

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.

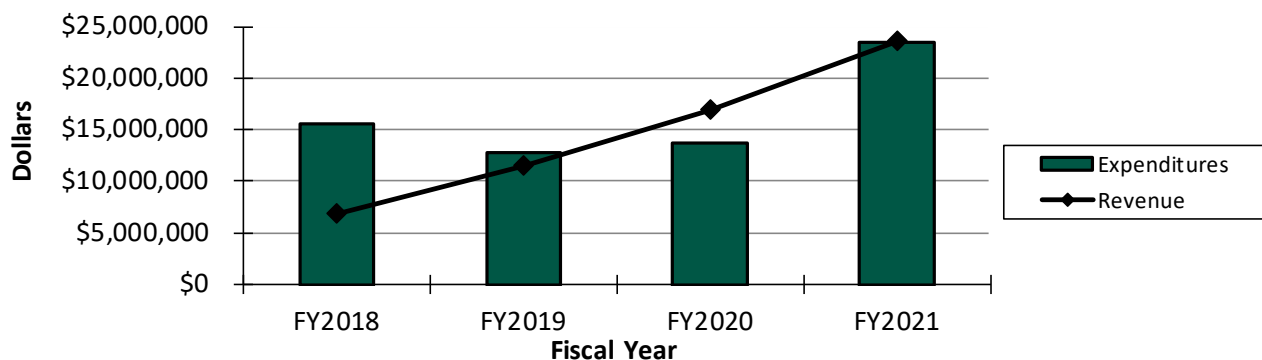
Who Are We?

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

	FY2018 Actual	FY2019 Actual	FY2020 Adopted Budget	FY2021 Adopted Budget	Changes '20 to '21	
Costs						
Personnel	\$77,847	\$86,987	\$108,098	\$169,179	\$61,081	56.5%
Operating	3,154,656	3,313,326	4,100,921	3,321,420	(779,501)	-19.0%
Debt Service	847,835	1,446,787	1,403,833	1,363,049	(40,784)	-2.9%
Capital	11,540,619	7,976,364	8,075,585	18,669,973	10,594,388	131.2%
Total	\$15,620,957	\$12,823,463	\$13,688,437	\$23,523,621	\$9,835,184	71.9%
Revenue	6,747,929	11,501,954	16,938,437	23,097,231	6,158,794	36.4%
Prior Year Funding	8,873,028	1,321,509	750,000	426,390	(323,610)	-43.1%
Difference	\$0	\$0	\$4,000,000	\$0	(\$4,000,000)	-100.0%

Funded Positions						
Full-Time Positions	0	0	0	0	0	0.0%



Notable Changes

Personnel

- Transportation Fund now supports 50% of Transportation Planner position. Previously funded 100% in General Fund

Operating

- Loss of Recordation Tax Revenue
- Decrease in Gas Tax Revenue

Capital

- 2019 Transportation Bond Referendum
- Continue funding for Courthouse Road / Rt. 1 improvements, Woodstock Lane & Telegraph Road
- New projects include Berea Church Road

Goals/Objectives

- Begin implementation of the 2019 Transportation Bond Referendum, which will allow the County to borrow up to \$50M to fund specified road improvements within Stafford County. (Service Level 1)
- Coordinate mass transit projects and service with Virginia Railway Express (VRE) and Fredericksburg Regional Transit (FRED). (Service Levels 2 and 3)
- Utilize VDOT Revenue Sharing Funds to begin the construction of Berea Church Road and continue with the acquisition of necessary right-of-way and the relocation of impacted utilities associated with the Courthouse Road / Route 1 intersection improvements. (Service Level 4)
- Utilize Transportation Alternatives (TA) federal grant funding to continue design and/or construction of the Belmont-Ferry Farm Trail – Phases 4 & 6, as well as the Flatford Road sidewalk project. (Service Level 5)
- Utilize VDOT Smart Scale Funds to continue with the acquisition of necessary right-of-way and the relocation of impacted utilities associated with the Courthouse Road / Route 1 intersection improvements, as well as the Route 1 / Telegraph Road / Woodstock Lane intersection project.

