

Mission

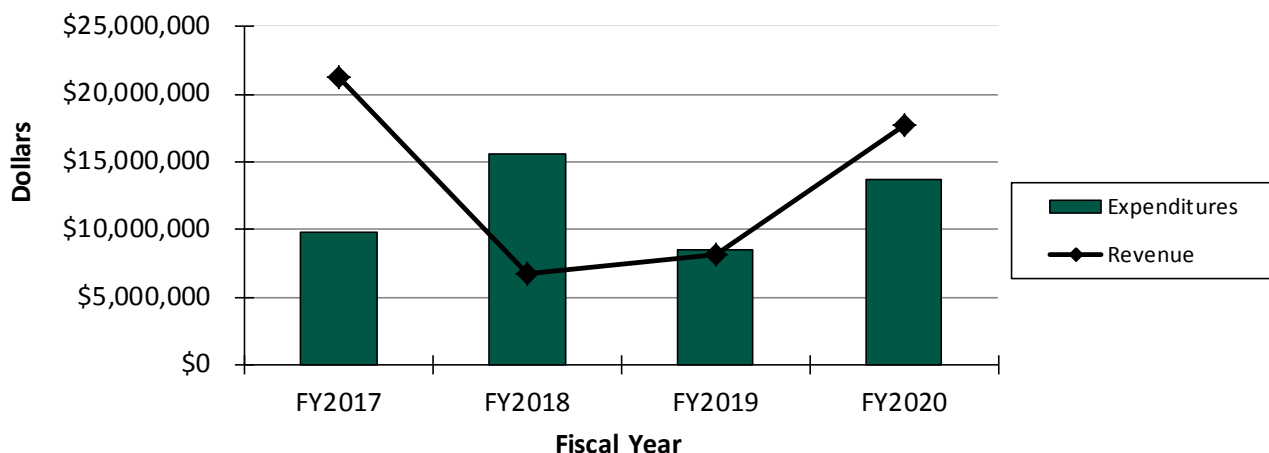
Enhance the efficiency and quality of Stafford County's transportation network by increasing the mobility of citizens, improving the safety of existing roadways, reducing congestion and delay, and fostering economic development.

Who Are We?

The Transportation Section comprises of engineers, planners, and project managers who interact with the Board of Supervisors (BOS), citizens, Virginia Department of Transportation (VDOT) staff, consultant engineers and others to develop and implement improvements to the County's transportation network. These improvements are funded through the County's Transportation Fund. 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 also the repository for monies received from the VDOT and Federal Highway Administration (FHWA) for specific roadway improvement projects. Transportation Fund revenue pays the County subsidy for Fredericksburg Regional Transit (FRED), Virginia Railway Express (VRE), Potomac Rappahannock Regional Transit (PRTC), and the Stafford Regional Airport Authority.

Budget Summary

	FY2017 Actual	FY2018 Actual	FY2019 Adopted Budget	FY2020 Adopted Budget	Changes '19 to '20	
Costs						
Personnel	0	\$77,847	\$100,000	\$108,098	\$8,098	8.1%
Operating	3,578,343	3,590,411	3,448,601	4,100,921	652,320	18.9%
Debt Service	731,068	847,835	1,446,785	1,403,833	(42,952)	-3.0%
Capital	5,555,790	11,104,864	3,574,125	8,075,585	4,501,460	125.9%
Total	\$9,865,201	\$15,620,957	\$8,569,511	\$13,688,437	\$5,118,926	59.7%
Revenue	21,286,852	6,747,929	8,137,931	16,938,437	8,800,506	108.1%
Prior Year Funding	0	8,873,028	431,580	750,000	318,420	73.8%
Difference	\$11,421,651	\$0	\$0	\$4,000,000	\$4,000,000	100.0%



Notable Changes

Operating

- Funding for Road Wedge Widening Projects in the Comprehensive Road Study
- Decrease in Funding for FRED Bus Service and VRE Subsidy

Capital

- Funding for Courthouse and Route 1 improvements, Woodstock Ln and Telegraph Rd Safety Improvements

Goals/Objectives

- Coordinate mass transit projects and service with Fredericksburg Regional Transit (FRED) and Virginia Railway Express (VRE). (Service Levels 1 and 2)
- Utilize Transportation Alternatives (TA) federal grant funding to design and/or construct the Belmont-Ferry Farm Trail – Phases 4 & 6, and the Onville Road and Flatford Road sidewalk projects. (Service Level 4)
- Utilize VDOT Secondary Six Year Plan (SSYP) Funds to complete the construction of safety improvements at the Poplar Road and Cedar Hill Lane intersection.
- Utilize VDOT Revenue Sharing Funds to complete the construction of the Brooke Road Project and Juggins Road Project.
- Utilize VDOT Smart Scale Funds to continue the acquisition of necessary right-of-way and the relocation of impacted utilities associated with the Route 1 and Courthouse Road Intersection Project and the Route 1 and Telegraph Road/Woodstock Lane Intersection Project.
- Continue the acquisition of right-of-way and begin construction of the Berea Church Road Improvement Project. (Service Level 3)

