

**Board of Supervisors**

Paul V. Milde, III, Chairman  
Meg Bohmke, Vice Chairman  
Jack R. Cavalier  
Wendy E. Maurer  
Laura A. Sellers  
Gary F. Snellings  
Robert "Bob" Thomas, Jr.

Thomas C. Foley  
County Administrator

## Infrastructure Committee Meeting AGENDA

October 3, 2017 – 1:30 pm  
Conference Room A/B/C, Second Floor

**Committee Members:** Chairman Meg Bohmke, Jack Cavalier and Paul Milde

Agenda Item	
1.	Transportation Updates <ul style="list-style-type: none"><li>a. Transportation Funding Challenges and Opportunities Update</li><li>b. Discuss Possible Addition of a North Stafford FRED Bus Route</li><li>c. Discussion of Proposed Smart Scale Projects</li><li>d. Discussion of a Regional Transportation Authority</li></ul>
2.	Utilities Update <ul style="list-style-type: none"><li>a. Truslow Road and Snellings Lane Sewer Extension Discussion</li></ul>
3.	Ground Water Study Update
4.	Update on RFP for a Field House
	Next IC meeting is scheduled for November 21, 2017 (Tentative)

INFRA10032017agenda



## Transportation Funding Challenges and Opportunities

Today's discussion will serve as an update to previous conversation at the September 5, 2017 Infrastructure Committee meeting regarding issues and staffs' recommendations to resolve the challenges in planned funding for our Transportation Capital Improvement Program (CIP).

### Brooke Road

#### 1. Update

- Staff has obtained permission from VDOT to extend the time for lane closures. We have also spoken with Stafford County Public Schools (SCPS) and they agree with the extension of lane closures.
- VDOT also seems amenable to a complete road closure similar to what VDOT did during the road improvements several years ago, depending on the Board's pleasure.
- The project will be rebid this winter with the hope of reducing cost.
- A revenue sharing request of \$901,459 is in today's Consent Agenda of the Board packet. The revenue sharing and the local match will address the funding gap at the higher bid amounts, and do not assume lower re-bids.

### Courthouse/Route 1 Intersection

#### 2. Update

- A revenue sharing request of \$900,000 is in today's Consent Agenda of the Board packet due to a funding gap caused by loss of transportation proffers from off-site credits.
- Planning staff is researching the issue of additional proffers which may have similar consequences and will have an update at the committee meeting.
- The developer has submitted invoices and staff has verified

### Berea Church Road

#### 3. Update

- A revenue sharing request of \$549,212 is in today's Consent Agenda of the Board packet.
- Staff recommends the use of additional proffer funds from Celebrate VA (\$785,456) to be used on this project which will pay for the bike/pedestrian accommodations.
- Staff also recommends increasing the amount of Service District funding (\$705,609).

### Garrisonville Road

#### 4. Update

- A revenue sharing request of \$1,000,000 is in today's Consent Agenda of the Board packet to cover increased right of way acquisition costs.

- Staff has communicated with Branch Civil that they will be expected to cover a portion of the cost over the contingency amount as outlined in the agreement (20% over contingency available on both PPTA projects).

#### TAP Funding for Belmont-Ferry Farm Trail

##### 5. Update

- Staff submitted a written request to VDOT to transfer \$500,000 in unused Transportation Alternatives Program (TAP) funding awarded to the Courthouse Streetscape project, to the Belmont-Ferry Farm project.  
(R17-241)

#### TAP Funding Request for future projects

##### 6. Update

- Staff has advertised a public hearing to consider a new sidewalk project along Flatford Road for TAP funding. This project would connect an existing sidewalk along Parkway Boulevard to an existing sidewalk along Walpole Street.

#### HSIP Funding

##### 7. Update

- Staff has discussed with VDOT several potential Highway Safety Improvement Program (HSIP) projects that would improve pedestrian safety. This funding has no local match and the applications are submitted by VDOT.

#### Enon Road

##### 8. Update

- Staff recommends requesting this project in the coming round of SmartScale.

#### Impact Fee Project List

##### 9. Update

- Impact Fee Ordinance with Project List attached.
- Staff recommends reviewing this list for potential SmartScale projects.

#### Revenue Sharing Request Review

- Brooke Road - \$901,459
- Courthouse/Rt 1 Intersection - \$900,000
- Berea Church Rd - \$549,212
- Garrisonville Road - \$1,000,000

BOARD OF SUPERVISORS  
COUNTY OF STAFFORD  
STAFFORD, VIRGINIA

ORDINANCE

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, Stafford County Administration Center, Stafford, Virginia, on the 21<sup>st</sup> day of May, 2013:

<u>MEMBERS:</u>	<u>VOTE:</u>
Susan B. Stimpson, Chairman	No
Robert "Bob" Thomas, Jr., Vice Chairman	No
Jack R. Cavalier	Yes
Paul V. Milde III	Yes
Ty A. Schieber	Yes
Gary F. Snellings	Yes
Cord A. Sterling	Yes

On motion of Mr. Milde, seconded by Mr. Sterling, which carried by a vote of 5 to 2, the following was adopted:

AN ORDINANCE TO AMEND AND REORDAIN STAFFORD  
COUNTY CODE, CHAPTER 13.5, ARTICLE I, ENTITLED "ROAD  
IMPACT FEES"

WHEREAS, the Board desires to amend Stafford County Code, Chapter 13.5, Article I, entitled "Road Impact Fees;" and

WHEREAS, the Board's adoption of this ordinance will repeal the road impact fees for the Central West impact fee service area; and

WHEREAS, the Board's adoption of this ordinance will adopt a County-wide road impact fee service area; and

WHEREAS, the Board conducted a public hearing and carefully considered the recommendations of staff and the testimony, if any, at the public hearing; and

WHEREAS, the Board finds that the adoption of this ordinance promotes the public health, safety, and welfare of the County and its citizens;

NOW, THEREFORE, BE IT ORDAINED by the Stafford County Board of Supervisors on this the 21<sup>st</sup> day of May, 2013, that Stafford County Code be and it hereby is amended and reordained as follows, all other portions remaining unchanged:

## Chapter 13.5 - IMPACT FEES

### ARTICLE I. - ROAD IMPACT FEES

#### **Sec. 13.5-1. - Short title, authority, and applicability.**

- (a) This article shall be known and may be cited as the "Road Impact Fee Ordinance."
- (b) The board of supervisors has the authority to adopt this article pursuant to Virginia Code section 15.2-2317, et seq. ~~Code of Virginia, (1950), as amended.~~
- (c) Except as specifically provided herein, this article shall apply, upon the effective date, ~~thereof~~ May 21, 2014, to new development of all land contained in a the designated impact fee service area in Stafford County to generate revenue to fund or recover the costs of reasonable road improvements ~~necessitated by and attributable to~~ benefitting new development.

