 lane widening (rural) & 3-lane widening	\$33,800,000	This project, similar to Garrisonville Road, would be limited to matching Revenue Sharing of \$10M; however, this road may not score as well as Garrisonville Road for Smart Scale. Additional funding will be needed above Revenue Sharing.
7	LAYHILL RD	2 to 3 lane widening	\$8,500,000	This section of road connects with Route 1. There is already a signal and turn lane. Traffic backs up in the evening with the complication of Heritage Commons Drive.
8	MOUNTAIN VIEW RD Kellogg Mill to Choptank Road	2 lane reconstruction	\$26,195,000	This project is a continuation of the Mt View Project completed as a part of the 2008 Bond referendum. High traffic volumes and school drivers.
9	Rt.1/Enon Rd to Stafford Indians Ln	2 to 3 lane widening	\$8,000,000	This project is funded through Smart Scale and is included in the Proposed CIP. The recommendation is it should be removed from the list.
10	LEELAND Julian Dr to Portland Dr	2 to 3 lane widening	\$5,270,000	This road connects to a commuter rail line and exhibits heavy traffic during commuter hours. The Board has directed staff to apply for Commuter Choice funding.
		Total	\$180,025,000	

Option 1

Possible project List

- Reduces total project amount to a little over \$100M for representative project/Bond costs
- With a \$50M bond and revenue sharing, completion of this list with the budgeted amount is achievable
- Board may choose to adjust the list

	Road	District	Recommended Improvement	Total Cost
1	BUTLER RD Falmouth Int to Castle Rock	Falmouth, George Washington	2 to 4-lane widening (urban)	\$18,900,000
2	SHELTON SHOP RD	Rock Hill, Garrisonville	2 to 3 lane widening	\$22,700,000
	MORTON RD		2 to 3 lane widening	Intersection accidents may be a lower priority
3	GARRISONVILLE RD Eustace Road to Shelton Shop	Rock Hill, Garrisonville, Griffis-Widewater	4 to 6-lane widening (urban)	\$34,500,000
	ONVILLE RD		2 to 3 lane widening/2 lane reconstruction	May pursue as a part of a federal program
	WHITE OAK RD Baron Park to Ferry Rd		2 to 4 lane widening (rural) and 3-lane widening	High Cost project, small chance of Smart Scale, and could be reduced in scope and switched with Butler
	LAYHILL RD		2 to 3 lane widening	Intersection accidents may be a lower priority
4	MOUNTAIN VIEW RD Kellogg Mill to Choptank Road	Rock Hill, Hartwood	2 lane reconstruction	\$26,195,000
	Rt.1/Enon Rd to Stafford Indians Ln		2 to 3 lane widening	Already in the CIP and funded with Smart Scale
	LEELAND Julian Dr to Portland Dr	Falmouth	2 to 3 lane widening	Pursuing Commuter Choice Funds
5	Road Widening/Safety		Widening w/VDOT	\$10,478,000
			Total	\$112,773,000

Option 2

Possible project List

- Maintains the majority of projects, however, would require an increased bond of \$60M
- Provides more flexibility to include adjust for project cost variances from preliminary estimates
- Morton, Layhill and Butler were removed to get to a reasonable project cost
- White Oak was put in place of Butler