Service Levels	FY2018 Actual	FY2019 Budget	FY2020 Plan
1. VRE system average daily ridership	18,700	19,000	18,700
2. Miles of Fred Bus Stops	83	110	110
3. Amount of State Revenue Sharing Money Awarded/Allocated	\$0	\$1,776,070	\$549,212
4. Amount of Transportation Alternatives (TA) Set-Aside Grant Money Awarded/Allocated	\$440,000	\$100,000	\$420,000

Budget Summary

	FY2018 Actuals	FY2019 Adopted Budget	FY2020 Adopted Budget	Changes '19 to '20	
Operating Revenue					
Gasoline Sales Tax	\$3,806,666	\$3,548,400	\$4,638,900	\$1,090,500	30.7%
State Recordation Tax	865,889	840,000	865,000	25,000	3.0%
Use of Money & Property	147,094	9,888	108,952	99,064	1001.9%
Transfer from General Fund	225,726	497,098	0	(497,098)	-100.0%
Total Operating Revenue	\$5,045,375	\$4,895,386	\$5,612,852	\$717,466	14.7%
Operating Expenditures					
VRE Subsidy	2,344,514	2,475,127	2,352,820	(122,307)	-4.9%
PRTC Subsidy	98,100	107,500	104,200	(3,300)	-3.1%
Financial Management	14,904	16,000	16,000	0	0.0%
FRED Bus Service	455,573	494,816	469,631	(25,185)	-5.1%
Airport Subsidy	85,714	85,714	85,714	0	0.0%
Gateway	93,241	100,000	100,000	0	0.0%
Street Signs	21,610	25,000	25,000	0	0.0%
Social Services	26,000	32,000	35,000	3,000	9.4%
Debt Service	847,835	1,559,229	1,403,833	(155,396)	-10.0%
Project Management	77,847	0	108,098	108,098	100.0%
Transfer to General Fund	15,000	0	0	0	0.0%
Transfer to Capital Fund	0	0	912,556	912,556	100.0%
Total Operating Expenditures	\$4,080,338	\$4,895,386	\$5,612,852	\$717,466	14.7%
Capital Revenues					
Federal Revenue	309,933	216,086	0	(216,086)	-100.0%
State Revenue	1,067,621	1,788,959	3,950,000	2,161,041	120.8%
Transfer from Operating	0	0	912,556	912,556	100.0%
Transfer from General Fund ⁽¹⁾	0	0	4,000,000	4,000,000	100.0%
Transfer from Impact Fees ⁽²⁾	325,000	600,000	2,463,029	1,863,029	310.5%
Transfer from School Funds	0	637,500	0	(637,500)	-100.0%
Use of Prior Year Fund Balance	0	431,580	750,000	318,420	73.8%
Total Capital Revenue	\$1,702,554	\$3,674,125	\$12,075,585	\$8,401,460	228.7%
Capital Expenditures					
Wedge Widening/Safety Improvements ⁽³⁾	0	0	912,556	912,556	100.0%
Current Project Support	0	0	2,463,029	2,463,029	100.0%
Road Improvements ⁽⁴⁾	11,540,619	3,674,125	4,700,000	1,025,875	27.9%
Total Capital Expenditures	\$11,540,619	\$3,674,125	\$8,075,585	\$4,401,460	119.8%
Fund Balance, Beginning of Year	\$18,828,106	\$9,955,078	\$9,523,498	(\$431,580)	-4.3%
Revenues	6,747,929	8,137,931	16,938,437	8,800,506	108.1%
Expenditures	(15,620,957)	(8,569,511)	(13,688,437)	5,118,926	59.7%
Fund Balance, End of Year	9,955,078	9,523,498	12,773,498	3,250,000	34.1%

(1) Sufficient savings of \$4,000,000 in the FY2018 General Fund was identified for future Transportation Capital Projects.

(2) Transportation Impact Fee funding was identified to repay the Brooke Road and Garrisonville Turn Lane projects. This funding is available for future Transportation Capital Projects.

(3) Road Maintenance Projects are meant to designate funding to road wedge programs from the Comprehensive Road Study.