#### **Sec. 13.5-2. - Definitions.**

- (a) *Cost* includes, those expenses attributable to completion of road improvement projects, in addition to all labor, materials, machinery, and equipment for construction; (i) acquisition of land, rights-of-way, property rights, easements, and interests, including the cost of moving or relocating utilities; (ii) demolition or removal of any structure on land so acquired, including acquisition of land to which such structure may be moved; (iii) survey, engineering, environmental, archeological, and architectural expenses; (iv) legal, administrative, and other related expenses; and (v) interest charges and other financing costs if impact fees are used for the payment of principal and interest on bonds, notes, or other obligations issued by the ~~locality~~ county to finance the road improvement.
- (b) *Impact fee* means a charge or assessment imposed against new development ~~contained~~ located within a the designated impact fee service area in order to generate revenue to fund or recover the costs of reasonable road improvements ~~necessitated by and attributable to~~ benefitting the new development in said area. Impact fees may not be assessed and imposed for road repair, operation, and maintenance, nor to expand existing roads to meet demand which existed prior to the new development.
- (c) *New development* means all new residential use and development of lands in a the designated impact fee service area except for ~~new development by religious organizations exempt from taxation under article X, section 6 of the Constitution of Virginia, and~~ new development designated in the county's capital improvements program to be financed and constructed with public funds. New development shall not include additions to existing residential buildings and/or replacement of existing residential buildings.

(d) *Impact fee service area* means land designated ~~by ordinance~~ within this article and the comprehensive plan of the county, having clearly defined boundaries and clearly related traffic needs and within which development is to be subject to the assessment of impact fees.

(e) *Road improvement* includes construction of new roads or improvement or expansion of existing roads and related appurtenances as required by applicable construction standards of the Virginia Department of Transportation, or the applicable standards of the county, to meet increased demand attributable to new development. Road improvements do not include on-site construction of roads that a developer may be required to provide pursuant to Virginia Code sections 15.2-2241 through 15.2-2245. ~~[Code of Virginia 1950].~~

State law reference: Virginia Code § 15.2-2318.

**Sec. 13.5-3. - Imposition of road impact fees.**

(a) Except as provided in section 13.5-7 of this article, any person who, after the effective date of this article ~~[June 30, 2003]~~, May 21, 2014, seeks to engage in new development in a the designated impact fee service area, ~~by applying to Stafford County for the approval of a subdivision plat or plan of development, or the issuance of a building permit~~ shall be required to pay a road impact fee ~~in the manner and amount set forth in this article~~. The amount of impact fees to be imposed on a specific development or subdivision shall be determined before or at the time of construction site plan or subdivision construction plan approval. For Minor subdivisions, which do not have a construction approval stage, the amount to be imposed will be calculated at the time of final plat approval.

(b) ~~No occupancy permit~~ building permit for any activity requiring payment of a road impact fee in a the designated impact fee service area shall be issued unless and until the road impact fee has been paid as provided ~~herein~~ in this article.

(c) The county shall calculate and account for the required road impact fees for the development of any new non-residential site plan.

State law references: Virginia Code §§ 15.2-2317, 15.2-2319, and 15.2-2323.

**Sec. 13.5-4. - Road impact service area.**

~~There is hereby established a road impact fee service area in the western portion of the county as more particularly designated in exhibit A, attached to Ordinance No. O03-32, which is on file in the office of the county administrator.~~ There is hereby established a road impact fee service area that encompasses all land located in the county, except any land located within the boundary of Marine Corps Base Quantico, as shown within the county's comprehensive plan.

State law reference: Virginia Code § 15.2-2320.

**Sec. 13.5-5. - Road impact fee schedule.**

(a) The amount of the road impact fee shall be determined by the schedule attached to this article as Exhibit B ("Road Improvements Plan and Road Impact Fees"), dated January 2013, which is incorporated herein by reference.

~~(b) The amount of road impact fees to be imposed for a specific project or development shall be determined as provided by the schedule before or at the time the subdivision plat or site plan is approved. For projects or developments where the subdivision plat or the site plan was approved prior to the effective date of this article [June 30, 2003], or for specific projects for which no subdivision plat or site plan is required, the amount of the road impact fee or fees shall be determined as provided by the schedule at the time of issuance of any building permit or permits.~~

(b) The road impact fee schedule has been calculated using the road impact fee project list identified in Chapter 4 of the Comprehensive Plan and attached as Exhibit A (Road Impact Fee Project List), dated June 2012, which is incorporated herein by reference.

State law references: Virginia Code §§ 15.2-2322 and 15.2-2323.

**Sec. 13.5-6. - When road impact fees to be paid.**

Road impact fees shall be paid in full to the county at the time of issuance of a certificate of occupancy building permit unless the county administrator has agreed to accept installment payments at a reasonable rate of interest for a fixed number of years.

State law reference: Virginia Code § 15.2-2323.

