



*Prince William County  
Department of Transportation  
Road Program*

**DATA**

**June 23, 2010**

# Progress Prince William and Bonds

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- ❑ From 1988-2006, Prince William County approved and used approximately \$250M in bonds on 22 projects.
- ❑ In 2006, the Board of County Supervisors approved a \$300 million transportation bond question as a continuing step to implementing the vision of Progress Prince William, a transportation plan that envisioned reducing congestion, increasing safety, and improving the quality of life of the community through a series of transportation improvements.
- ❑ The citizens of Prince William County approved that bond authorization of \$300 million in by an overwhelming majority (over 80%)
- ❑ Due to the current economic climate, the County cannot afford to issue any additional bonds except for projects already in progress



# Budget Presentation

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- ❑ At the budget work sessions in the Spring 2010, the Department of Transportation informed the Board of County Supervisors that, “Without other sources of funding the County will have to end the Capital Program in 24 to 36 months”
- ❑ At the same time, the Department also informed the Board that it was examining the possibility of using alternative funding sources to develop a program that would move projects forward.



# Strategic Plan

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- ❑ In its approved 2009 Strategic Plan, the Board of County Supervisors prioritized its 2006 Road Bond Projects.
- ❑ The top three (3) projects were prioritized using economic development as the main criteria. The top three projects are;
  - ❑ **Route 1** from Joplin Rd. to Brady's Hill Rd. (South)
  - ❑ **University Blvd** from Sudley Manor Dr. to Rte. 234 Bypass
  - ❑ **Prince William Parkway** from Hoadly Rd. to Old Bridge Rd.
- ❑ The plan also included strategy 6, which states;

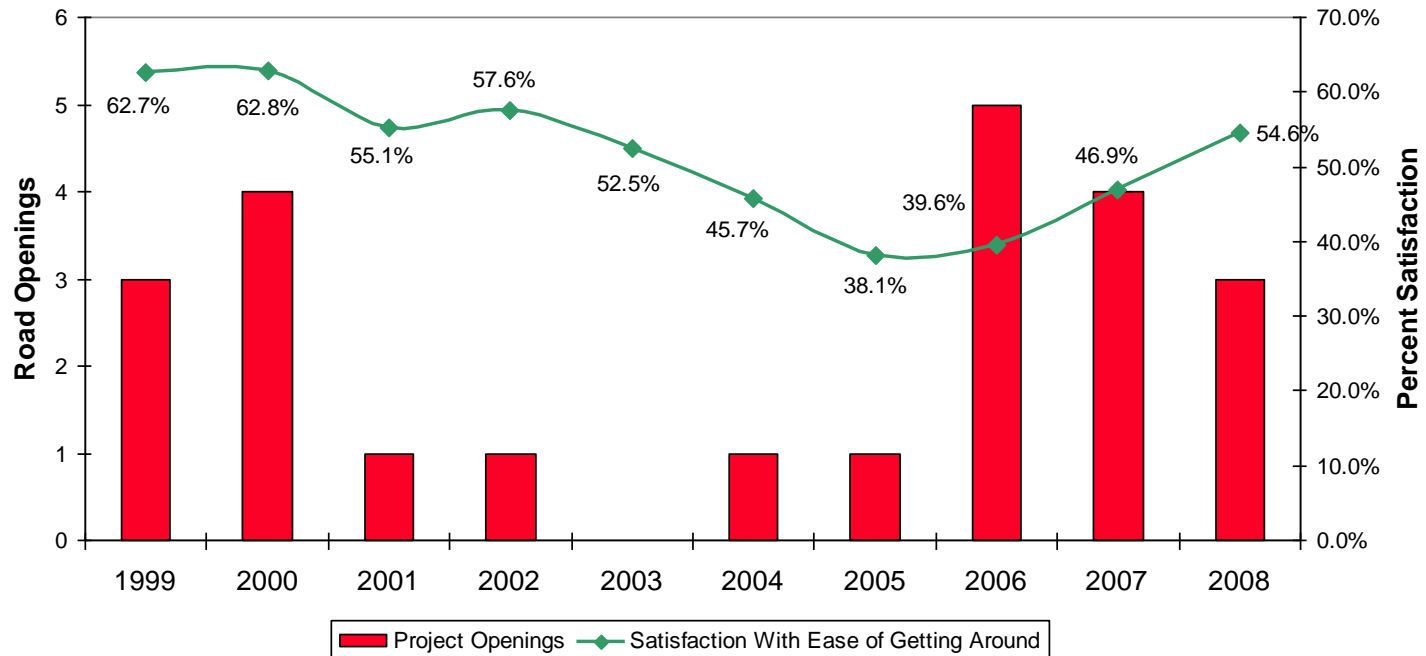
*“Pursue Federal, State, and private funding to complete  
the 2006 Road Bond Program”*



# Citizen Satisfaction Survey and Roads

- Citizen Satisfaction with Ease of Getting Around Prince William County seems to correlate with the number of road openings we have a year.