	Road	District	Recommended Improvement	Bond Cost	
1	BUTLER RD Falmouth Int to Castle Rock	Falmouth, George Washington	2 to 4-lane widening (urban)	\$0	High cost project that would include removal of a church
2	SHELTON SHOP RD	Rock Hill, Garrisonville	2 to 3 lane widening	\$22,700,000	
	MORTON RD		2 to 3 lane widening	\$0	Intersection accidents may be a lower priority
3	GARRISONVILLE RD Eustace Road to Shelton Shop	Rock Hill, Garrisonville, Griffis-Widewater	4 to 6-lane widening (urban)	\$34,500,000	
4	ONVILLE RD	Griffis-Widewater	2 to 3 lane widening/2 lane reconstruction	\$3,140,000 (20% of total cost)	Could pursue as a part of a federal program; thereby reducing bond costs
	WHITE OAK RD Baron Park to Ferry Rd		2 to 4 lane widening (rural) and 3-lane widening	\$33,800,000	Replace this project for Butler
	LAYHILL RD		2 to 3 lane widening	\$0	Intersection accidents may be a lower priority
5	MOUNTAIN VIEW RD Kellogg Mill to Choptank Road	Rock Hill, Hartwood	2 lane reconstruction	\$26,195,000	
6	Rt.1/Enon Rd to Stafford Indians Ln		2 to 3 lane widening	\$1,000,000 (for any over runs)	Already in the CIP and funded with Smart Scale
7	LEELAND Julian Dr to Portland Dr	Falmouth	2 to 3 lane widening	\$1,054,000 (20% of total cost)	Pursuing Commuter Choice Funds
8	Road Widening/Safety		Widening w/VDOT	\$10,478,000	
			Total	\$132,872,000	

Proposed Bond Project List

If the Board decides to move forward with a Bond referendum:

- Staff recommends identifying which roads to include from the Comprehensive Study
 - May opt to include major projects as well as road widening
- Allowing the option to leverage the bond funds to maximize the use of other funds
 - For instance, Revenue Sharing alone, we can leverage \$50M into \$100M over ten years
 - If we use other sources, we may be able to fund the larger projects
- Debt Service of a \$50M bond would be \$4.2M annually, which is equal to 2.5 cents on the real estate tax
- Debt Service of a \$60M bond would be \$5M or 3.2 cents
- Not all of the bond would be taken in first year; therefore the tax rate would not be elevated immediately

Options for paying debt service outside of Tax Rate:

- Vehicle License Fee could be increased to cover \$2.3 M/year
- Service District funds would cover some of the projects
- Tax base growth would reduce the increase
- Other possible funding strategies that will be considered by the Board in the fall

Possible Future CIP Additions Option 1

Expenditures	Prior Year	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Years 1-5 (Balanced CIP)	Years 6-10 Future Plan	10 Year Plan (Includes PY Funding)
Butler Road (Carter St to Castle Rock)			8,964,133	9,935,867								\$18,900,000	0	\$18,900,000
Shelton Shop Road					10,000,000	10,000,000	2,700,000					\$20,000,000	2,700,000	\$22,700,000
Garrisonville Road (Eustace to Shelton Shop)							10,000,000	10,000,000	14,500,000			\$0	34,500,000	\$34,500,000
Mountain View Road (Kellogg Mill to Choptank)									10,000,000	10,000,000	6,195,000	\$0	26,195,000	\$26,195,000
Total Expenditures	\$0	\$0	\$8,964,133	\$9,935,867	\$10,000,000	\$10,000,000	\$12,700,000	\$10,000,000	\$24,500,000	\$10,000,000	\$6,195,000	\$38,900,000	\$63,395,000	\$102,295,000

Revenues	Prior Year	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Years 1-5 (Balanced CIP)	Years 6-10 Future Plan	10 Year Plan (Includes PY Funding)
Bond Proceeds		0	4,482,067	4,967,934	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000		19,450,000	20,000,000	\$39,450,000
Use of Prior Year Fund Balance Transportation		0										0	0	\$0
Service District		0										0	0	\$0
Smart Scale/Other State or Fed Funds							2,700,000		14,500,000		6,195,000	0	23,395,000	\$23,395,000
Revenue Sharing		0	4,482,067	4,967,934	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000		19,450,000	20,000,000	\$39,450,000
Total Revenues	\$0	\$0	\$8,964,133	\$9,935,867	\$10,000,000	\$10,000,000	\$12,700,000	\$10,000,000	\$24,500,000	\$10,000,000	\$6,195,000	\$38,900,000	\$63,395,000	\$102,295,000