**Sec. 13.5-7. - Credits against road impact fees.**

~~(a) An estimate of funds received by the county for fuel and highway user's taxes attributable to various types of development have been included as a credit against the road impact fees as set forth in exhibit B.~~

~~(b) Credit shall be given for the cost of any dedication, contribution or construction by a property owner for approved off-site road improvements within the impact fee service area. As a condition of receiving this credit, the property owner shall provide the county with an engineer's certificate of the cost for said offsite improvements with supporting documentation satisfactory to the county.~~

~~(c) To the extent that credits have not previously been considered under subsections (a) and (b) above, credits shall also be calculated and applied against road impact fees to the extent that (i) new development has already contributed to the cost of existing roads which will serve the development; (ii) new development will contribute to the cost of existing roads; and (iii) new development will contribute to the cost of road improvements in the future other than through impact fees.~~



The value, as calculated according to the county impact fee policy, of any dedication, contribution, or construction from the developer for off-site road or other transportation improvements benefiting the impact fee service area shall be treated as a credit against the impact fees imposed on the developer's project. The county shall treat as a credit any off-site transportation dedication, contribution, or construction, whether it is a condition of a rezoning or otherwise committed to the county.

The county also shall calculate and credit against impact fees the extent to which (i) other developments have already contributed to the cost of existing roads which will benefit the development, (ii) new development will contribute to the cost of existing roads, and (iii) new development will contribute to the cost of road improvements in the future other than through impact fees, including any special taxing districts, special assessments, or community development authorities.

The county may employ the transportation fund to complete road impact fee projects and credit the road impact fee trust fund for these expenses.

State law reference: Virginia Code § 15.2-2324.

#### **Sec. 13.5-8. - Exemption from payment of road impact fees.**

~~No road impact fee shall be assessed or imposed upon new development if the owner or developer has proffered conditions pursuant to sections 15.2-2298 or 15.2-2303, Code of Virginia, (1950), as amended, for off site road improvements, and the proffered conditions have been accepted by the county.~~

(a) Non-residential development is exempt from the imposition and collection of the road impact fees established under this article.

(b) The road impact fees associated with the future growth of non-residential development are incorporated in the road impact fee methodology and will be calculated and accounted for considering expenditures of qualified, non-road impact fee funding on road impact fee projects.

(c) In the event funding is insufficient to offset the exemption, the board of supervisors will either commit sufficient funds to the road impact fee trust fund or will repeal the exemption so that, in either case, the road improvement plan can be implemented at adopted levels of service and nonexempt development will not pay more than its proportionate share as a result of the exemption established in this section.

(d) Family Subdivisions shall be exempt from the imposition and collection of the road impact fees established under this article.

#### **Sec. 13.5-9. - Road impact fee trust fund.**

(a) There is hereby established a road impact fee trust fund for the impact fee service area as set forth above established under section 13.5-4 and designated within the county's comprehensive plan.



(b) All funds collected through road impact fees shall be deposited in an interest-bearing account for the benefit of the impact fee service area. Interest earned on each deposit shall become funds of the account.

(c) The expenditure of funds from the account shall be only for road improvements within benefitting the designated impact fee service area as set forth in this Ordinance ~~the road improvement plan for this area.~~

State law reference: Virginia Code § 15.2-2326.

**Sec. 13.5-10. - Refund of road impact fees.**

(a) The county shall refund ~~all or a pro-rata portion of~~ any road impact fee, ~~or portion thereof, for which construction of a project is not completed within a reasonable period of time, not to exceed fifteen years. In the event that impact fees are not committed to road improvements benefitting the impact fee service area within seven years from the date of collection, the county may commit any such impact fees to the secondary or urban system construction program of the county for road improvements that benefit the impact fee service area, with any interest earned if construction of a project within the designated impact fee service area which was proposed at the time the fee was imposed is not substantially completed within fifteen (15) years after the time the fee was paid.~~

(b) Upon completion of a ~~major~~ project included in the road improvement plan, the county shall recalculate the road impact fee based on the actual cost of the improvements, ~~and.~~ The county shall refund any difference if the road impact fee exceeds the actual costs by more than fifteen (15) percent.

(c) Any refunds shall be made to the record owner of the property at the time the refund is ~~required to be made.~~

State law reference: Virginia Code § 15.2-2327.

**Sec. 13.5-11. - Appeals.**

(a) There is ~~hereby~~ established ~~the~~ a road impact fee appeals board. The board shall consist of five (5) members including the county administrator or his designee, the county treasurer, the Virginia Department of Transportation (VDOT) resident engineer or his designee, and two (2) citizens appointed by the board of supervisors, one of whom shall be a representative from the development industry.

(b) Any person aggrieved by any administrative decision or determination regarding the imposition of road impact fees may appeal the administrative decision or determination to the road impact fees appeals board.

(c) The appeal to the road impact fee appeals board shall be taken within thirty (30) days after the administrative decision or determination appealed from by filing with the county administrator, or his designee, a written notice of appeal specifying the grounds thereof of the appeal. Upon receipt of a written notice of appeal, the county administrator, or his designee, or the road impact fee appeals board, may request additional documentation and information specifying the grounds and basis of the appeal.

(d) Upon receipt of a written notice of appeal, the road impact fee appeals board shall set and hold a hearing to consider the appeal within sixty (60) days of the date that the appeals board receives notice of the appeal. During a hearing, the person(s) appealing the administrative decision or determination, and the county administrator or his designee, may present oral testimony and documents to the board for its consideration. The road impact fee appeals board shall issue its written decision on the appeal within thirty (30) days following the completion of the hearing.

State law reference: Virginia Code § 15.2-2323.

**Sec. 13.5-12. - Updating plan and amending road impact fees.**

(a) The county shall update the needs assessment and the assumptions and projections underlying the road impact fee schedule at least once every two (2) years.

(b) The road ~~improvement~~ impact fee project list plan shall be updated at least every two (2) years to reflect the current assumptions and projections.

(c) The road impact fee schedule may be amended to reflect any substantial changes in such assumptions and projections. Any impact fees not yet paid shall be assessed at the updated rate.

State law reference: Virginia Code § 15.2-2325.

**Sec. 13.5-13. - Severability.**

If any section, phrase, sentence, or portion of this article is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions thereof of this article.

**Sec. 13.5-14. - Effective date.**

This article assessing and imposing impact fees on new development shall become effective on ~~June 30, 2003~~ May 21, 2014.

