

# Regional Transportation Authority Discussion

Presentation to FAMPO  
May 15, 2017



# Why consider additional Regional sources for Transportation Revenue?

- 1. State Smart Scale Process gives projects with leveraged funding a significant advantage in Smart Scale scoring**
  - NOVA and Hampton Roads have additional revenues from Regional Authorities that the rest of the state does not have. These regions have used this funding to receive proportionately more funding for their regions from competitive Statewide High Priority Program (HPP) funding compared to the rest of the state.
- 2. Several Unsuccessful GWRC Region Smart Scale Projects in Round 2**
  - Round 2: 6 out of 19 selected based on Version 2 Scoring - 2/13/17
  - Major unsuccessful Smart Scale projects
    - *I-95 NB Rappahannock River Crossing*
    - *Mine Rd PNR Lot expansion*
    - *Rte 610 Direct Connect Ramp*
    - *Harrison Rd Widening project (Spotsylvania)*
    - *US 301/Rte 3 Intersection Improvements (King George)*
  - State feedback that GWRC region and/or localities need to provide more leveraged funding for major projects to score better in Smart Scale.
- 3. Chamber of Commerce effort to promote Regional Transportation Authority**
  - Major Regional Transportation event scheduled for June 1<sup>st</sup>

## Round 2 Smart Scale Results: Version 2: 2/13/17

NOVA and Hampton Roads were the only two VDOT Districts to outperform their District Grant Percentage (DGP)

Percent of Statewide Competitive funding in Smart Scale.  
HPP = High Priority Program

District	DGP Percentage	DGP	HPP Percentage	HPP	Total	
					# Projects	Funding
Northern Virginia	20.9%	\$79,995,642	43.7%	\$287,625,771	21	\$367,292,726
Hampton Roads	20.0%	\$78,057,773	22.8%	\$150,334,113	24	\$222,622,181
Richmond	14.7%	\$55,749,467	13.3%	\$87,763,984	24	\$139,556,800
Salem	9.6%	\$31,577,312	6.1%	\$40,359,085	21	\$70,405,693
Staunton	7.8%	\$23,853,908	2.1%	\$14,082,888	16	\$31,227,327
Lynchburg	7.1%	\$22,658,778	1.9%	\$12,630,159	7	\$24,584,213
<b>Fredericksburg</b>	<b>6.9%</b>	<b>\$26,409,640</b>	<b>3.6%</b>	<b>\$23,528,870</b>	<b>6</b>	<b>\$44,335,525</b>
Bristol	6.8%	\$20,740,250	0.0%	\$0	8	\$18,014,000
Culpeper	6.3%	\$19,859,926	5.6%	\$36,670,555	9	\$50,820,555
Total	100.0%	\$358,902,696	100.0%	\$658,770,674	136	\$968,859,020

# Some Potential Sources for Additional Transportation Revenues

- 1. Legislatively Updating 1986 District Grant Formula for Smart Scale (SS) to be less focused on City/Town population within the District**
  - Assuming \$500 Million in Statewide District Grant funding, this could generate an additional \$5 Million per Smart Scale Cycle for Fredericksburg District. Would increase Fredericksburg District grant from about \$35 to \$40 Million.
  - Estimated additional revenue: \$70 Million between 2018 and 2045 (Assuming Bi-Annual SS Cycles)
  
- 2. Regional Motor Fuels Tax Floor (VRE Gas Tax Floor in FAMPO/NOVA Regions)**
  - Could generate an additional \$5.5 Million per year for FAMPO Jurisdictions
  - Estimated additional revenue: \$158 Million between 2018 and 2045
  
- 3. Creating a Regional Transportation Authority**
  - Could generate an additional \$35 Million per year (2018\$ for all of GWRC based on NVTA model)
  - Estimated additional revenue: \$1.3 Billion between 2019 and 2045 (all of GWRC based on NVTA model)
  - Authority can be created for two or more adjacent GWRC jurisdictions

# Lost Revenue From VRE Gas Tax Not Having a Floor

## Lost Revenue for 2015 & 2016

- **FAMPO: \$11 Million**
- **City: \$1.9 Million**
- **Stafford: \$3.9 Million**
- **Spotsylvania: \$5.1 Million**

## Projected Lost Revenue for 2017 to 2045

- **FAMPO: \$158 Million**
- **City: \$27 Million**
- **Stafford: \$57 Million**
- **Spotsylvania: \$74 Million**

Jurisdiction	Fiscal Year 2015		Fiscal Year 2016		Total Lost Revenue	Projected Lost Revenue Estimate: 2017 to 2045
	Actual Collections	Lost Revenue Without Floor	Actual Collections	Lost Revenue Without Floor		
City of Fredericksburg	\$1,748,562	\$634,233	\$1,362,101	\$1,243,457	\$1,877,690	\$27,227,000
Spotsylvania County	\$5,004,828	\$1,852,383	\$3,491,435	\$3,240,069	\$5,092,452	\$73,841,000
Stafford County	\$4,017,524	\$1,298,860	\$2,987,214	\$2,602,860	\$3,901,720	\$56,575,000
<b>Total FAMPO</b>	<b>\$10,770,914</b>	<b>\$3,785,476</b>	<b>\$7,840,750</b>	<b>\$7,086,386</b>	<b>\$10,871,862</b>	<b>\$157,643,000</b>

