



Transportation Committee Meeting

January 17th, 2019 – 6:00 PM

Economic Development Conference Room
9019 Old Battlefield Blvd. Suite 320
Spotsylvania, VA 22553

AGENDA

1. Call to order and confirmation of a quorum
2. Approval of the November 8th Meeting Minutes
3. Public Comment
4. New Business
 - Approval of 2019 Committee Meeting Dates
 - Discussion on Redesign of Exit 126 Interchange – Diverging Diamond
5. Old Business
 - 2014 Bond Referendum – Effect on the County Budget
 - Comprehensive Plan – Revised Project Prioritization Ranking
6. Informational Items
 - Final Reports – Route 1 & 208 and Route 2 & 17 B Corridor Studies

Adjourn

Next Meeting – TBD

Transportation Committee Minutes

Transportation Committee Meeting Minutes of November 8, 2018

Call to Order:

Doug Morgan called the Transportation Committee to order at 6:05 pm. A quorum was confirmed.

Members Present

Greg Benton (Livingston Supervisor), Gary Skinner (Lee Hill Representative), Robert Fogg (Battlefield District Representative), Greg Bell (Lee Hill District Representative), Lorita Daniels (Salem District Representative), Lisa Phelps (Spotsylvania Schools), Edmond Saneaka (Chancellor District Representative)

Others Present

Marcie Parker (VDOT), Lynne Keenan (VDOT), Dan Cole (staff), Doug Morgan (staff), Bonnie Jewell (Staff)

Minutes

The minutes from the October 25th meeting were reviewed. There were two corrections which were noted and revised. The minutes were then recommended with the changes by Mr. Skinner and seconded by Ms. Daniels. The minutes were approved unanimously by the Transportation Committee.

Public Comment

None. No members of the public were present.

Announcements

None.

Old Business

Doug Morgan reported that he and Mr. Cole had contacted Eric Nelson with the City of Fredericksburg regarding the request for County support of a Revenue Sharing project for the Beulah-Salisbury Road / Tidewater Trail intersection. Based on those conversations the City is seeking no financial commitment from the County but is interested in a resolution of support from our Board of Supervisors. The City is going to work out the details of the project with VDOT and get back to us.

Reports of Projects and/or Activities

Corridor Projects Prioritization Ranking

Staff passed out a revised prioritization listing which included intersection improvements that have been identified in the two JMT corridor studies. Staff asked the Transportation Committee to consider adding the Belman Road - Shannon Drive Connector Road to the list. Mr. Skinner made a motion to add this project, Ms. Phelps seconded the motion. The motion passed. Per VDOT's suggestion the Exit 126 off-

ramp improvements was added to the Prioritization List under “Funded Projects in the CIP”. A brief discussion followed concerning current projects on the list. Members identified some inconsistencies which were noted. Dan Cole agreed to revise the list. Mr. Skinner wanted to know if the list would be available on the County website. Staff noted that the list would appear in the Comprehensive Plan once it was finalized. Mr. Skinner asked, “if the Lansdowne Road and the Route 2/17 B projects were submitted for Smart Scale”. Mr. Morgan assured Mr. Skinner that the Route 2/17 B – Alternative 2 project was submitted by the County but the Lansdowne Road project was predominantly in the City of Fredericksburg so they (City of Fredericksburg) were submitting that project, with our support.

Unpaved Roads Prioritization Ranking

An unpaved road priority list was distributed. The list contained approximately 6.6 miles of roads. Staff prioritized the list according to the number of homes that would be impacted. The roads with the greatest number of homes went to the top of the list. Mr. Skinner indicated he agreed with this approach.

Draft Capital Improvement Plan

Bonnie Jewell distributed a revised FY 2020 – FY 2024 Capital Improvement Plan (CIP). The revised version showed a \$21,000 adjustment (increase) in FY 2022 to bring Spotsylvania Parkway in the area of the Hospital / Bridge in compliance with State Standards. This increased the expenditure for the Total FY 2020 – FY 2024 Plan. Ms. Jewell pointed out that, it should be noted that amounts identified in out years are placeholders which could change. Mr. Skinner wanted to know what the construction costs would be for the JMT projects and in particular the cost to 4-lane Route 2/17 B. Mr. Morgan explained that staff would not have exact construction costs without additional engineering work – surveys, detailed engineering drawings & design work. Staff to ask JMT to identify planning level costs for all of the individual intersections in the 1/208 study. Mr. Cole indicated, “the 2018 planning level cost for 4-laning 2/17 B was identified between \$65.5 - \$83 million dollars.” Mr. Fogg asked about the 2014 bond referendum that were passed by voters – “were all the monies spent”. Ms. Jewell indicated that voters authorized \$63.3 million dollars. The amount remaining to be borrowed against the referendum authority is \$57.1 million dollars. The County has until 2022 to issue the remaining bond money. It was suggested that the Transportation Committee add a discussion about how much we can afford to borrow from the remaining amount within our existing budget.