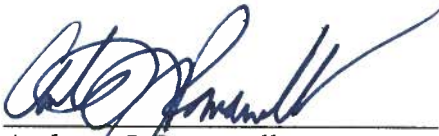
## Road Impact Fee Project List June 2012

	<b>From</b>	<b>To</b>
<b>Richards Ferry Road</b>	Warrenton Road	Cotton Lane
<b>Holly Corner Road</b>	Warrenton Road	Hall Lane
<b>Ramoth Church Road</b>	Courthouse Road	Kellogg Mill Road
<b>Embrey Mill Road</b>	Winding Creek Road	Eustace Road
<b>Courthouse Road</b>	Austin Ridge Drive	Walpole Street
<b>Enon Road</b>	Hulls Chapel Road	Truslow Road
<b>Enon Road</b>	Porter Lane	Hulls Chapel Road
<b>Enon Road</b>	Cambridge Street	Porter Lane
<b>Cambridge Street</b>	City of Fredericksburg Line	Warrenton Road / Butler Road
<b>Eustace Road</b>	Embrey Mill Road	Garrisonville Road
<b>Kellogg Mill Road</b>	Poplar Road	Ramoth Church Road
<b>Eskimo Hill Road</b>	Jefferson Davis Highway	Potomac Run Road
<b>Brooke Road</b>	New Hope Church Road	Andrew Chapel Road
<b>Jefferson Davis Highway</b>	Garrisonville Road	Telegraph Road
<b>Andrew Chapel Road</b>	Courthouse Road	Brooke Road
<b>Winding Creek Road</b>	Courthouse Road	Shelton Shop Road
<b>Staffordboro Boulevard</b>	Sunningdale Drive	Pike Place
<b>Staffordboro Boulevard</b>	Garrisonville Road	Sunningdale Drive
<b>Mine Road</b>	Garrisonville Road	Settlers Way
<b>Truslow Road</b>	Cambridge Street	Poplar Road
<b>Garrisonville Road</b>	Rock Hill Church Road	Joshua Road
<b>Plantation Drive</b>	Lichfield Boulevard	Lyons Boulevard / Gladstone Drive
<b>Joshua Road</b>	Garrisonville Road	St. George's Drive

Road Improvements Plan and Road Impact Fees  
Per Study Dated January 2013

Land Use Type	Unit	Impact Fee
<b>Residential</b>		
Single Family Detached	DU	\$2,999
Single Family Attached	DU	\$2,999
Multi-Family	DU	\$2,999
<b>Non-Residential</b>		
Industrial	1,000 SF	\$900
Retail	1,000 SF	\$7,450
Office	1,000 SF	\$2,800
Other	1,000 SF	\$2,800

A Copy, teste:

  
\_\_\_\_\_  
Anthony J. Romanello, ICMA-CM  
County Administrator

# Potential FRED Bus Route – Widewater Area

October 3, 2017

- Staff was requested to look into the prospect of establishing a new bus route along Route 1 north of Garrisonville Road.
- The proposed bus route would extend from Stafford Marketplace to Aquia Town Center or the Staffordboro Commuter Parking Lot to Quantico Corporate Center, with a few stops in between along Route 1.
- The proposed route would serve the Boswell's Corner Redevelopment Area as it continues to become a major employment center in Stafford County, as well as serve existing residential developments and commercial centers along Route 1.
- FRED staff provided the County with three different options as potential service opportunities along this section of Route 1.
- FRED assumed travel time (one-way) to be 15 minutes, covering a distance of 5.7 miles (the distance from the Staffordboro Commuter Lot and Quantico Corporate Center via Route 1) operating 5 days a week, or 252 days per year (RM 2016 service days) with an operating cost per bus per revenue hour at \$83.28.
- Service Option 1 - Four trips each morning and evening with revenue hours (6 A.M. - 7:45 A.M. and 3:30 PM to 5:15 PM )
  - Operational Costs – Estimated Cost Per Year - \$73,450 (252 days per year; 3.5 hours per day)
  - Net Cost – Federal Reimbursement – \$36,725 (FTA funding may subsidize up to a maximum of 50% of operational costs less any farebox revenues earned) and Net Local Share – \$36,725.
- Service Option 2 – Six trips each morning and evening with revenue hours (6 A.M. to 8:45 A.M. and 3:30 PM to 6:15 PM)
  - Operational Costs – Estimated Cost Per Year - \$115,422 (252 days per year; 5.5 hours per day)
  - Net Cost – Federal Reimbursement – \$57,711 (FTA funding may subsidize up to a maximum of 50% of operational costs less any farebox revenues earned) and Net Local Share – \$57,711.
- Service Option 3 – Option 1 or 2 plus regular service with revenue hours (6 A.M. to 6:15 P.M.)
  - Operational Costs – Est. Cost Per Year - \$251,830 (252 days per year; 12.0 hours per day)
  - Net Cost – Federal Reimbursement – \$125,915 (FTA funding may subsidize up to a maximum of 50% of operational costs less any farebox revenues earned) and Net Local Share – \$125,915.

- Option 3 proposes providing regular bus service for the hours after the morning commuter service and prior to the start of evening commuter service. For example, service from Widewater Subdivision to local retail, commercial and places of employment. The proposed route is to be determined.
- Capital Investment – Options 1 and 2 may require the purchase of one additional bus and Option 3 may require the purchase of two additional buses.
  - Acquisition cost per bus - \$125,00
  - Federal Share (80%) - \$100,000
  - Local Share (20%) - \$25,000 – State may contribute up to 50% of local share for capital costs which would reduce the local share.
- Options for route stops would include the following – Staybridge Hotel, Clearview, Aquia Pines, Woodstock Lane, Hidden Valley, Widewater Subdivision, Acadia Street, Greenfield, Merryview and Potomac Hills Subdivision.
- Other stops are possible and would be determined by a mutual agreement and the final service option selected.
- Staff is seeking guidance from the Infrastructure Committee on whether or not the Committee wishes to pursue an additional bus route, and if so which option they wish to have staff conduct further research on.