Service Levels	FY2019 Actual	FY2020 Budget	FY2021 Plan
1. Bond Referendum projects	N/A	N/A	1
2. VRE system average daily ridership	18,053	18,700	18,900
3. Miles of FRED Transit Bus Routes	110	110	110
4. Amount of State/Federal Transportation Revenues (All Transportation Funds)	\$6,674,631	\$5,190,695	\$19,551,869

Budget Summary

	FY2019 Actual	FY2020 Adopted Budget	FY2021 Adopted Budget	Changes '20 to '21	
Operating Revenue					
Gasoline Sales Tax	\$4,750,315	\$4,638,900	\$4,089,500	(\$549,400)	-11.8%
State Recordation Tax	862,306	865,000	0	(865,000)	-100.0%
Use of Money & Property	155,628	108,952	55,500	(53,452)	-49.1%
Use of Transportation Fund Balance	0	0	1,478,319	1,478,319	100.0%
Transfer from General Fund ⁽¹⁾	0	4,000,000	0	(4,000,000)	-100.0%
Total Operating Revenue	\$5,768,249	\$9,612,852	\$5,623,319	(\$3,989,533)	-41.5%
Operating Expenditures					
VRE Subsidy	2,475,127	2,352,820	2,477,175	124,355	5.3%
PRTC Subsidy	107,500	104,200	130,500	26,300	25.2%
Financial Management	16,160	16,000	14,400	(1,600)	-10.0%
FRED Bus Service	494,816	469,631	469,631	0	0.0%
Airport Subsidy	85,714	85,714	85,714	0	0.0%
Gateway	91,292	100,000	90,000	(10,000)	-10.0%
Street Signs	16,713	25,000	22,500	(2,500)	-10.0%
Social Services	26,000	35,000	31,500	(3,500)	-10.0%
Debt Service	1,446,787	1,403,833	1,363,049	(40,784)	-2.9%
Project Management	86,987	108,098	169,179	61,081	56.5%
Transfer to Capital Fund	0	912,556	769,671	(142,885)	-15.7%
Total Operating Expenditures	\$4,847,096	\$5,612,852	\$5,623,319	\$10,467	0.2%
Capital Revenues					
Federal Revenue	411,790	0	1,449,188	1,449,188	100.0%
State Revenue	3,919,035	3,950,000	13,702,823	9,752,823	246.9%
Transfer from Operating	0	912,556	769,671	(142,885)	-15.7%
Transfer from General Fund ⁽¹⁾	2,880	0	1,202,230	1,202,230	100.0%
Transfer from Impact Fees ⁽²⁾	600,000	2,463,029	350,000	(2,113,029)	-85.8%
Transfer from School Funds	800,000	0	0	0	0.0%
Use of Prior Year Fund Balance	0	750,000	426,390	(323,610)	-43.1%
Total Capital Revenue	\$5,733,705	\$8,075,585	\$17,900,302	\$9,824,717	121.7%
Capital Expenditures					
Widening/Safety Improvements ⁽³⁾	0	912,556	578,800	(333,756)	-36.6%
Current Project Support	0	2,463,029	346,302	(2,116,727)	-85.9%
Road Improvements ⁽⁴⁾	7,976,364	4,700,000	16,975,200	12,275,200	261.2%
Total Capital Expenditures	\$7,976,364	\$8,075,585	\$17,900,302	\$9,824,717	121.7%
Funding Subject to Future Appropriation					
General Fund Transfer - Project Support	\$0	\$4,000,000	\$0	(\$4,000,000)	-100.0%
Impact Fee Revenue	0	0	250,000	250,000	100.0%
Total Funds Subject to Future Appropriation	\$0	\$4,000,000	\$250,000	(\$3,750,000)	-93.8%
Fund Balance, Beginning of Year	\$9,955,078	\$8,633,569	\$7,883,569	(\$750,000)	-8.7%
Revenues	11,501,954	12,938,437	21,618,912	8,680,475	67.1%
Expenditures	#####	#####	(23,523,621)	(9,835,184)	0.0%
Fund Balance, End of Year	\$8,633,569	\$7,883,569	\$5,978,860	(\$1,904,709)	-24.2%

(1)The FY2021 transfer represents proffers related to the Courthouse Road & Route 1 intersection improvements.

(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, including Courthouse Road & Route 1 intersection improvements.

(3) Road Safety and wedge widening funding is designated for projects identified from the Comprehensive Road Study.

(4) Proposed projects for FY2021 are Courthouse and Route 1 Improvement, Belmont - Ferry Farm Trial Phase 6, and Improvements to Route 1 Telegraph and Woodstock. Additional capital projects are proposed in the Warrenton Road Service District (Berea Road) and Garrisonville Road Service District (sidewalk project).

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.