Next Meeting

The next meeting is scheduled for December 13th, 2018.

New Business

Draft - 2019 Transportation Committee Meetings

DRAFT

Spotsylvania County Transportation Committee

Meeting Dates, Times, and Places for 2019

Transportation Committee

Time: 6:00 p.m.
Dates: 2nd Thursday of each month at 6 p.m.

Meetings of the Transportation Committee take place in the Economic Development Conference Room in the Merchant Square Building, 9019 Old Battlefield Blvd., 3rd Floor, Spotsylvania, Va. 22553.

The purpose of the meeting is to discuss transportation projects with the Transportation Committee. Three or more members of the Board of Supervisors may be present.

2019 Month	Day of the week
January	17
February	No Meeting
March	14
April	TBD
May	9
June	13
July	11
August	8
September	12
October	10
November	14
December	12

If you have any questions or need additional information, please contact Daniel Cole at 540-507-7398 or Aimee Mann at 540-507-7006.

Exit 126 - Diverging Diamond Interchange

DDI - 126

TBD

R = 175'

R = 446'

REMOVE LOOP RAMP

DRAFT



R = 135'

R = 215'

Proposed New Grade

Right SB Lane to be constructed on Project UPC 110914

R = 135'

R = 215'

1" = 250'
(8.5X14)

DRAFT

Note: Features and dimensions are conceptual, only

Old Business

2014 Bond Referendum – Effect on the County Budget

TRANSPORTATION BOND PROJECTS

Improvements to/in Area of Exit 126	\$31,250,000
Improvements to/in Area of Exit 118	\$10,300,000
Safety/Operating Improvements to Rt 1, Rt 2 & Rt 208 corridors	\$11,915,000
Harrison Road Widening - Old Plank to Gordon Road	\$3,000,000
Relocation of Elys Ford Road & Route 3 intersection	\$3,000,000
Grand Brooks Road Resurfacing	\$2,000,000
Issuance Costs at 3%	\$1,843,950
Total Transportation Costs	\$63,308,950
Net Potential Tax Rate Impact	\$0.05

TRANSPORTATION BOND REFERENDUM – FREQUENTLY ASKED QUESTIONS

1. How is a Bond Referendum for Transportation utilized?

The Bond Referendum for Transportation would be used for road development, studies, design, land acquisition, and construction.

2. What are bonds? How do they work? How are they paid back?

Bonds are a means of financing projects. Bonds are loans the County may take out to pay for capital projects. The bonds (loans) are repaid through principal and interest payments that generally occur every six months. The principal and interest payments are often referred to as “debt service.”

3. What types of bonds are used by the County for Transportation Projects?

The County typically uses General Obligation bonds and Lease Revenue bonds for regular capital projects.

4. What distinguishes General Obligation (GO) bonds from other types of bonds?

Under State law, GO bonds require voter approval before they may be considered and utilized by the Board of Supervisors (“the Board”) to finance a particular project. Lease Revenue and Water/Sewer bonds do not require voter approval before they may be considered and utilized by the Board to fund a project. Because the County’s credit rating presently is higher on GO bonds than on other types of bonds, the County generally may obtain lower interest rates on GO bonds than on other bonds.

5. Since the County did not use all the money authorized by the 2014 referenda, can it use that balance for new projects instead of having another referendum?

No. The bonds must be used for projects that were identified in the 2014 bond referendum.

6. How were the projects identified to be included in the Bond Referendum for Transportation?

The projects identified on the Bond Referendum for Transportation were identified by the citizens, staff, the Board’s Transportation Committee and the Board of Supervisors as priority projects during the eight-year period that was reviewed.

7. If a bond referendum passes, does that guarantee that the bonds will be issued and the projects will be done?

No. Before bonds are issued, the Board of Supervisors with the assistance of County staff reviews whether the issuance of bonds is affordable. The Board of Supervisors may determine to adopt a resolution authorizing the actual sale of the bonds. The sale of bonds is tied to the County’s annual budget and Capital Improvement Plan (CIP) process. All projects in the referendum will be up for discussion and consideration on an annual basis as part of future budgets and CIPs before the Board authorizes any bond sales.