## BOARD OF SUPERVISORS

### Agenda Item

<b>Meeting Date:</b>	October 3, 2017
<b>Title:</b>	Discuss the Option of Including the I-95 Northbound Crossing of the Rappahannock River as a Round 3 Smart Scale Application
<b>Department:</b>	Public Works
<b>Staff Contact:</b>	Christopher K. Rapp, P.E., Director
<b>Board Committee/ Other BACC:</b>	Fredericksburg Area Metropolitan Planning Organization (FAMPO)
<b>Staff Recommendation:</b>	N/A
<b>Fiscal Impact:</b>	N/A
<b>Time Sensitivity:</b>	November 17, 2017 - FAMPO Policy Committee Meeting where action will be required

**ATTACHMENTS:**

1.	Background Report	2.	Proposed Resolution R17-271
2.	Proposed Resolution R17-270		

	<b>Consent Agenda</b>		<b>Other Business</b>		<b>Unfinished Business</b>
	<b>Discussion</b>		<b>Presentation</b>		<b>Work Session</b>
X	<b>New Business</b>		<b>Public Hearing</b>		<b>Add-On</b>

**REVIEW:**

X	County Administrator	<i>Thomas C. Foley</i>
X	County Attorney (legal review only)	<i>Ryshede M. Mylender for C.L.S.</i>

**DISTRICTS:** George Washington

### **BACKGROUND REPORT**

Stafford County supported the Fredericksburg Area Metropolitan Planning Organization (FAMPO) submission of the northbound I-95 Rappahannock River Crossing project (Project) as a part of the first and second HB2/Smart Scale process. The Project did not score well in either year and was not selected for funding. The northbound I-95 crossing exhibits very high traffic volumes similar to the southbound crossing. However, the majority of the northbound traffic congestion is only on the weekends, which is not considered in the Smart Scale application process. Because the southbound traffic volumes and congestion were evident every day of the week, it scored higher than northbound and was selected for funding in the first year of the process.

As funding has decreased and project submission has increased, the Virginia Department of Transportation (VDOT) adjusted the application requirements and is considering limiting the number of applications that a Metropolitan Planning Organization (MPO) or locality can submit. With this limited number of possible submissions, FAMPO has requested that its Policy Committee consider whether or not it is interested in submitting this Project a third time. The Policy Committee has scheduled a vote on the matter at its November 17, 2017 meeting.

VDOT remains in favor of the Project. The initial Project application included a scope with an estimated cost of \$152 million. The Project was revised slightly in the second round bringing the estimated cost down to \$132 million. Although this was not enough to have the Project selected, VDOT feels that additional adjustments can be made to mirror the adjustments on the "new" southbound design, which should make the Project more feasible. VDOT noted that with the FredEx project on the horizon, there may be additional merit for this Project. VDOT is also willing to assist the MPO with the preparation of the application.

Approval of proposed Resolution R17-270 would endorse the inclusion of this Project in the Smart Scale application. If the Board does not desire to include the Project in the Smart Scale application, it may instead approve proposed Resolution R17-271, which excludes the Project from the Smart Scale application.

Staff recommends approval of proposed Resolution R17-270 at the Board's October 17, 2017 meeting, which would endorse the Project.

PROPOSED

BOARD OF SUPERVISORS  
COUNTY OF STAFFORD  
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the day of , 2017:

MEMBERS:

Paul V. Milde, III, Chairman  
Meg Bohmke, Vice Chairman  
Jack R. Cavalier  
Wendy E. Maurer  
Laura A. Sellers  
Gary F. Snellings  
Robert "Bob" Thomas, Jr.

VOTE:

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION REQUESTING THE FREDERICKSBURG  
METROPOLITAN PLANNING ORGANIZATION TO INCLUDE  
THE I-95 NORTHBOUND RAPPAHANNOCK RIVER CROSSING  
PROJECT IN THE THIRD ROUND OF SMART SCALE  
APPLICATIONS

WHEREAS, the Smart Scale program directs the Commonwealth Transportation Board (CTB) to develop and implement a state-wide process to identify, score, and select projects for funding; and

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) submitted the northbound Rappahannock River crossing project (Project) the last two years as requested by its member localities; and

WHEREAS, in preparation for the third round of Smart Scale applications, FAMPO has requested guidance from its member localities as to whether the Project should be included again for consideration;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the \_\_\_ day of \_\_, 2017, that it be and hereby does request the Fredericksburg Area Metropolitan Planning Organization (FAMPO) to include the northbound Rappahannock River crossing project in the third round of Smart Scale applications; and

**BE IT FURTHER RESOLVED** that the County Administrator, or his designee, shall forward a copy of this Resolution to the FAMPO Administrator.

TCF:MTS

PROPOSED

BOARD OF SUPERVISORS  
COUNTY OF STAFFORD  
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the day of , 2017:

MEMBERS:

Paul V. Milde, III, Chairman  
Meg Bohmke, Vice Chairman  
Jack R. Cavalier  
Wendy E. Maurer  
Laura A. Sellers  
Gary F. Snellings  
Robert "Bob" Thomas, Jr.

VOTE:

On motion of , seconded by , which carried by a vote of , the following was adopted:

A RESOLUTION REQUESTING THE FREDERICKSBURG  
METROPOLITAN PLANNING ORGANIZATION EXCLUDE THE  
I-95 NORTHBOUND RAPPAHANNOCK RIVER CROSSING  
PROJECT IN THE THIRD ROUND OF SMART SCALE  
APPLICATIONS

WHEREAS, the Smart Scale program directs the Commonwealth Transportation Board (CTB) to develop and implement a state-wide process to identify, score, and select projects for funding; and

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) submitted the northbound Rappahannock River crossing project (Project) the last two years as requested by its member localities; and

WHEREAS, in preparation for the third round of Smart Scale applications, FAMPO has requested guidance from its member localities as to whether the Project should be included again as a project for consideration;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the \_\_\_\_ day of \_\_\_\_, 2017, that it be and hereby does request the Fredericksburg Area Metropolitan Planning Organization (FAMPO) to exclude the northbound Rappahannock River crossing project in the third round of Smart Scale applications; and

**BE IT FURTHER RESOLVED** that the County Administrator, or his designee, shall forward a copy of this Resolution to the FAMPO Administrator.

