

Mission

A special revenue fund established for the purpose of enhancing the efficiency and quality of transportation for County businesses and residents.

Thinking Efficiently

- The County pursues different ways to maximize and leverage available funding for transportation projects including participation in the Revenue Sharing process with VDOT and obtaining transportation enhancement grants.
- The County utilizes Secondary Six Year Plan (SSYP) funds and Highway Safety Improvement Program (HSIP) funds to design and construct transportation improvements
- The County submitted several applications for Transportation Alternative Program (TAP) Grants to obtain additional State funding for several sidewalk projects.
- The County has been awarded State Smart Scale funding for several road and intersection projects to supplement local funds.



A portion of the Poplar Road Project was funded by Impact Fees which were supplemented by State and local funding.

Who Are We?

The Transportation Fund, established in June 1986, is a governmental special revenue fund used to account for the receipt and disbursement of the motor fuels tax, state recordation tax, and transportation bond proceeds. It is the repository for monies received from other sources for specific transportation projects.

Transportation Fund revenue pays the subsidy for Fredericksburg Regional Transit (FRED), Virginia Railway Express (VRE), Potomac Rappahannock Regional Transit (PRTC), and the Stafford Regional Airport Authority.

The Transportation Fund supports a variety of Transportation projects in the County.



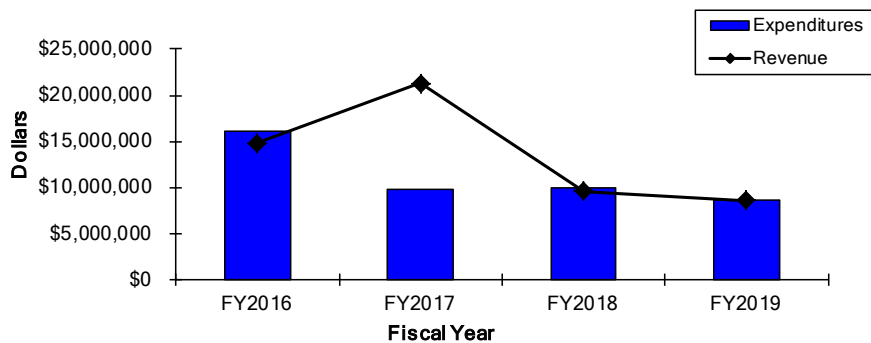
A Design-Build project underway to widen Garrisonville Road to six travel lanes between Onville Road and Eustace Road expected to be completed in 2018.

Budget Summary

	FY2016 Actual	FY2017 Actual	FY2018 Adopted Budget	FY2019 Adopted Budget	Change '18 to '19	
Costs						
Operating	\$3,823,092	\$3,578,343	\$3,497,930	\$3,548,602	\$50,672	1.45%
Debt Service ⁽¹⁾	384,786	731,068	608,734	1,446,784	838,050	137.67%
Capital ⁽²⁾	11,847,177	5,555,790	5,779,602	3,574,125	(2,205,477)	-38.16%
Total	\$16,055,055	\$9,865,201	\$9,886,266	\$8,569,511	(\$1,316,755)	-13.32%
Revenue	14,801,444	21,286,852	9,604,476	8,137,931	(1,466,545)	-15.27%
Prior Year Funding	1,253,611	(11,421,651)	281,790	431,580	149,790	53.16%
Difference	(\$1,253,611)	\$11,421,651	\$0	\$0	\$0	0.00%

⁽¹⁾ FY2018 Adopted Budget does not include the total debt. The FY2018 total debt will be paid out of the Transportation Fund.

⁽²⁾ FY2019 Adopted Capital Expenditures: Belmont Ferry Farm Trail 6, Brooke Road, Route 1 & Courthouse Intersection, Juggins Road (School), and Personnel.