Road Openings and Citizen Satisfaction with Getting Around PWC



# Continuing to Open Projects

- o In 2009/2010 the County continued to open projects from its Bond and Capital programs, these projects included:
  - u Route 15
  - u Linton Hall Road
  - u Minnieville Road (West)
  - u Old Carolina Road
  - u Route 1/ 234 Park & Ride Lot
  - u Old Bridge Road Sidewalk
  - u Benita Fitzgerald Drive Sidewalk



# Available Funding Sources

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## Federal Funds and Grants

- Regional Surface Transportation Program (RSTP) Funds
- American Recovery and Reinvestment Act (ARRA) Funds
- Congressional Earmarks
- Federal Lands Grants

## State Funds and Grants

- Secondary Six-Year Plan (SSYP) funds
- Local Assistance Grant

## Local/Private Funds

- Bond/General Fund
- Proffers



# Developing a Road Program

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- ❑ The County Department of Transportation has developed a Road Program by consolidating all available Federal, State, and local funding sources to continue the vision of Progress Prince William.
- ❑ The program is based on priorities set by the Board of County Supervisors through Progress Prince William, the Strategic Plan, and the Secondary Six-Year Plan.
- ❑ The program utilizes these funding sources to continue and start work on the Board's priority projects.
- ❑ The program also allows the County to take advantage of other specific funding opportunities.





# Priority Projects in Program

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- ❑ **Route 1 widening (South) – \$20.42 million**
    - ❑ Use RSTP transfer and other Federal funding to complete construction
    - ❑ Transfer remaining GO Bonds to University Blvd. project
    - ❑ Utility duct bank near complete and construction ad scheduled for March '10
    - ❑ Construction is now “federalized”
  - ❑ **University Boulevard - \$14.38 million**
    - ❑ GO Bond funds transferred from Route 1
    - ❑ Includes widening and construction from Route 234 Bypass to Sudley Manor Drive and improvements to Hornbaker Road
  - ❑ **Prince William Parkway - \$12.87 million**
    - ❑ Combination of ARRA (Stimulus) and Proffer funds
    - ❑ Widening of section between Hoadly Road and Old Bridge Road
    - ❑ Federal project with construction ad scheduled for February/March 2010
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# Additional Projects in Program

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- ❑ Route 28 (Linton Hall Rd to Fitzwater Dr) - \$9.813 million
    - ❑ Combination of RSTP funds, Transferred Federal funds, and proffers
    - ❑ Funds will complete design and buy some of ROW
    - ❑ 2006 Road Bond Project (BOCS Strategic Plan priority #5)
    - ❑ Federal project, with design to start in Spring 2010
  
  - ❑ Route 1 / Route 234 Commuter Parking - \$6.8 million
    - ❑ Combination of State grant and Six-Year Secondary Funding (fully funded)
    - ❑ Parking lot construction complete, additional intersection and pedestrian improvements to be completed this year.
  
  - ❑ Fuller/Fuller Heights Rds. (USMC Quantico) - \$2.52 million
    - ❑ Combination of Congressional Earmarks and Federal Grants
    - ❑ Access improvements to USMC Quantico. Currently under design.
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# Additional Projects in Program

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- ❑ Purcell Rd. (Route 234 to Vista Brook Drive) - \$3.59 million
  - ❑ Combination of SSYP, RSTP transfer, and Proffer funding
  - ❑ Federal commitment related to Route 234 (Dumfries Road) widening
  - ❑ Intersection Improvement at Rte 234 with transition on Purcell Road
  - ❑ County administering Federal project for VDOT, currently in design
- ❑ Dale Blvd/Benita Fitzgerald Dr. Intersection - \$0.40 million
  - ❑ Secondary Six-Year Plan Funds
  - ❑ County administering Federal project for VDOT
  - ❑ Extension of turn lanes on Dale Boulevard
  - ❑ Currently under design



# Federalizing the Transportation Program

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- ❑ Federal funds means having to follow all Federal requirements
  - ❑ Public Hearings
  - ❑ Environmental Regulations
  - ❑ Historical/Cultural resources
  - ❑ ROW / Relocation Act
  - ❑ MOT/Construction Requirements
- ❑ These additional, more intense processes will make the projects more expensive and time consuming
- ❑ The Department has experience with these projects through the USMC Heritage Center Project, Linton Hall Road, and Airport Access Road.
- ❑ Loss of local autonomy in decision making process



# Remainder of 2006 Road Bond Not Funded Through this Program

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- ❑ The County has reached its debt capacity and cannot fund the remaining projects from the 2006 Road Bond Program with GO Bonds, but the Department continues to look for other available funding sources to complete these projects, which include;
  - ❑ Route 1 North - \$51.1M
  - ❑ Route 28 (Route 234 to Linton Hall Rd.) - \$54.3 M
  - ❑ Route 28 (Linton Hall Rd. to Fitzwater Dr.) - \$24.1 M (constr.)
  - ❑ Prince William Pkwy (Old Bridge Rd. to Minnieville Rd.)-\$30 M
  - ❑ Minnieville Road (Spriggs Rd. to Route 234) - \$24.1 M
  - ❑ Rollins Ford Road - \$15.2M



# Next Steps

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- ❑ Continue Transportation Program Projects
- ❑ Be assured that all Federal requirements are being fulfilled as those projects move forward, which will take additional time and resources
- ❑ Continue to seek other/additional funding sources to complete remainder of 2006 Road Bond Program and move forward with Progress Prince William
- ❑ Work on developing additional programs for future years as funding is identified