TCF:MTS



## BOARD OF SUPERVISORS

### Agenda Item

<b>Meeting Date:</b>	October 3, 2017
<b>Title:</b>	Discussion of a Regional Transportation Authority
<b>Department:</b>	County Administration / Public Works
<b>Staff Contact:</b>	Michael T. Smith, Deputy County Administrator Christopher K. Rapp, P.E., Director, Public Works
<b>Board Committee/ Other BACC:</b>	Fredericksburg Area Metropolitan Planning Organization (FAMPO)
<b>Staff Recommendation:</b>	N/A
<b>Fiscal Impact:</b>	N/A
<b>Time Sensitivity:</b>	November 17, 2017 - FAMPO Policy Committee Meeting where action will be required

**ATTACHMENTS:**

1.	Background Report	3.	Proposed Resolution R17-273 (Denial)
2.	Proposed Resolution R17-272 (Approval)		

	<b>Consent Agenda</b>		<b>Other Business</b>		<b>Unfinished Business</b>
X	<b>Discussion</b>		<b>Presentation</b>		<b>Work Session</b>
X	<b>New Business</b>		<b>Public Hearing</b>		<b>Add-On</b>

**REVIEW:**

X	County Administrator	<i>Thomas C. Foley</i>
X	County Attorney (legal review only)	<i>Rynhede M. Millington for CLS</i>

<b>DISTRICT:</b>	N/A
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### **BACKGROUND REPORT**

The Fredericksburg Area Metropolitan Planning Organization (FAMPO) Policy Committee has scheduled a vote on November 17, 2017 to consider the establishment of a Regional Transportation Authority (RTA). In order for the Stafford members to vote in a manner consistent with the will of the Board, staff was asked to bring this matter forward for discussion. FAMPO staff has recommended that the proposed RTA be established similar to the Northern Virginia Transportation Authority (NVTa).

The NVTa generates approximately \$327 million per year in revenue through an additional regional sales tax of 0.7%, a grantors' tax of \$0.15 per \$100 of the value of property sold, and a transient occupancy tax of 2%.

FAMPO staff estimates the potential funding from an RTA which includes all member localities of the George Washington Regional Commission (GWRC) at approximately \$35 million for FY2018 and approximately \$220 million for FY2018-FY2023. The establishment of a RTA requires a minimum of two adjacent localities and the approval of the Virginia General Assembly. If this tax system were implemented, the majority of the revenue would come from the sales tax increase.

The creation of an RTA would provide additional regional and local transportation funding, which could be used to leverage state/federal funding such as Smart Scale, Revenue Sharing, Transportation Alternatives, etc. FAMPO estimates the average cost of the additional 0.7% of sales tax on a family within the GWRC area at about \$116 per year and/or \$10 per month.

Proposed Resolution R17-272 supports the proposed RTA and proposed Resolution R17-273 indicates that Stafford County does not wish to participate in the proposed RTA. Both proposed resolutions will be brought to the Board as Unfinished Business at its meeting on October 17, 2017.

R17-272

PROPOSED

BOARD OF SUPERVISORS  
COUNTY OF STAFFORD  
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the \_\_\_\_ day of \_\_\_\_\_, 2017:

MEMBERS:

Paul V. Milde, III, Chairman  
Meg Bohmke, Vice Chairman  
Jack R. Cavalier  
Wendy E. Maurer  
Laura A. Sellers  
Gary F. Snellings  
Robert "Bob" Thomas, Jr.

VOTE:

On motion of \_\_\_\_\_, seconded by \_\_\_\_\_, which carried by a vote of \_\_\_\_\_, the following was adopted:

A RESOLUTION REQUESTING THE FREDERICKSBURG  
METROPOLITAN PLANNING ORGANIZATION TO INCLUDE  
STAFFORD COUNTY IN PARTICIPATING LOCALITIES FOR A  
REGIONAL TRANSPORTATION AUTHORITY (RTA)

WHEREAS, the creation of a regional transportation authority (RTA) would generate additional revenue for regional and local transportation projects and could be used to leverage state and federal funding from programs such as Smart Scale, Revenue Sharing, and Transportation Alternatives; and

WHEREAS, the Northern Virginia Transportation Authority (NVTa) generates revenue through an additional regional sales tax, a grantors tax, and a transient occupancy tax; and

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) will be discussing the formation of a RTA at its November 17, 2017 Policy Committee meeting and has asked localities to indicate willingness to participate in the establishment of an RTA similar to the NVTa;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the \_\_\_\_\_ day of \_\_\_\_\_, 2017, that it be and hereby does request the Fredericksburg Area Metropolitan Planning Organization (FAMPO) to include Stafford County in the discussion of and participation in a regional transportation authority similar to the Northern Virginia Transportation Authority (NVTa); and

**BE IT FURTHER RESOLVED** that the County Administrator, or his designee, shall forward a copy of this Resolution to the FAMPO Administrator.

TCF:MTS:CKR:tbn

R17-273

PROPOSED

BOARD OF SUPERVISORS  
COUNTY OF STAFFORD  
STAFFORD, VIRGINIA

RESOLUTION

At a regular meeting of the Stafford County Board of Supervisors (the Board) held in the Board Chambers, George L. Gordon, Jr., Government Center, Stafford, Virginia, on the \_\_\_\_ day of \_\_\_\_\_, 2017:

MEMBERS:

Paul V. Milde, III, Chairman  
Meg Bohmke, Vice Chairman  
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Wendy E. Maurer  
Laura A. Sellers  
Gary F. Snellings  
Robert "Bob" Thomas, Jr.