Goals/Objectives

- Continued implementation of 2008 Road Bond Referendum projects
- Coordinate mass transit with Fredericksburg Regional Transit (FRED) and Virginia Railway Express (VRE) ([Service Levels 1 & 2](#))
- Utilize Enhancement Grants to design and construct the Belmont-Ferry Farm Trail and the Mine Road sidewalk ([Service Level 4](#)).
- Utilize Warrenton Road Service District Funds to provide bicycle and pedestrian accommodations on the Berea Church Road Improvement Project
- Utilize Secondary Six Year Plan (SSYP) Funds to complete the construction of the Poplar Road and Mountain View Road Intersection Improvements.
- Continue the design and begin construction of the Rt 1 & Rt 630 Intersection Improvement Project and the Berea Church Road Improvement Project. ([Service Level 3](#))

Service Levels

	FY2017 Actual	FY2018 Budget	FY2019 Plan
1. VRE system average daily ridership	18,000	18,200	18,790
2. Miles of Fred Bus Stops	72	72	82
3. Amount of State Revenue Sharing Allocated towards Transportation Projects	3,714,863	-	3,350,671
4. Amount of Enhancement Grants Spent	53,757	1,832,797	270,107

Total Budget

\$8,569,511

Notable Changes

Operating

- Increase to FRED subsidy
- Decrease to VRE subsidy
- Increase to PRTC subsidy
- Increase to the Debt Service

Accomplishments

- Completed construction of the Garrisonville Road Widening Project
- Began construction of the Brooke Road Improvement Project, the Poplar & Cedar Hill Lane Improvement Project, and the Belmont-Ferry Farm Trail (Phase 4)
- Began the right-of-way acquisition process for the Route 1/Route 630 Intersection Improvement Project
- Continued Pedestrian Improvements with the design of the Belmont-Ferry Farm Trail (Phase 6) and the Mine Road Sidewalk

Did You Know?

- In FY18 Public Works in partnership with Economic Development and awarded a contract for fabrication and installation on the next phase of Wayfinding Signs across Stafford County.

Revenue/Expenditure/Fund Balance Summary

	FY2017	FY2018	FY2019	Changes	
	Actuals	Adopted Budget	Adopted Budget	Adopted to Adopted	
Operating Revenue					
Gasoline Sales Tax	\$3,363,483	\$3,217,641	\$3,548,400	\$330,759	10.3%
State Recordation Tax	927,337	840,000	814,000	(26,000)	-3.1%
Miscellaneous	18,591	5,000	9,888	4,888	97.8%
Transfer from General Fund	0	0	523,098	523,098	100.0%
Total Operating Revenue	\$4,309,411	\$4,062,641	\$4,895,386	\$832,745	20.5%
Operating Expenditures					
VRE Subsidy	\$2,647,222	\$2,647,912	\$2,475,127	(\$172,785)	-6.5%
PRTC Subsidy	80,700	98,100	107,500	9,400	9.6%
Financial Management	16,961	16,000	16,000	0	0.0%
FRED Bus Service	471,072	485,204	494,816	9,612	2.0%
Airport Subsidy	85,714	85,714	85,714	0	0.0%
Gateway	64,270	100,000	100,000	0	0.0%
Street Signs	14,563	25,000	25,000	0	0.0%
Social Services	23,833	40,000	32,000	(8,000)	-20.0%
Debt Service ⁽¹⁾	731,068	608,734	1,559,229	950,495	156.1%
Transfer to Capital	174,008	0	0	0	0.0%
Total Operating Expenditures	\$4,309,411	\$4,106,664	\$4,895,386	\$788,722	19.2%
Capital Revenues					
Transfer From Operating	\$174,008	\$0	\$0	\$0	0.0%
Federal Revenue	104,743	1,666,400	216,086	(1,450,314)	-87.0%
State Revenue	1,773,600	3,053,337	1,788,959	(1,264,378)	-41.4%
Bond Proceeds	10,427,842	0	0	0	0.0%
Proffers	0	0	0	0	0.0%
Impact Fees	100,000	325,000	600,000	275,000	84.6%
Transfer from General Funds	3,055,000	0	0	0	0.0%
Transfer from Wadewater CDA	1,107,953	0	0	0	0.0%
Transfer from School Funds	200,000	0	637,500	637,500	100.0%
Misc. Revenue	34,295	0	0	0	0.0%
Total Capital Revenue	\$16,977,441	\$5,044,737	\$3,242,545	(\$1,802,192)	-35.7%
Capital Expenditures ⁽²⁾					
Road Improvements	\$5,555,790	\$5,779,602	\$3,674,125	(\$2,105,477)	-36.4%
Total Capital Expenditures	\$5,555,790	\$5,779,602	\$3,674,125	(\$2,105,477)	-36.4%
Fund Balance, Beginning of Year					
Revenues	21,286,852	9,107,378	8,137,931	(969,447)	-10.6%
Expenditures	(9,865,201)	(9,886,266)	(8,569,511)	(1,316,755)	-13.3%
Fund Balance, End of Year	\$18,828,106	\$18,049,218	\$17,617,638	(\$431,580)	-2.4%

⁽¹⁾ FY2018 Adopted Budget does not include the total debt. The FY2018 total debt will be paid out of the Transportation Fund.