Possible Future CIP Additions Option 2

Expenditures	Prior Year	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Years 1-5 (Balanced CIP)	Years 6-10 Future Plan	10 Year Plan (Includes PY Funding)
Shelton Shop Road					10,000,000	10,000,000	2,700,000					\$20,000,000	2,700,000	\$22,700,000
Garrisonville Road (Eustace to Shelton Shop)							10,000,000	10,000,000	14,500,000			\$0	34,500,000	\$34,500,000
Onville Road								3,140,000	12,560,000				15,700,000	15,700,000
White Oak Road			10,000,000	10,000,000	13,800,000							\$33,800,000	0	33,800,000
Mountain View Road (Kellogg Mill to Choptank)									10,000,000	10,000,000	6,195,000	\$0	26,195,000	26,195,000
Leeland Road				5,270,000								\$5,270,000	0	5,270,000
Total Expenditures	\$0	\$0	\$10,000,000	\$10,000,000	\$23,800,000	\$10,000,000	\$12,700,000	\$13,140,000	\$37,060,000	\$10,000,000	\$6,195,000	\$59,070,000	\$79,095,000	\$138,165,000

Revenues	Prior Year	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	Years 1-5 (Balanced CIP)	Years 6-10 Future Plan	10 Year Plan (Includes PY Funding)
Bond Proceeds		0	5,000,000	6,054,000	18,800,000	5,000,000	5,000,000	8,140,000	5,000,000	5,000,000		34,854,000	23,140,000	\$57,994,000
Use of Prior Year Fund Balance Transportation		0										0	0	\$0
Service District		0										0	0	\$0
Smart Scale							2,700,000		14,500,000		6,195,000	0	23,395,000	\$23,395,000
Other State or Fed Funds				4,261,000					12,560,000			4,261,000	12,560,000	\$16,821,000
Revenue Sharing		0	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000		20,000,000	20,000,000	\$40,000,000
Total Revenues	\$0	\$0	\$10,000,000	\$15,315,000	\$23,800,000	\$10,000,000	\$12,700,000	\$13,140,000	\$37,060,000	\$10,000,000	\$6,195,000	\$59,070,000	\$79,095,000	\$138,165,000

FY2020 Transportation CIP

- The current Ten Year CIP is provided in your package.
- Does the Board have any suggested changes or is this acceptable for approval?
- Road Widening/Safety Program included, is this the will of the Board, or would you prefer to use those funds for major capital projects?

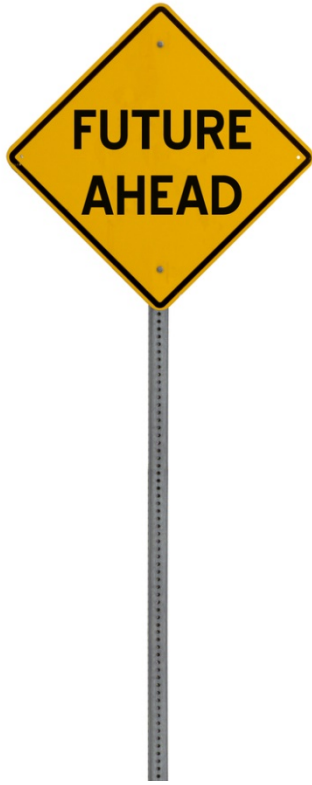
Bond Referendum

- Are there any questions on a possible referendum?
- Does the Board have a consensus on a referendum and project list?



**Board
Direction**

Next Steps



Bond referendum with Board consensus

- June 18, 2019
 - The Board will consider a resolution to request the Circuit Court order a special election to consider a Transportation Bond
- July 2019
 - Staff sends resolution to Court with expected approval in July or early August
- August 20, 2019
 - A communication plan will be brought to the Board for approval

No Bond referendum

- Staff will continue work on other possible funding mechanisms and bring back for consideration in the fall
- Road widening/Safety program will proceed if directed

The CIP will be brought to the Board for consideration under either scenario as proposed

Future projects will be added as necessary next year