VOTE:

On motion of \_\_\_\_\_, seconded by \_\_\_\_\_, which carried by a vote of \_\_\_\_\_, the following was adopted:

A RESOLUTION REQUESTING THE FREDERICKSBURG  
METROPOLITAN PLANNING ORGANIZATION TO EXCLUDE  
STAFFORD COUNTY FROM PARTICIPATING LOCALITIES  
FOR A REGIONAL TRANSPORTATION AUTHORITY (RTA)

WHEREAS, the creation of a regional transportation authority (RTA) would generate additional revenue for regional and local transportation projects and could be used to leverage state and federal funding from programs such as Smart Scale, Revenue Sharing, and Transportation Alternatives; and

WHEREAS, the Northern Virginia Transportation Authority (NVTA) generates revenue through an additional regional sales tax, a grantors tax, and a transient occupancy tax; and

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) will be discussing the formation of an RTA at its November 17, 2017 Policy Committee meeting and has asked localities to indicate guidance for the establishment of an RTA similar to the NVTA;

NOW, THEREFORE, BE IT RESOLVED by the Stafford County Board of Supervisors on this the \_\_\_\_\_ day of \_\_\_\_\_, 2017, that it be and hereby does request the Fredericksburg Area Metropolitan Planning Organization (FAMPO) to exclude Stafford County from participation in a regional transportation authority similar to the Northern Virginia Transportation Authority (NVTA); and

**BE IT FURTHER RESOLVED** that the County Administrator, or his designee, shall forward a copy of this Resolution to the FAMPO Administrator.

TCF:MTS:CKR:tbn



## Infrastructure Committee

10.3.2017

### Truslow Road – Snellings Lane Neighborhood Project

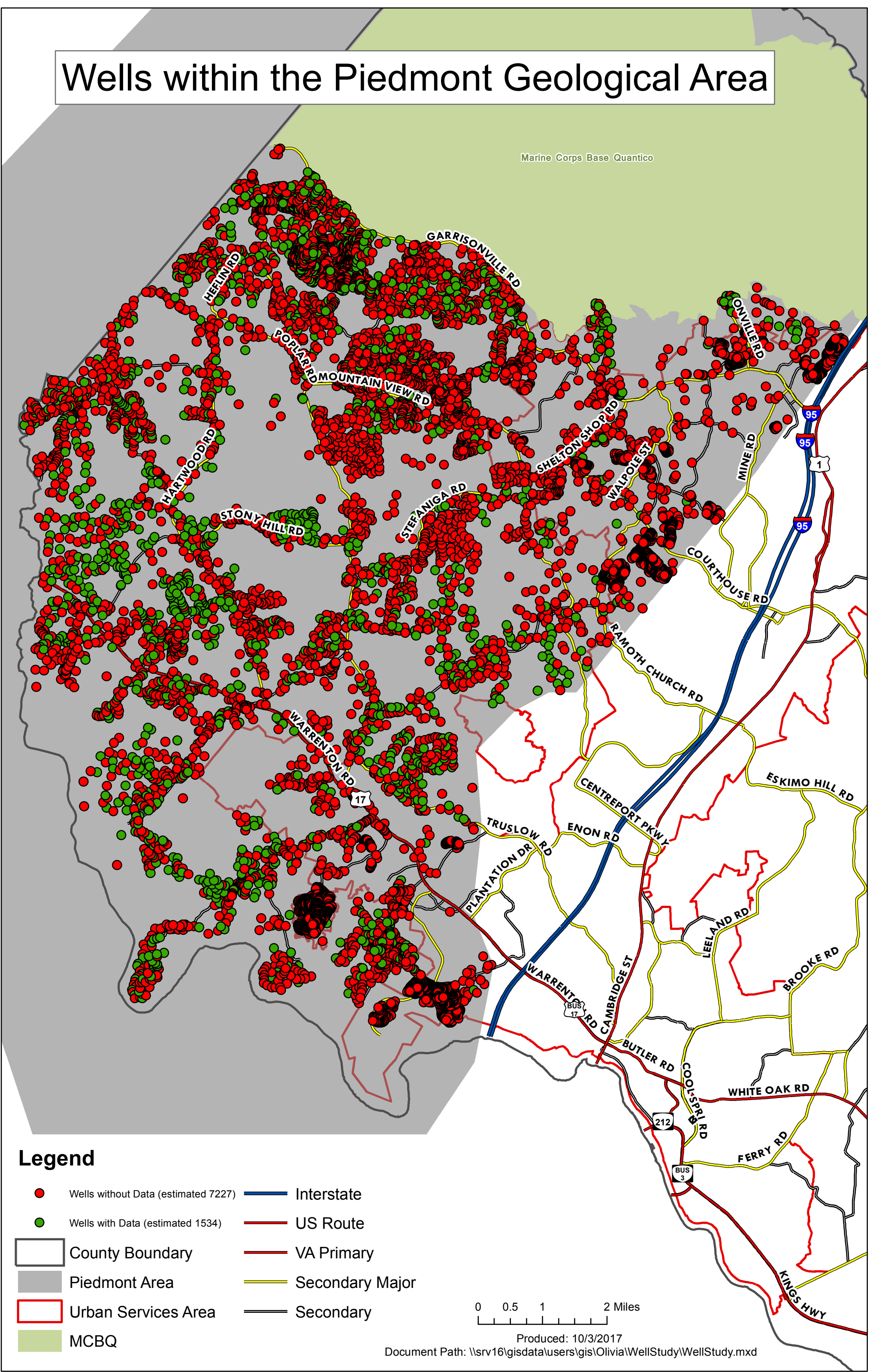
- In October of 2014 the Board of Supervisors approved the Truslow Road Neighborhood Sewer project to provide sewer to 7 applicants.
- The original project scope envisioned 2,100 LF of 8” pipe to serve the 7 properties with an estimated cost of \$200,000 which was based on preliminary site information.
- After the initial approval, 8 additional applicants requested to join the project, expanding the scope to 3,300 LF of 8” pipe and force main to serve 15 properties.
- The design also included the construction of future service laterals and increased depth of sewer to serve current and potential, future homes.
- The project was bid in the Spring/Summer of 2017 and bids came in excessively high – upwards of \$1.9M dollars. Staff believes these bids were high due to offseason bidding and excessive depth of sewer. With redesign to decrease sewer depth and a rebid during the winter, Staff believes the current (15 parcel) Truslow Road project cost could be significantly reduced.
- In July 2017 the Board considered an application to construct the Snellings Lane Neighborhood Sewer Project which would serve 10 more properties nearby the Truslow Road Neighborhood project. The two projects and associated construction were separate and “stand-alone”.
- Snellings Lane proposed 2,650’ of 8” sewer at an estimated cost of \$477,000.
- During discussions the Board became concerned about the cost the County was being asked to bear versus the up-front costs that the applicants were being asked to bear. The Board deferred the item and requested that Utilities Staff and the Utilities Commission consider ways that the Water and Sewer Extension Policy could be amended to reduce the amount of risk to the Utilities Fund. Staff is researching the policies of other localities and ways to adjust the policy.
- During this time it came to the attention of Staff that by combining the Snellings Lane and Truslow Road Projects, a single sewer outfall could be constructed, reducing the overall length of pipe to be installed than would occur if the projects were constructed separately. Combining the two projects would also increase the amount of potential participants and reduce the “cost-per-customer” value. However, additional costs would surely push the project past the \$500k neighborhood project threshold requiring it to be deemed a Large Scale Project.
- The issue was discussed at the September Infrastructure Committee and the Committee requested that Staff provide further information on the cost and participation rate of past neighborhood projects. Additionally the Committee wished to allow Mr. Snellings to comment.