# Two Models for Authorities in Virginia: Hampton Road and NOVA

## 1. Hampton Roads: HRTAC

- Regional authority created for PDC 23 in 2013 (HB 2313). Revenue collected deposited in the Hampton Roads Transportation Fund (HRTF)
- HRTAC created in 2014 to manage HRTF (HB 1253/ SB 513)
- 19 Voting Members: 10 Cities, 4 Counties, 5 Virginia General Assembly members
  - For motions to carry, need 2/3rds of Votes representing 2/3rds of region's population
- Generates about \$178 Million/year for 2018
  - Extra regional sales tax of 0.7% (6% Sales Tax in HRTAC area)
  - 2.1% Regional Motor Fuels Tax (No Gas Tax Floor)
- Funds Regional Project Needs only (7 existing projects; 5 Future projects)
  - I-64 Widening Projects (3)
  - I-64/I-264 Interchange Projects (2)
  - High Rise Bridge Project
  - Hampton Roads Bridge Crossing Study

# Two Models for Authorities in Virginia

## 2. Northern Virginia: NVTA

- Regional authority for PDC 8 created in 2013 (HB 2313)
- NVTA originally created in 2002 (SB 576)
- 22 Voting Members: 17 Localities, 3 Virginia General Assembly members, 2 Governor (CTB)
  - For motions to carry, generally need 2/3rds of Total votes, 2/3rds of Locality votes, and votes representing 2/3rds of region's population
- Generates about \$327 Million/year (FY-2018)
  - Extra regional sales tax of 0.7% (6% Sales Tax in NVTA area)
  - Grantors Tax (\$0.15/\$100)
  - Transient Occupancy Tax (2%)
- Allocates funding in two categories:
  - Regional Projects = 70% (Subject to HB 599 Prioritization Process)
  - Local Projects = 30%
- NVTA funding can generally only be used for capacity expansion projects
- Regional projects can only be considered for funding by NVTA if in TransAction 2040 Plan

# Estimated Revenue from a Regional Transportation Authority Modeled on the Northern Virginia Example

## Estimated Revenue

- Based on NVTA Model for all of GWRC
- About \$35 Million/year in 2018
- About \$224 Million for new SYIP FY 18-23
- About \$1.3 Billion for 2019 to 2045 period

Estimated George Washington Regional Commission Additional Transportation Revenues (Millions of Dollars)								
Policy based on NVTA Authority	2017	2018	2019	2020	2021	2022	2023	FY 18-23 Total
0.7% Regional Sales Tax	\$25.20	\$28.70	\$29.70	\$30.80	\$31.80	\$32.66	\$33.54	\$187.20
Grantors Tax (\$0.15/\$100)	\$4.20	\$4.20	\$4.20	\$4.20	\$4.20	\$4.20	\$4.20	\$25.20
Transient Occupancy Tax 2%	\$1.60	\$1.90	\$1.90	\$2.00	\$2.00	\$2.00	\$2.00	\$11.80
<b>Total New Local Revenue GWRC</b>	<b>\$31.00</b>	<b>\$34.80</b>	<b>\$35.80</b>	<b>\$37.00</b>	<b>\$38.00</b>	<b>\$38.86</b>	<b>\$39.74</b>	<b>\$224.20</b>



# What could be done with extra Transportation Revenue?

## 1. Use Additional Revenue as Leverage in Smart Scale

## 2. Help get Regional Priority Projects funded:

- I-95 NB Rappahannock River Crossing
- I-95 Rappahannock River Crossing improvements dropped due to funding constraints
  - *Exit 130 flyover ramp from EB Rte 3 to NB I-95*
  - *Exit 133 Improvements*
  - *I-95 SB 4<sup>th</sup> Lane Southern Tail to Mpt 128*
  - *I-95 NB 4<sup>th</sup> Lane Northern Tail to Exit 136*
- I-95 4<sup>th</sup> Lane in Stafford County: Exit 148 to Exit 133
- I-95 4<sup>th</sup> Lane in Spotsylvania County: Exit 130 to Exit 126
- Exit 143 Interchange Improvements (Cut from Express Lane projects)
- Interchange Improvements: Exit 126, Exit 118, Exit 110, & Exit 104
- New Exit 128 Interchange at Harrison Rd
- US 301/Rte 3 Intersection Improvements
- Funding for US 301/207 Study Recommended Improvements
- Funding for PNR Lot Improvements
- Funding for VRE/Transit Improvements

## 3. Help get Local District Grant Projects funded in Smart Scale

# Questions?

