Richmond Region Transportation Funding Opportunity
3 Regions Currently have Regional Funding for Transportation

- Hampton Roads Transportation Accountability Commission
- Northern Virginia Transportation Authority
- I-81 Committee

In 2020 Session
Fredericksburg is expected to make a request

- Charlottesville and Roanoke have also been rumored
<table>
<thead>
<tr>
<th></th>
<th>Northern Virginia</th>
<th>Hampton Roads</th>
<th>I-81</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Governance Entity</strong></td>
<td>Northern Virginia Transportation Authority</td>
<td>Hampton Roads Transportation Accountability Commission</td>
<td>Commonwealth Transportation Board, w/ consultation from I-81 Committee</td>
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<tr>
<td><strong>Governance Board</strong></td>
<td>17 member Authority: - Chief elected official for counties and cities in Planning District 8 (9) - House of Delegates (2) - Senate (1) - Citizens appointed by Gov (2) - VDOT Hwys, DRPT, Chief elected official for town (3) (non-voting)</td>
<td>23 member Commission: - Chief elected official for 14 localities in Planning District 23 (14) - House of Delegates (3) - Senate (2) - CTB (1) - VDOT Hwys, DRPT and Port Auth (3) (Ex-officio, non-voting)</td>
<td>CTB decisions informed by I-81 Committee that comprising 17 Members: - Planning District Chairs for 3, 4, 6, 7 (4) - House of Delegates (4) - Senate (3) - CTB (3) - VDOT Hwys &amp; DRPT (2) (Ex-officio, non-voting)</td>
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<tr>
<td><strong>Decision-Making</strong></td>
<td>Authority’s Board makes decisions. 2/3 majority vote of those present and voting, and 2/3 of the representatives of the counties and cities embraced by the Authority who are present and voting and whose counties and cities include at least 2/3 of the population embraced by the Authority.</td>
<td>Commission’s Board makes decisions. 2/3 of the voting Members present and voting, and 2/3 of the representatives of the counties and cities embraced by Planning District 23 who are present and voting and whose counties and cities include at least 2/3 of the population embraced by the Commission.</td>
<td>CTB approves plans and programs, with consultation from Committee</td>
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<tr>
<td><strong>Plan Update Schedule</strong></td>
<td>- Unconstrained Long-Range Transportation Plan - 6-year Transportation Program (updated bi-annually)</td>
<td>- Constrained Long-Range Transportation Plan - 6-year Transportation Program (updated annually)</td>
<td>CTB approved I-81 Corridor Improvement Plan in 2018, which is updated annually by July 1. CTB submits annual report to legislature by Dec 15</td>
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<tr>
<td><strong>Staffing</strong></td>
<td>Authority</td>
<td>Commission. HRTPO, VDOT, and DRPT shall provide administrative and technical support to HTAC.</td>
<td>CTB/VDOT</td>
</tr>
</tbody>
</table>
## Virginia Regional Funding Programs

### Funding Sources
- **Northern Virginia**
  - 0.70% sales & use tax in Planning District
  - 2.0% transient occupancy tax
  - Fee on grantors of real property equal to $0.15 per $100 of the value of the real property sold

- **Hampton Roads**
  - 0.70% sales & use tax in Planning District
  - 2.1% regional fuels tax

- **I-81**
  - I-81 pro-rata share of statewide truck registration fees
  - I-81 pro-rata share of statewide diesel & road taxes (fully implemented in FY2022)
  - 2.1% regional fuels tax in I-81 Corridor

### Revenue Generated
- **Northern Virginia**
  - $265M revenue generation in FY2020
  - (2018 Metro Funding Bill allocated $100M to Metro from NVTA revenues)
  - FY2018-2023 program provided $1.285B

- **Hampton Roads**
  - $200M revenue generation in FY2020
  - FY2018-2023 program provided $1.285B
  - FY2019-2024 program provided $5.06B

- **I-81**
  - Estimated $164M in FY2025
  - ($33M truck registration, $69M diesel & road taxes, $62M regional fuels tax)

### Funding Allocation
- **Northern Virginia**
  - 30% to local jurisdictions on a pro-rata share
  - 70% for regional projects

- **Hampton Roads**
  - 100% for regional projects allocated by HRTAC

- **I-81**
  - 100% to I-81 Corridor Improvement Program

### Funding Limitations
- **Northern Virginia**
  - Solely for new improvements, and not for existing operations and maintenance

- **Hampton Roads**
  - Soley for new construction projects on new or existing roads, bridges, and tunnels

- **I-81**
  - Solely for new improvements, and not for existing operations and maintenance

### Enabled Bonding
- **Northern Virginia**
  - Yes

- **Hampton Roads**
  - Yes

- **I-81**
  - No

2/12/2020
## Impact of Regional Funds

<table>
<thead>
<tr>
<th>Smart Scale Projects Rd 3</th>
<th>Total Cost</th>
<th>State Smart Scale Contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>HRBT/I-64 Expansion</td>
<td>$3.6B</td>
<td>$200M</td>
</tr>
<tr>
<td>BRT Route 1 in Fairfax County</td>
<td>$545M</td>
<td>$50M</td>
</tr>
<tr>
<td>Richmond Highway Corridor Improvements (2.9 miles)</td>
<td>$372M</td>
<td>$194M</td>
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<thead>
<tr>
<th>Examples of Large Richmond District Projects that are Unfunded</th>
<th>Cost</th>
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<tr>
<td>I-64 Widening Exit 211 to 205 (to James City would cost approximately $300M) (New Kent)</td>
<td>$100M</td>
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<tr>
<td>N. Gayton Road Interchange (Henrico)</td>
<td>$90M</td>
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<tr>
<td>Powhite Extension to 360 (Chesterfield)</td>
<td>$500M plus</td>
</tr>
<tr>
<td>North/South Bus Rapid Transit (Richmond)</td>
<td>$50M plus</td>
</tr>
<tr>
<td>288 Improvements (Chesterfield, Goochland, Powhatan)</td>
<td>$100M</td>
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