⁽²⁾ FY2019 Adopted Capital Expenditures: Belmont Ferry Farm Trail 6, Brooke Road, Route 1 & Courthouse Intersection, Juggins Road (School), and Personnel.

Missions

- **Fredericksburg Regional Transit**

Provides accessible, affordable, dependable, efficient, environmentally sound, and safe and secure transportation for people who reside or work or visit within the Fredericksburg, Virginia region

- **Stafford Regional Airport**

Provides safe airport and aircraft operations, unparalleled customer service, and modern aviation facilities in a fiscally prudent manner

- **Virginia Railway Express**

The Virginia Railway Express, a joint project of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission will provide safe, cost effective, accessible, reliable, convenient, and comfortable commuter-oriented rail passenger service. VRE will contribute to the economic development of its member jurisdictions as an integral part of a balanced, intermodal regional transportation system



Stafford Regional Airport's 10,000 square foot terminal a business center and conference rooms.

Who Are We?

Fredericksburg Regional Transit

- Fredericksburg Regional Transit (FRED) operates year-round Monday through Friday and offers special, limited late night service Thursday and Friday and all day Saturday and Sunday during the University of Mary Washington school year.

Stafford Regional Airport

- Located on 552 acres of land
- The airport has one 5,000 ft paved runway with a full parallel taxiway which is fully lighted
- Centrally located in Stafford County with easy access to I-95
- 3.2 miles outside of the DC Special Flight Rule Area (SFRA)
- Maintains 60 aircraft tie-down positions, 36 T hangars and 4 jet pods
- Operational year round, 24 hours daily

Virginia Railway Express (VRE)

- VRE provides commuter rail service from the Northern Virginia suburbs to Alexandria, Crystal City and downtown Washington, D.C., along the I-66 and I-95 corridors.
- VRE operates 30 trains from 18 stations and carry, on average, 20,000 passengers daily.
- VRE is overseen by an Operations Board, consisting of members from each of the jurisdictions that supports VRE
- The board meets the third Friday of every month.

Road Impact Fee Funds

The County has the following special revenue funds to be used for road improvements:

Road Impact Fee - West Fund (Repealed by Ordinance O13-15 on May 21, 2013)

Accounts for impact fee receipts from new development in a designated service area in the western portion of the County. Disbursements from this fund are for road improvements attributable to the new development.

FY2017 Revenues:	\$	465
FY2017 Expenditures (Poplar Road):		204,806
Fund Balance 6/30/17:	\$	295

Transportation Impact Fee - County-wide Fund (Adopted by Ordinance O13-15 on May 21, 2013)

Accounts for impact fee receipts effective May 21, 2014 from new development of all land contained in the designated impact fee service area in Stafford County to generate revenue to fund or recover the costs of reasonable road improvements benefitting new development.

FY2017 Revenues:	\$	614,795
FY2017 Expenditures:		100,000
Fund Balance 6/30/17:	\$	969,661

Road Impact Fee - South East Fund

Accounts for impact fee receipts from new development in a designated service area in the southeastern portion of the County. Disbursements from this fund are for road improvements attributable to the new development.

FY2017 Revenues:	\$	10,384
FY2017 Expenditures:		0
Fund Balance 6/30/17:		\$1,377,598

Garrisonville Road Service District Fund (Adopted by Ordinance O07-55 in July 17, 2007)

To fund road improvements within the District, primarily to Garrisonville Road, and any other transportation enhancements within the District. This fund accounts for ad valorem tax receipts from property owners in the district.