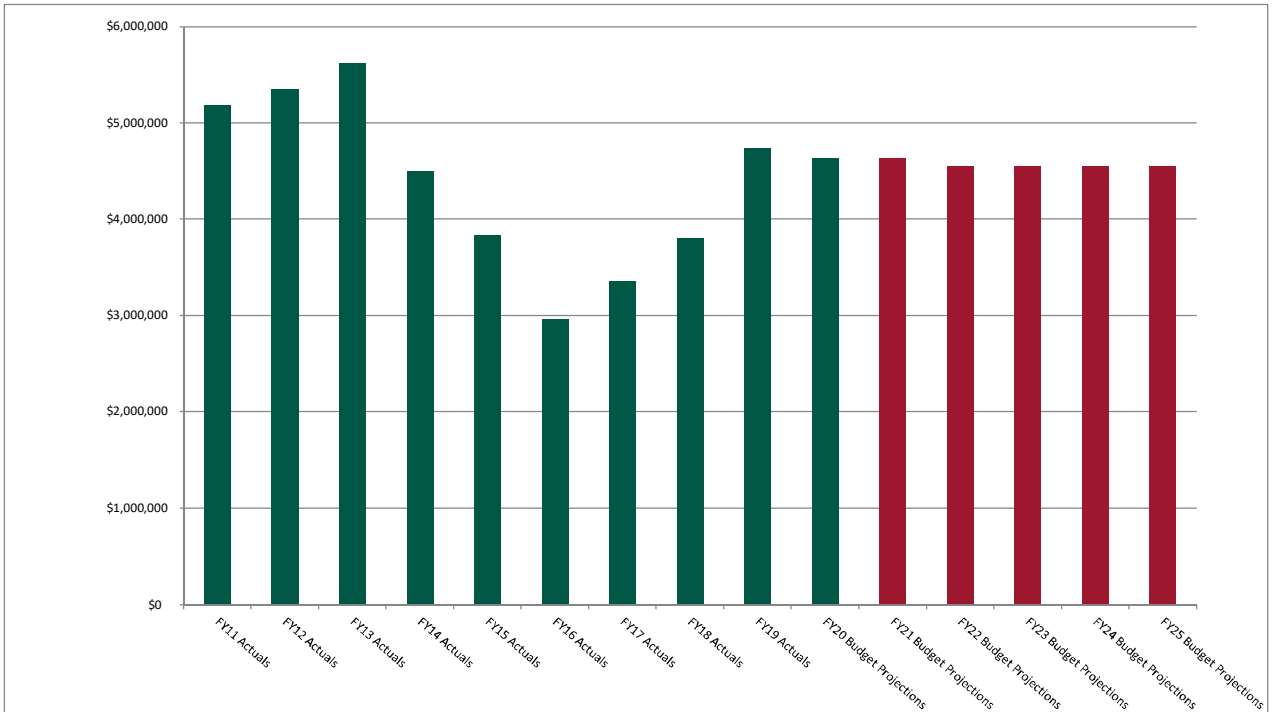
PRTC NET FUEL TAX COLLECTION

FY2021 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 FY2019 and FY2020 (through October) 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.

FY21 - 26 projections account for the gas tax floor, provided by PRTC.

ROAD IMPACT FEE FUNDS

FY2021 Adopted Budget

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.

FY2019 Revenues:	\$	0
FY2019 Expenditures (Poplar Road):		0
Fund Balance 6/30/19:	\$	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.

FY2019 Revenues:	\$814,518
FY2019 Expenditures:	600,000
Fund Balance 6/30/19:	\$2,077,547

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.

FY2019 Revenues:	\$12,320
FY2019 Expenditures:	1,288,033
Fund Balance 6/30/19:	\$122,516

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.

FY2019 Revenues:	\$2,159,697
FY2019 Expenditures:	950,787
Fund Balance 6/30/19:	\$1,287,794
2020 tax rate:	.085

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.

FY2019 Revenues and transfers in:	\$140,148
FY2019 Expenditures:	124,788
Fund Balance 6/30/19:	\$3,386,062

The FY2021 Adopted Budget includes expenditures in the Garrisonville Road Service District Fund and Warrenton Road Service District Fund.

TRANSPORTATION IMPACT FEE: COUNTY-WIDE FUND

FY2021 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.

