



- Richmond Region Transportation Funding Opportunity

# Regional Funding Model

## 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

	Northern Virginia	Hampton Roads	I-81
Enactment	HB2313 (2014)	HB2313 (2014); HB1253/SB513 (2014)	HB2718/SB1716 (2018)
Governance Entity	Northern Virginia Transportation Authority	Hampton Roads Transportation Accountability Commission	Commonwealth Transportation Board, w/ consultation from I-81 Committee
Governance Board	17 member Authority: <ul style="list-style-type: none"> <li>- Chief elected official for counties and cities in Planning District 8 (9)</li> <li>- House of Delegates (2)</li> <li>- Senate (1)</li> <li>- Citizens appointed by Gov (2)</li> <li>- VDOT Hwys, DRPT, Chief elected official for town (3) (non-voting)</li> </ul>	23 member Commission: <ul style="list-style-type: none"> <li>- Chief elected official for 14 localities in Planning District 23 (14)</li> <li>- House of Delegates (3)</li> <li>- Senate (2)</li> <li>- CTB (1)</li> <li>- VDOT Hwys, DRPT and Port Auth (3) (Ex-officio, non-voting)</li> </ul>	CTB decisions informed by I-81 Committee that comprising 17 Members: <ul style="list-style-type: none"> <li>- Planning District Chairs for 3, 4, 6, 7 (4)</li> <li>- House of Delegates (4)</li> <li>- Senate (3)</li> <li>- CTB (3)</li> <li>- VDOT Hwys &amp; DRPT (2) (Ex-officio, non-voting)</li> </ul>
Decision-Making	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.	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.	CTB approves plans and programs, with consultation from Committee
Plan Update Schedule	<ul style="list-style-type: none"> <li>- Unconstrained Long- Range Transportation Plan</li> <li>- 6-year Transportation Program (updated bi-annually)</li> </ul>	<ul style="list-style-type: none"> <li>- Constrained Long- Range Transportation Plan</li> <li>- 6-year Transportation Program (updated annually)</li> </ul>	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
Staffing	Authority	Commission. HRTPO, VDOT, and DRPT shall provide administrative and technical support to HTAC.	CTB/VDOT

# Virginia Regional Funding Programs

	Northern Virginia	Hampton Roads	I-81
Funding Sources	<ul style="list-style-type: none"> <li>- 0.70% sales &amp; use tax in Planning District</li> <li>- 2.0% transient occupancy tax</li> <li>- Fee on grantors of real property equal to \$0.15 per \$100 of the value of the real property sold</li> </ul>	<ul style="list-style-type: none"> <li>- 0.70% sales &amp; use tax in Planning District</li> <li>- 2.1% regional fuels tax</li> </ul>	<ul style="list-style-type: none"> <li>- I-81 pro-rata share of statewide truck registration fees</li> <li>- I-81 pro-rata share of statewide diesel &amp; road taxes (fully implemented in FY2022)</li> <li>- 2.1% regional fuels tax in I-81 Corridor</li> </ul>
Revenue Generated	<p><b>\$265M revenue generation in FY2020</b></p> <p>(2018 Metro Funding Bill allocated \$100M to Metro from NVTA revenues) FY2018-2023 program provided \$1.285B</p>	<p><b>\$200M revenue generation in FY2020</b></p> <p>FY2018-2023 program provided \$1.285B FY2019-2024 program provided \$5.06B</p>	<p><b>Estimated \$164M in FY2025</b></p> <p>(\$33M truck registration, \$69M diesel &amp; road taxes, \$62M regional fuels tax)</p>
Funding Allocation	30% to local jurisdictions on a pro-rata share 70% for regional projects	100% for regional projects allocated by HRTAC	100% to I-81 Corridor Improvement Program
Funding Limitations	Solely for new improvements, and not for existing operations and maintenance	Solely for new construction projects on new or existing roads, bridges, and tunnels	Solely for new improvements, and not for existing operations and maintenance
Enabled Bonding	Yes	Yes	No

# Virginia Regional Funding Programs

# Impact of Regional Funds

Smart Scale Projects Rd 3	Total Cost	State Smart Scale Contribution
HRBT/I-64 Expansion	\$3.6B	\$200M
BRT Route 1 in Fairfax County	\$545M	\$50M
Richmond Highway Corridor Improvements (2.9 miles)	\$372M	\$194M

	District Grant Allocation	High Priority Grant	Total Allocation for Richmond Districty
Round 3 Richmond District	\$64M	\$15M	\$79M

Examples of Large Richmond District Projects that are Unfunded	Cost
I-64 Widening Exit 211 to 205 (to James City would cost approximately \$300M) (New Kent)	\$100M
N. Gayton Road Interchange (Henrico)	\$90M
Powhite Extension to 360 (Chesterfield)	\$500M plus
North/South Bus Rapid Transit (Richmond)	\$50M plus
288 Improvements (Chesterfield, Goochland, Powhatan)	\$100M