FY2017 Revenues:	\$	2,760,425
FY2017 Expenditures:		4,588,586
Fund Balance 6/30/17:	\$	3,647,982
2018 tax rate:		.082

Warrenton Road Service District Fund (Adopted by Ordinance O07-56 in July 17, 2007)

To fund road improvements within the District, primarily to Warrenton Road, and any other transportation enhancements within the District. This fund accounts for ad valorem tax receipts from property owners in the District.

FY2017 Revenues and transfers in:	\$	328,782
FY2017 Expenditures:		229,886
Fund Balance 6/30/17:	\$	3,527,211

The proposed budget includes expenditures in the Garrisonville Road District and Transportation Impact Fee funds.

Transportation Impact Fee - County-Wide Fund

Stafford County FY19 Adopted Budget

Adopted ordinance O13-15 on May 21, 2013 authorizes a impact fee effective May 21, 2014 from new development of all land contained in the designated impact fee service area in Stafford County to generate revenue to fund or recover the costs of reasonable road improvements benefitting new development. The following schedule shows activity in Transportation Impact Fee.

Revenues	FY2017	FY2018	Adopted Budget	FY2019	
	Actual	Adopted Budget		Adopted Budget	Changes '18 to '19
Road Impact Fees	\$614,795	\$325,000	\$600,000	\$275,000	85%
Total	\$614,795	\$325,000	\$600,000	\$275,000	85%
Expenditures					
Transfer fo Transportation Fund	\$100,000	\$325,000	\$600,000	\$275,000	85%
Total	\$100,000	\$325,000	\$600,000	\$275,000	85%

Fund Balance

Fund Balance, Beginning of Year	FY2017	FY2018	Adopted Budget	FY2019	
	Actual	Adopted Budget		Adopted Budget	Changes '18 to '19
Fund Balance, Beginning of Year	\$454,866	\$969,661	\$969,661	\$0	0%
Revenues	614,795	325,000	600,000	275,000	85%
Expenditures	(100,000)	(325,000)	(600,000)	(275,000)	85%
Fund Balance, End of Year	\$969,661	\$969,661	\$969,661	\$0	0%

Garrisonville Road Service District Fund

Stafford County FY19 Adopted Budget

The following schedule shows activity in the Garrisonville Road Service District Fund. With the January 1, 2018 reassessment, the effective rate for the service district is 8.2 cents.

Revenues	FY2017	FY2018	FY2019		
	Actual	Adopted Budget	Adopted Budget	Changes '18 to '19	
Property Taxes	\$562,865	\$530,000	\$565,813	\$35,813	6.8%
Miscellaneous	1,201,389	0	0	0	0.0%
Interest	21,229	0	0	0	0.0%
State Revenue	974,942	0	0	0	0.0%
Total	\$2,760,425	\$530,000	\$565,813	\$35,813	6.8%
Expenditures					
Debt Service	\$480,975	\$467,725	\$454,475	(\$13,250)	-2.8%
Rt 610, Garrisonville Rd	4,107,611	0	111,338	111,338	100.0%
Total	\$4,588,586	\$467,725	\$565,813	\$98,088	21.0%

In November 2008, voters approved a referendum authorizing General Obligation (GO) debt for Garrisonville Road area road improvements. The project is funded with bonds, service district taxes, and state revenue sharing. Series 2013 bonds were issued in June, 2013. On June 4, 2013, the Board approved resolution R13-176, authorizing a public-private partnership to complete this project. Funds were budgeted and appropriated in FY2013 for the entire project, with unspent funds to be re-appropriated into the next fiscal year until the project is complete.

Debt service on the GO bonds will be paid from service district revenue. Estimated tax revenue: \$530K; Average debt service: \$367k; Maximum debt service: \$481k.

Fund Balance

Fund Balance, Beginning of Year	FY2017	FY2018	FY2019		
	Actual	Adopted	Adopted Budget	Changes '18 to '19	
Fund Balance, Beginning of Year	\$5,476,053	\$3,647,892	\$3,710,167	\$62,275	1.7%
Revenues	2,760,425	530,000	565,813	35,813	6.8%
Expenditures	(4,588,586)	(467,725)	(565,813)	(98,088)	21.0%
Fund Balance, End of Year	\$3,647,892	\$3,710,167	\$3,710,167	\$0	0.0%