(4) Transportation Capital Projects being proposed for funding are Courthouse and Route 1 Improvement project \$1,500,000 and Woodstock Ln and Telegraph Rd safety improvements at Route 1 project \$3,200,000.

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

- We create Transportation opportunities by providing and promoting aviation services for current and aspiring aviators, travelers and the community.

Virginia Railway Express

- The Virginia Railway Express (VRE), 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.

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

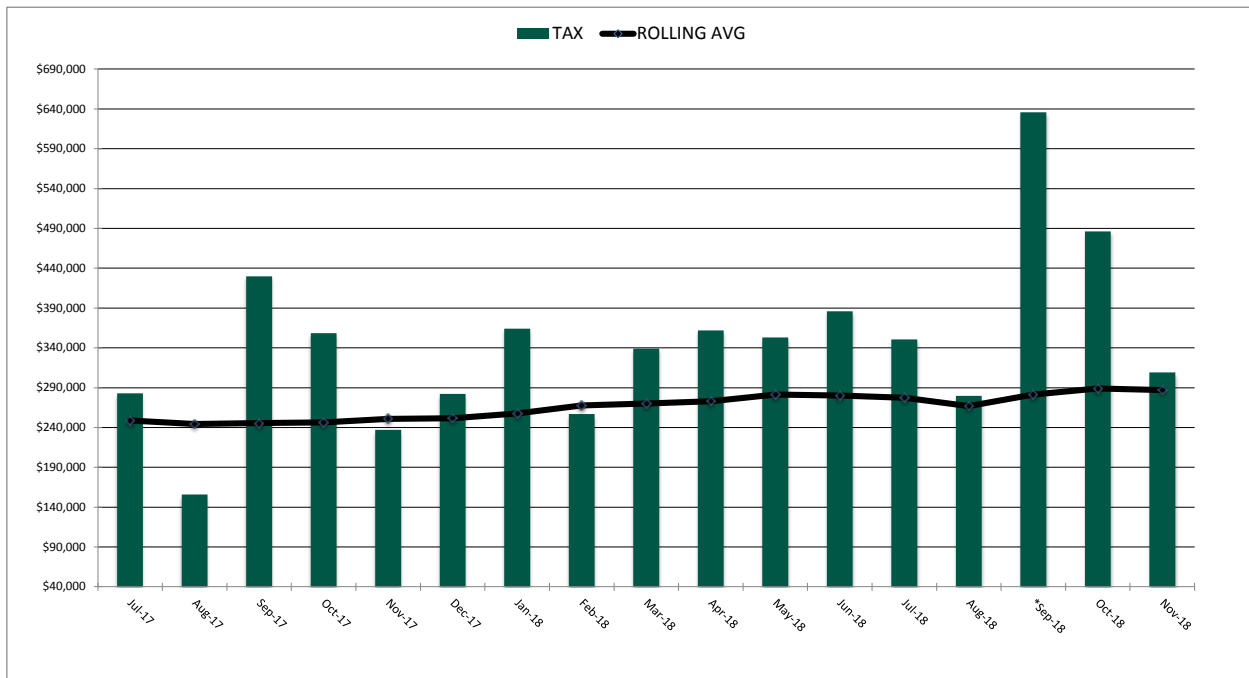
- Located on 552 acres of land.
- The airport has one 5,000 ft. paved runway with a full parallel taxi way which is fully lighted.
- Centrally located in Stafford County with easy access to I-95.
- 3.2 miles outside of the DC Special Flight Rule Area (SFRA).
- Maintains 60 aircraft tie-down positions,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

Virginia Railway Express

- Virginia Railway Express 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 support VRE, and meets the third Friday of every month.