- Research of similar projects from the past 15 years showed that typical water line extensions were performed for between 1 – 25 applicants. Projects often can serve more than the initial applicants although the final participation rate averaged approximately 20% of the potential parcels served. Many of the initial applicants forfeited their \$500 deposit instead of paying the \$8,397 in availability and connection fees. Projects typically constructed approximately 300' of pipe/property served (includes both applicants and non-applicants) at an average cost of \$35k/property. The Utilities Fund bore significant, unrecovered costs.
- Research of similar sewer line extension projects from the past 15 years also showed that projects typically served between 1 – 25 applicants. Again, projects often can serve more than the initial applicants although the final participation rate averaged approximately 20% of the total parcels served. Many of the initial applicants forfeited their \$500 deposit instead of paying the \$5,647 in availability and connection fees. Projects typically constructed approximately 400' of pipe/property served (includes both applicants and non-applicants) at an average cost of \$35k/property. The Utilities Fund bore significant, unrecovered costs.
- The Water and Sewer Extension Policy provides that extensions are to be funded using Availability Fees, however the Availability Fees were not structured to cover the costs of extensions. Availability Fees were set by the Board to provide funds for Water and Sewer Treatment Facility Expansions. Using Availability Fees to construct water and sewer extensions reduces funds needed to provide for expansion costs.
- Current Availability Funds are largely committed to paying debt service for Lake Mooney.
- Staff is requesting direction on how to proceed with the Truslow Road Neighborhood Sewer Project. Some potential options may include:
  - Redesign the Truslow Road Neighborhood Project to reduce the number of parcels served to the original 7 and lower the cost. Staff estimates the cost could still be \$550,000 which is over the neighborhood project threshold of \$500,000 and would require the project to be deemed a Large Scale Project.
  - Integration with the Snellings Lane Neighborhood Project to reduce the overall cost per property. This increases the cost of the project to approximately \$750,000, but would also add participants and reduce the cost per property.
  - Along with Snellings Lane, place the Truslow Road Neighborhood Project on hold until after policy revisions are considered and adopted.

## **Piedmont Groundwater Study Update**

- The Board has received concerns from residents about the living west of Interstate 95 about inadequate water supply and poor water quality in domestic supply wells
- In response, the Board authorized a groundwater study in the area west of I-95 known as the Piedmont geologic province
- Among other tasks, the study would assess the total available groundwater supply in this area, quantify current demands on this supply, and identify areas of localized concern based on geology, topography and population density
- The study has advanced rapidly, and much information has been developed, with highlights listed below:
  - The Piedmont area in Stafford consists of 153.3 square miles of the total 280.2 square miles. Eliminating the 43.3 square miles of Quantico leave 110 square miles studied
  - Approximately 5,650 residences rely on this aquifer for domestic water
  - In a year with normal rainfall (43”), the study calculated available groundwater resources at 5 mgd
  - Using generally accepted drought conditions (28”/year), this value drops to 3.2 mgd
  - Calculated withdrawals from existing users is 1.68 mgd, leaving an available water supply of 3.32 mgd in a normal year, and 1.52 mgd in a drought year
  - These calculations account for losses due to agricultural and industrial uses, evaporation, stream runoff and natural springs
- The study investigated existing well regulations in five localities within the Piedmont area of Virginia; Albemarle, Fauquier, Orange, Loudoun, and Rappahannock Counties. Only Loudoun County has the specific authority to regulate wells granted by the state
- These Counties cite various chapters of the state code related to stormwater, subdivision and zoning regulation as their authority to require testing for domestic wells
- The study is currently focusing on groundwater modeling for the Piedmont area of the County to help identify problem areas. The study is expected to be completed in November

# Wells within the Piedmont Geological Area



## **Update on the Field House Request for Proposals**

- The Board has long recognized the need for a larger building capable of supporting our very successful gymnastics program
- Staff has suggested 35,000 square feet is necessary to expand the gymnastics program to address the demand of the community, and to allow us to host the large regional tournaments this facility would attract
- In addition, the County is lacking a field house to provide an indoor recreational area for a variety of hard court and turf sports
- Both of these needs could be met in a single facility centrally located on property owned by the County near the Rowser Building, as shown on the attached graphic
- Staff believes there may be interest from the private sector in financing, constructing and operating such a facility, and expects it would require a total square footage between 70,000 and 105,000 to support these programs
- The County could offer the following as its part of a public-private agreement
  - A properly zoned parcel suitable for construction of a Field House up to 105,000 square feet
  - Expedited application reviews as a priority project
  - County serving as applicant for the site plan and building permit applications, thereby eliminating those fees
  - The County as a long term tenant occupying 35,000 SF of the facility, plus providing other compensation for the shared use areas
  - Food service revenues from County-run gymnastics meets the facility will attract
- The Board previously expressed support for soliciting proposals from firms interested in a partnership with the County
- The solicitation was issued in September, and responses are due on December 12.
- Following receipt of proposals, staff expects an evaluation period extending well into 2018 to allow time for thorough investigation of each proposal and interviews with proposers
- Staff will continue to provide updates to the Board as the process continues



# Attachment A

Project Limits