8. How long does the County have to use the funds for Transportation?

The Bond Referendum for Transportation has an 8-year window with a possible 2-year extension period.

Comprehensive Plan – Project Prioritization Ranking

Project	Projects within the Primary Development Boundary Prioritization Methodology										Total Score								
	Congestion (30 points)			Safety (30 points)			Employment (16 Points)			Public Support (8 points)			Implementation (8 Points)		Smart Growth (8 Points)		Intermodal		
	Existing Use	Future Use	Community & Connectivity	Service to Major Centers	Freight Use	Safety	Crash Rate	Bus / Ped/Bicy	Security	Natural Environment	Neighborhood	Existing Plans	Other Support	Funding	Project Ready	Agency Cooperation		Smart Growth	Intermodal
1. Local Towne Center (19100)	7	7	7	4	5	18	6	4	2	4	4	4	4	3	4	1	4	4	92
2. Rte 17 Bridge Replacement & Widening to Greenway/Highway	5	7	7	4	3	18	6	4	2	4	4	4	4	3	4	1	4	4	88
3. Local Towne Center (19100) Jct. Drive Road to E of 31 Bridge	5	7	7	4	3	18	6	4	2	4	4	4	4	3	4	1	4	4	84
4. Rte 17/316/316/316 Intersection Light Rail Improvements	7	7	7	4	5	9	6	1	2	4	4	4	4	3	4	1	4	4	80
5. Local Towne Center & Old Road Road Interchange	5	5	6	0	0	18	3	1	0	4	4	4	4	2	3	0	4	0	67
6. Old Road Road Interchange	5	5	6	0	0	18	3	1	0	4	4	4	4	2	3	0	4	0	65
7. Local Towne Center Improvements	5	5	5	2	3	12	6	1	0	4	4	4	3	2	3	1	1	3	60
Funding Priorities																			
8. Industrial (19100) - City Line to Church Street	5	7	6	4	5	18	6	4	2	4	4	4	4	3	2	1	4	4	87
9. Industrial Road at Salem Church Road	5	7	7	4	3	18	6	4	2	4	4	4	4	3	2	1	4	3	85
10. US 1 at Rte. 300 / Lafayette Blvd. Intersection	5	7	7	4	3	18	6	1	2	4	4	4	4	3	2	1	4	3	84
11. Commercial - Extension Center Road to Greenway Ave.	5	5	7	4	3	12	3	4	2	4	4	4	3	3	2	1	4	4	70
Unfunded Projects																			
12. Jct. Drive Hwy (19) - Massena Church to Safety - Priority	0	5	7	4	5	12	5	4	2	4	4	4	4	2	4	1	4	1	77
13. Industrial (19100) - US 1 and Drive / Joseph Mill Drive	2	2	4	2	2	18	5	4	2	4	4	4	4	2	2	1	1	3	75
14. Jct. Drive Hwy (19) - Safety - Hwy - Intersection Road	2	5	4	2	3	12	5	4	2	4	4	4	4	2	2	1	4	1	74
15. US 1 - Road Drive / Road Road	5	7	4	2	2	18	5	0	2	4	4	4	4	3	3	1	1	3	74
16. Industrial (19100) - Safety - Hwy - Intersection Road	7	7	4	2	3	18	5	4	2	4	4	4	4	2	2	1	1	3	74
17. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	5	4	2	4	4	4	4	2	2	1	1	3	74
18. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	5	4	2	4	4	4	4	2	2	1	1	3	74
19. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	5	4	2	4	4	4	4	2	2	1	1	3	73
20. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	5	4	2	4	4	4	4	2	2	1	1	3	73
21. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	5	4	2	4	4	4	4	2	2	1	1	3	72
22. Commercial Road Intersection Drive Hwy - to South Station	2	5	4	2	3	18	6	4	2	4	4	4	4	3	2	1	4	3	72
23. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	15	6	4	2	4	4	4	4	2	2	1	4	3	72
24. US 1 - Safety - Hwy - Intersection Road	0	2	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	70
25. US 1 - Safety - Hwy - Intersection Road	2	5	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	70
26. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	68
27. Commercial Road (19100) - Industrial Drive / Industrial Drive	2	5	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	67
28. Commercial Road (19100) - Industrial Drive / Industrial Drive	2	2	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	66
29. Industrial (19100) - Safety - Hwy - Intersection Road	0	0	4	2	3	12	3	4	2	4	4	4	4	2	2	1	4	1	65
30. Industrial (19100) - Safety - Hwy - Intersection Road	0	0	4	2	3	12	3	4	2	4	4	4	4	2	2	1	4	1	64
31. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	61
32. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	12	3	4	2	4	4	4	4	2	2	1	4	1	61
33. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	61
34. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	61
35. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	60
36. Industrial (19100) - Safety - Hwy - Intersection Road	0	0	4	2	3	9	6	4	2	4	4	4	4	2	2	1	4	3	60
37. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	9	6	4	2	4	4	4	4	2	2	1	4	3	60
38. Industrial (19100) - Safety - Hwy - Intersection Road	0	0	4	2	3	9	6	4	2	4	4	4	4	2	2	1	4	3	60
39. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	9	6	4	2	4	4	4	4	2	2	1	4	3	58
40. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	57
41. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	57
42. Industrial (19100) - Safety - Hwy - Intersection Road	0	0	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	56
43. Industrial (19100) - Safety - Hwy - Intersection Road	0	0	4	2	3	9	6	4	2	4	4	4	4	2	2	1	4	3	55
44. Industrial (19100) - Safety - Hwy - Intersection Road	0	0	4	2	3	12	3	4	2	4	4	4	4	2	2	1	4	1	55
45. Industrial (19100) - Safety - Hwy - Intersection Road	0	0	4	2	3	12	3	4	2	4	4	4	4	2	2	1	4	1	55
46. Industrial (19100) - Safety - Hwy - Intersection Road	0	0	4	2	3	18	6	4	2	4	4	4	4	2	2	1	4	4	54
47. Industrial (19100) - Safety - Hwy - Intersection Road	0	0	4	2	3	12	3	4	2	4	4	4	4	2	2	1	4	1	53
48. Industrial (19100) - Safety - Hwy - Intersection Road	2	2	4	2	3	9	6	4	2	4	4	4	4	2	2	1	4	1	52