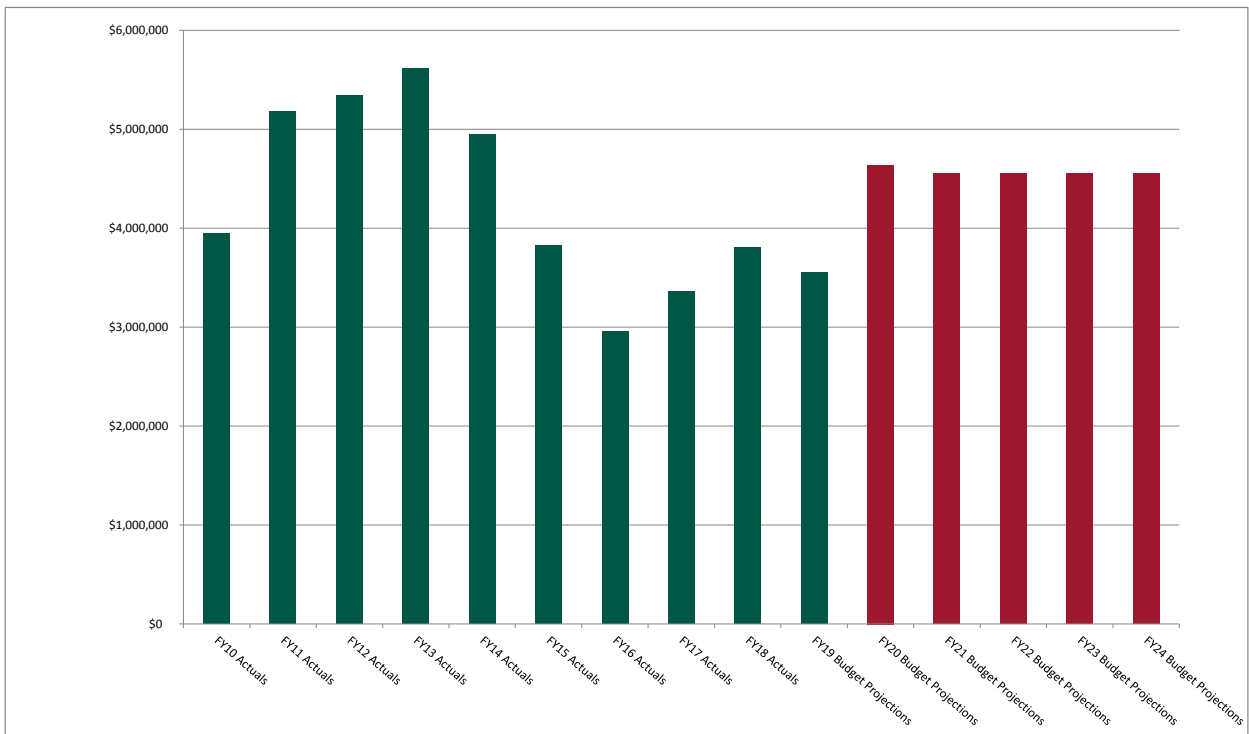
PRTC NET FUEL TAX COLLECTION

FY2020 Adopted Budget



* Includes collections from distributors that paid October, 2018 early due to pending changes to the Department of Motor Vehicle portal.

The above graph shows the monthly fuel tax collection, for FY2018 and FY2019 (through November) and the twelve Month Rolling average. Fuel tax revenue fluctuation is dependent on the price and consumption level of fuel, as well the timeliness of dealer payments.



The above graph illustrates historical and projected future tax collections.

FY20 - 24 projections account for the gas tax floor.

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.

FY2018 Revenues:	\$	1
FY2018 Expenditures (Poplar Road):		0
Fund Balance 6/30/18:	\$	296

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.

FY2018 Revenues:	\$1,218,368
FY2018 Expenditures:	0
Fund Balance 6/30/18:	\$1,863,029

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.

FY2018 Revenues:	\$ 20,631
FY2018 Expenditures:	0
Fund Balance 6/30/18:	\$1,398,229

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.

FY2018 Revenues:	\$4,745,053
FY2018 Expenditures:	8,314,061
Fund Balance 6/30/18:	\$ 78,884
2019 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.

FY2018 Revenues and transfers in:	\$ 283,258
FY2018 Expenditures:	439,765
Fund Balance 6/30/18:	\$3,370,702

The FY2020 Proposed Budget includes expenditures in the Garrisonville Road Service District Fund and Warrenton Road Service District Fund.

TRANSPORTATION IMPACT FEE: COUNTY-WIDE FUND

FY2020 Adopted Budget

Adopted ordinance O13-15 on May 21, 2013 authorizes an 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.

	FY2018 Actual	FY2019 Adopted Budget	FY2020 Adopted Budget	Changes '19 to '20	
Revenues					
Road Impact Fees	\$1,194,430	\$600,000	\$600,000	\$0	0.0%
Interest	23,938	0	0	0	0.0%
Use of Prior Year Fund Balance	0	0	1,863,029	1,863,029	100.0%
Total	\$1,218,368	\$600,000	\$2,463,029	\$1,863,029	310.5%
Expenditures					
Transfer to Transportation Fund ⁽¹⁾	\$325,000	\$600,000	\$2,463,029	\$1,863,029	310.5%
Total	\$325,000	\$600,000	\$2,463,029	\$1,863,029	310.5%

	FY2018 Actual	FY2019 Adopted Budget	FY2020 Adopted Budget	Changes '19 to '20	
Fund Balance, Beginning of Year	\$969,661	\$1,863,029	\$1,863,029	\$0	0.0%
Revenues	1,218,368	600,000	600,000	0	0.0%
Expenditures	(325,000)	(600,000)	(2,463,029)	(1,863,029)	310.5%
Fund Balance, End of Year	\$1,863,029	\$1,863,029	\$0	(\$1,863,029)	-100.0%

⁽¹⁾Transfer to Transportation Fund includes a projection for repayment for Garrisonville Turn Lane and Brooke Road.

