

AT A SPECIAL MEETING OF THE BOARD OF SUPERVISORS OF THE COUNTY OF JAMES CITY, VIRGINIA, HELD ON THE 24TH DAY OF APRIL, NINETEEN HUNDRED NINETY-ONE, AT 4:08 P.M. IN THE COUNTY GOVERNMENT CENTER BOARD ROOM, 101 MOUNTS BAY ROAD, JAMES CITY COUNTY, VIRGINIA.

A. ROLL CALL

Thomas K. Norment, Jr., Chairman, Roberts District  
Judith N. Knudson, Vice Chairman, Jamestown District

Perry M. DePue, Powhatan District  
Jack D. Edwards, Berkeley District  
Stewart U. Taylor, Stonehouse District  
David B. Norman, County Administrator  
Frank M. Morton, III, County Attorney

Mr. Norment reconvened the Board into session.

Mr. Norment welcomed the audience and recognized several distinguished visitors.

Mr. Norment stated that a majority of the Board opposed the James River Crossing, and that position had been documented by resolution and verbally expressed at the annual pre-allocation hearing held in Suffolk in March. He noted that Mr. Taylor was in favor of the crossing.

Mr. John Hodge, Chief Engineer, Virginia Department of Transportation, gave a presentation of the background for improving service to cross the James River between James City County and Surry County. Alternatives included improvement of the capacity of the ferry system, toll structures to recover a higher proportion of costs, and discussion with property owners and county governments to identify an alternative to or modification of Alternate B that could be adopted and preserved for future use in construction of a bridge.

Ms. Knudson inquired when the Commonwealth Transportation Board (CTB) would review the issue.

Mr. Hodge responded that if meetings with all jurisdictions have been held, his opinion was that it would be May 16, 1991, in Richmond.

Mr. Edwards asked when the decision would be made to put the James River Crossing on the CTB's agenda.

Mr. Hodge replied during May, as soon as commitment was received from the City of Williamsburg and Surry County.

Mr. DePue questioned whether money for these improvements would be from the same funds as would be used to upgrade Route 199.

Mr. Hodge stated the CTB might take it from toll revolving funds for a bridge, which would have to be a toll structure, or from a capital improvement fund before allocation was made to primary system for ferries.

Mr. DePue asked if the ferry upgrade would be from James City County allocation rather than State.

Mr. Hodge responded that would be a Board decision based on need.

Mr. DePue asked whether staff had addressed VDOT's financial assumptions.

Mr. John T. P. Horne, Manager, Development Management, replied in the negative.

Mr. Taylor spoke in support of a bridge, which would pay for itself and better serve citizens of both counties.

Mr. Edwards questioned what the Route 5 plan was.

Mr. Hodge replied that no funds were available in the Six-Year Plan and the bridge project was not a part of Route 5. He stated that Hampton Roads Planning District Commission handled each segment of Route 5, what it carried and how it was funded.

Mr. Norman indicated that Mr. Horne could provide further information, if the Board was agreeable.

Mr. Horne stated that the numbers in the proposed PATS plan do not include additional traffic from a bridge. He felt the presentation showed inflated costs for ferry operations, and understated costs for a bridge. He further stated that continued operation of the ferry system would be less expensive than the financing and operation of building a bridge.

Mr. Norment asked for more information regarding the James River Bridge and upgrade of Route 5 decisions being independent of each other.

Mr. Hodge responded that CTB would make one of several decisions: 1) Upgrade the ferry system; 2) adopt the line for the bridge and construct later; or, 3) adopt the line and build the bridge soon.

Mr. Norment reiterated that the upgrade of Route 5 might compete with funds for Route 199, and the CTB did not have to follow priorities expressed by localities at the pre-allocation hearing in Suffolk.

Mr. Hodge stated the CTB tried to accommodate where possible, but funds would be decreased by 16 percent for this year. He further commented that all projected traffic would not appear simultaneously, but over a period of time.

Mr. Norment questioned the raising of toll fee for ferry system from \$.25 to \$.50.

Mr. Brown responded that an increase higher than that would bring a decrease in usage.

Ms. Knudson asked where funds would come from to pay for acquisition of right-of-way.

Mr. Hodge stated CTB would make the decision.

Mr. DePue stated his opposition to the bridge on environmental issues and growth of the road network in the County, and expected staff to present remarks at the May 16, 1991, meeting.

Mr. Hodge replied that remarks should be addressed to Mr. John Milliken, Secretary of Transportation and Chairman of CTB, or Mr. Ray Pethtel, Vice Chairman, since the public hearing had been closed.

Ms. Knudson stated that "need" for the bridge had not been demonstrated, and was unsure that a bridge would be "better". She further commented that other alternatives could be explored, perhaps faster ferries rather than bigger ferries.