* Row Above last reflects the last available improvement

Real Project	Competition (30 points)					Safety (30 points)			Environment (16 Points)		Public Support (8 points)		Implementation (8 Points)			Smart Growth (6 Points)		Total Score		
	Existing LOS	Future LOS	Continuity & Connectivity	Service to other Centers	Freight Use	Safety	Crash Rate	AAA / Ped Safety	Security	Natural Environment	Neighborhood	Existing Plans	Other Support	Funding	Project Ready	Agency Cooperation	Smart Growth	Intermodal		
Unfunded Projects																				
48	Production Drive(613)-Smith Station Road to Thurston Rd.	2	5	1	1	0	3	3	18	5	5	4	4	4	4	4	4	4	4	51
49	Liveland Road(497)-Crownhouse Road to Smith Station	0	0	7	4	0	3	18	0	0	1	0	4	4	4	4	4	4	4	51
50	Subground Dr. Extended(111)-Thurston Rd. to Midground	0	2	1	1	1	3	18	0	0	1	2	1	2	3	3	1	3	1	50
51	Urban Trail(121)-Smith Road / Commercial Drive	0	2	2	2	2	3	12	6	6	4	4	4	4	4	4	4	4	4	48
52	Lowell School Drive(415)-Crownhouse Rd. to Light Dr.	0	0	1	1	1	3	12	6	6	4	4	4	4	4	4	4	4	4	47
53	Lowell School Drive(415)-Crownhouse Rd. to Light Dr.	0	0	1	1	1	3	12	6	6	4	4	4	4	4	4	4	4	4	47
54	Lowell School Drive(415)-Crownhouse Rd. to Smith Road	0	0	4	4	4	3	6	6	6	4	4	4	4	4	4	4	4	4	45
55	Genoa Station Extended(277)-Massachusetts Church to Bt. 1	0	2	1	2	2	3	18	0	0	4	2	2	2	1	1	0	1	1	45
56	Genoa Station Extended(277)-Massachusetts Church to Genoa Road	0	0	1	2	2	3	12	6	6	1	2	2	2	1	0	1	1	1	39
57	Market Street Extension-Head Drive to Parkman Drive Hwy	0	0	1	2	2	3	6	0	0	4	3	2	2	3	3	1	1	1	37
58	Massachusetts Church Extension(201)-Judd Area Hwy to 208	0	0	7	4	4	3	6	0	0	1	2	2	2	2	2	1	1	0	36
59	Thurston Drive - Bulfinch Connector Road	0	0	4	4	4	5	0	0	0	1	1	1	2	2	0	1	0	0	30
New Projects for the Transportation Plan (Unfunded)																				
1	Commercial Road Extension - Old Plaza Road - Park Road																			

* The lower LOS implies the LOS without improvements