GARRISONVILLE ROAD SERVICE DISTRICT FUND

FY2020 Adopted Budget

The following schedule shows activity in the Garrisonville Road Service District Fund. The tax rate for the service district is 8.2 cents.

	FY2018 Actual	FY2019 Adopted Budget	FY2020 Adopted Budget	Changes '19 to '20	
Revenues					
Property Taxes	\$570,237	\$565,813	\$579,958	\$14,145	2.5%
Miscellaneous	679,099	0	0	0	0.0%
Interest	8,753	0	1,000	1,000	100.0%
State/Federal Revenue	3,486,964	0	123,304	123,304	100.0%
Use of Prior Year Fund Balance			30,826	30,826	100.0%
Total	\$4,745,053	\$565,813	\$735,088	\$169,275	29.9%
Expenditures					
Project Management ⁽¹⁾	32,738	0	18,309	18,309	100.0%
Debt Service	467,725	454,475	441,225	(13,250)	-2.9%
Rt. 610, Garrisonville Rd ⁽²⁾	7,813,598	111,338	154,130	42,792	38.4%
Contingency	0	0	121,424	121,424	100.0%
Total	\$8,314,061	\$565,813	\$735,088	\$169,275	29.9%

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: \$580K; Average debt service: \$367k; Maximum debt service: \$481k.

	FY2018 Actual	FY2019 Adopted Budget	FY2020 Adopted Budget	Changes '19 to '20	
Fund Balance, Beginning of Year	\$3,647,892	\$78,884	\$78,884	\$0	0.0%
Revenues	4,745,053	565,813	704,262	169,275	24.5%
Expenditures	(8,314,061)	(565,813)	(735,088)	(169,275)	0.0%
Fund Balance, End of Year	\$78,884	\$78,884	\$48,058	(\$30,826)	-39.1%

⁽¹⁾ Project Management fees associated with the projects are projected in the FY2020 Budget as a new policy.

⁽²⁾ The FY2020 Rt. 610, Garrisonville Road projects for FY2020 include Flatford Road and Onville Road sidewalk projects.

WARRENTON ROAD SERVICE DISTRICT FUND

FY2020 Adopted Budget

The following schedule shows activity in the Warrenton Road Service District Fund to fund road improvements within the District, primarily to Warrenton Road, and any other transportation enhancements within the District. The fund accounts for ad valorem tax receipts from property owners in the District.

	FY2018 Actual	FY2019 Adopted Budget	FY2020 Adopted Budget	Changes '19 to '20	
Revenues					
Property Taxes	\$0	\$0	\$0	\$0	0.0%
Miscellaneous	0	0	0	0	0.0%
Interest	50,690	0	0	0	0.0%
State/Federal Revenue	232,568	0	1,117,391	1,117,391	100.0%
Total	\$283,258	\$0	\$1,117,391	\$1,117,391	100.0%
Expenditures					
Project Management ⁽¹⁾	8,857	0	21,920	21,920	100.0%
Warrenton Road Service District ^{(2) (3)}	430,910	0	2,234,781	2,234,781	100.0%
Total	\$439,767	\$0	\$2,256,701	\$2,256,701	100.0%

	FY2018 Actual	FY2019 Adopted Budget	FY2020 Adopted Budget	Changes '19 to '20	
Fund Balance, Beginning of Year	\$3,527,211	\$3,370,702	\$3,370,702	\$0	0.0%
Revenues	283,258	0	1,117,391	1,117,391	100.0%
Expenditures	(439,767)	0	(2,256,701)	(2,256,701)	100.0%
Fund Balance, End of Year	\$3,370,702	\$3,370,702	\$2,231,392	(\$1,139,310)	-33.8%

⁽¹⁾ Project Management fees associated with the projects are projected in the FY2020 Budget as a new policy.

⁽²⁾ The FY2020 Warrenton Road Service District project will be Berea Church Road improvements.

⁽³⁾ The FY2020 Warrenton Road Service District project is funded with service district and use of prior year fund balance.