Mr. Taylor once again stated he felt the ferries would cost more to operate and maintain than building of a bridge, which would pay for itself in 30 years.

Mr. Norment restated James City County's concerns of environmental and social impacts and traffic implications for citizens. He mentioned an extensive list of persons and organizations in opposition to the bridge and expressed hope that the CTB would be sensitive to localities' statements.

Mr. Norment thanked Mr. Hodge and his staff for making the presentation.

Mr. Edwards asked that Mr. Hodge contact the County and advise whether the bridge issue was placed on the May 16, 1991, agenda.

Mr. Norman stated that citizens could call the County Administrator's office at 253-6605.

Mr. Norment expressed confidence that the news media would publicize the information, and told the audience that the CTB could be contacted at addresses contained on the handout distributed earlier.

Mr. Norment recessed the Board at 5:07 p.m.

Mr. Norment called the Budget work session to order and introduced Mr. Tony Conyers, who made a presentation on the County's "Self-Sufficiency" Program.

With the agreement of the other Board members, Mr. Norment passed from discussion of the Operating budget to a discussion of the Capital Budget. After a review of the Capital Budget revenues by Mr. McDonald, Mr. Edwards expressed concern that money previously moved into Capital Contingency from projects like the Library and a River Park was now being reallocated to other projects.

Mr. McDonald indicated that the proposal to reallocate \$2 million would leave, untouched, a Capital Contingency balance of \$550,000, enough to cover the original fund transfer for those projects. He stated, however, that this Capital Contingency balance was not shown in the Capital budget and to provide a complete picture, it should have been.

Mr. John Horne, in response to a question from Mr. Taylor, explained that an additional \$224,000 would be needed to fund the Saddletown Road Dirt Street Project and two River Drive segments. Mr. Horne indicated that one of the River Drive segments could not now be done because the homeowners were unable to provide surety required by the Board to guarantee dam maintenance.

A proposal to add \$224,000 to the Dirt Street Program for both River Drive segments and Saddletown Road, made by Mr. Taylor, was rejected 3-2 on a straw vote. A second proposal, to add \$39,000 for the first River Drive segment, made by Mr. DePue, was also rejected on a straw vote, 3-2.

Mr. Keith Taylor, at Mr. Edwards invitation, made a presentation on the Capital projects proposed to enhance the County's Economic Development Program. Mr. Horne then made a presentation on the County road match of \$500,000 with VDOT.

Mr. Edwards proposed to keep the \$500,000 for the VDOT road match in Capital Contingency rather than use it for road match. It was approved on a 3-2 vote. Mr. Norment indicated to Mr. Conyers that he would like to consider an initiative, perhaps with those funds, for a revolving housing development program.

The Board then reviewed JCSA and Other Fund budgets, on an exception basis. Mr. Norment then asked that an appropriation resolution be prepared for the May 6, 1991, Board meeting.

Mr. McDonald indicated that, with the Board's approval, the appropriation resolution would include a correction to the School Board salary line item and an additional \$12,000 to support an Information and Retrieval Program sponsored by the Williamsburg United Way. Mr. Norment indicated the Board would consider it on May 6.

Mr. Norment made a motion to convene into executive session pursuant to Section 2.1-344(a)(7) of the Code of Virginia to consult with legal and staff members on a specific legal matter at 9:08 p.m.

On a roll call, the vote was AYE: Norment, Taylor, Edwards, Knudson, DePue (5). NAY: (0).

Mr. Norment reconvened the Board into open session and made a motion to approve the executive session resolution at 9:50 p.m.

On a roll call, the vote was AYE: Norment, Taylor, Edwards, Knudson, DePue (5). NAY: (0).

R E S O L U T I O N

MEETING DATE: April 24, 1991

CERTIFICATION OF EXECUTIVE MEETING

WHEREAS, the Board of Supervisors of James City County, Virginia, (Board) has convened an executive meeting on this date pursuant to an affirmative recorded vote and in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, Section 2.1-344.1 of the Code of Virginia requires a certification by the Board that such executive meeting was conducted in conformity with Virginia law.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of James City County, Virginia, hereby certifies that, to the best of each member's knowledge; (i) only public business matters lawfully exempted from open meeting requirements by Virginia law were discussed in the executive meeting to which this certification resolution applies; and, (ii) only such public business matters as were identified in the motion convening the executive meeting were heard, discussed or considered by the Board.

Mr. Taylor made a motion to adjourn.

On a roll call, the vote was AYE: Norment, Taylor, Edwards, Knudson, DePue (5). NAY: (0).

The Board adjourned at 9:51 p.m.



David B. Norman  
Clerk to the Board