	FY2019 Actual	FY2020 Adopted Budget	FY2021 Adopted Budget	Changes '20 to '21	
Revenues					
Road Impact Fees	\$764,705	\$600,000	\$600,000	\$0	0.0%
Interest	49,813	0	0	0	0.0%
Use of Prior Year Fund Balance	0	1,863,029	0	(1,863,029)	100.0%
Total	\$814,518	\$2,463,029	\$600,000	\$0	0.0%
Expenditures					
Project Support ⁽¹⁾	\$0	\$0	\$250,000	\$250,000	0.0%
Transfer to Transportation Fund ⁽²⁾	600,000	2,463,029	350,000	(\$2,113,029)	-85.8%
Total	\$600,000	\$2,463,029	\$600,000	(\$1,863,029)	-75.6%

	FY2019 Actual	FY2020 Adopted Budget	FY2021 Adopted Budget	Changes '20 to '21	
Fund Balance, Beginning of Year	\$1,863,029	\$2,077,547	\$914,518	(\$1,163,029)	-56.0%
Revenues	814,518	600,000	600,000	0	0.0%
Expenditures	(600,000)	(2,463,029)	(600,000)	1,863,029	-75.6%
Revisions to revenue estimates ⁽³⁾	0	700,000	0	(700,000)	-100.0%
Fund Balance, End of Year	\$2,077,547	\$914,518	\$914,518	\$0	0.0%

⁽¹⁾ Funds will be used to support transportation projects.

⁽²⁾ Prior transfers to the Transportation Fund included repayment for Garrisonville Turn Lane and Brooke Road.

⁽³⁾ Collection of prior year impact fees.

GARRISONVILLE ROAD SERVICE DISTRICT FUND

FY2021 Adopted Budget

The following schedule shows activity in the Garrisonville Road Service District Fund. The tax rate for the service district is \$0.085 per \$100 of Assessed Valuation.

	FY2019 Actual	FY2020 Adopted Budget	FY2021 Adopted Budget	Changes '20 to '21	
Revenues					
Property Taxes	\$572,890	\$579,958	\$539,500	(\$40,458)	-7.0%
Miscellaneous	144,654	0	0	0	0.0%
Interest	19,344	1,000	1,000	0	0.0%
State/Federal Revenue	1,422,809	123,304	415,896	292,592	237.3%
Use of Prior Year Fund Balance	0	30,826	0	(30,826)	-100.0%
Total	\$2,159,697	\$735,088	\$956,396	\$221,308	30.1%
Expenditures					
Project Management ⁽¹⁾	6,897	18,309	8,551	(9,758)	-53.3%
Debt Service	454,475	441,225	427,975	(13,250)	-3.0%
Rt. 610, Garrisonville Rd ⁽²⁾	452,056	0	0	0	0.0%
Sidewalk Improvements ⁽³⁾	37,359	154,130	519,870	365,740	237.3%
Contingency	0	121,424	0	(121,424)	-100.0%
Total	\$950,787	\$735,088	\$956,396	\$221,308	30.1%

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.

	FY2019 Actual	FY2020 Adopted Budget	FY2021 Adopted Budget	Changes '20 to '21	
Fund Balance, Beginning of Year	\$78,884	\$1,287,794	\$1,256,968	(\$30,826)	-2.4%
Revenues	2,159,697	704,262	956,396	221,308	35.8%
Expenditures	(950,787)	(735,088)	(956,396)	(221,308)	0.0%
Fund Balance, End of Year	\$1,287,794	\$1,256,968	\$1,256,968	\$0	0.0%

⁽¹⁾ Project Management fees associated with the projects.

⁽²⁾ The FY2019 expenditure reflects Garrisonville Road (Route 610) improvements.

⁽³⁾ The FY2021 proposed budget includes the Flatford Road sidewalk project.

WARRENTON ROAD SERVICE DISTRICT FUND

FY2021 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.

	FY2019 Actual	FY2020 Adopted Budget	FY2021 Adopted Budget	Changes '20 to '21	
Revenues					
Interest	\$81,458	\$0	\$25,000	\$25,000	100.0%
State/Federal Revenue	58,690	1,117,391	2,656,087	1,538,696	137.7%
Total	\$140,148	\$1,117,391	\$2,681,087	\$1,563,696	139.9%
Expenditures					
Project Management	13,982	21,920	22,916	996	4.5%
Warrenton Road Service District ⁽¹⁾	110,806	2,234,781	4,433,467	2,198,686	98.4%
Total	\$124,788	\$2,256,701	\$4,456,383	\$2,199,682	97.5%

	FY2019 Actual	FY2020 Adopted Budget	FY2021 Adopted Budget	Changes '20 to '21	
Fund Balance, Beginning of Year	\$3,370,702	\$3,386,062	\$2,246,752	(\$1,139,310)	-33.6%
Revenues	140,148	1,117,391	2,681,087	1,563,696	139.9%
Expenditures	(124,788)	(2,256,701)	(4,456,383)	(2,199,682)	97.5%
Fund Balance, End of Year	\$3,386,062	\$2,246,752	\$471,456	(\$1,775,296)	-79.0%

⁽¹⁾ Berea Church Road improvements.

