Regional Transportation Authority (RTA) Discussion

Presentation to GWRC
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 1st
### 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).

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

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

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Fiscal Year 2015</th>
<th>Fiscal Year 2016</th>
<th>Projected Lost Revenue Estimate: 2017 to 2045</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Actual Collections</td>
<td>Lost Revenue Without Floor</td>
<td>Actual Collections</td>
</tr>
<tr>
<td>City of Fredericksburg</td>
<td>$1,748,562</td>
<td>$634,233</td>
<td>$1,362,101</td>
</tr>
<tr>
<td>Spotsylvania County</td>
<td>$5,004,828</td>
<td>$1,852,383</td>
<td>$3,491,435</td>
</tr>
<tr>
<td>Stafford County</td>
<td>$4,017,524</td>
<td>$1,298,860</td>
<td>$2,987,214</td>
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<tr>
<td>Total FAMPO</td>
<td>$10,770,914</td>
<td>$3,785,476</td>
<td>$7,840,750</td>
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</table>
# Estimated Revenue from a Regional Transportation Authority

## 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

<table>
<thead>
<tr>
<th>Policy Based on NVTA Authority</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>FY 18-23 Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>0.7% Regional Sales Tax</td>
<td>$25.20</td>
<td>$28.70</td>
<td>$29.70</td>
<td>$30.80</td>
<td>$31.80</td>
<td>$32.66</td>
<td>$33.54</td>
<td>$187.20</td>
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<tr>
<td>Grantors Tax ($0.15/$100)</td>
<td>$4.20</td>
<td>$4.20</td>
<td>$4.20</td>
<td>$4.20</td>
<td>$4.20</td>
<td>$4.20</td>
<td>$4.20</td>
<td>$25.20</td>
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<tr>
<td>Transient Occupancy Tax 2%</td>
<td>$1.60</td>
<td>$1.90</td>
<td>$1.90</td>
<td>$2.00</td>
<td>$2.00</td>
<td>$2.00</td>
<td>$2.00</td>
<td>$11.80</td>
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<tr>
<td>Total New Local Revenue GWRC</td>
<td>$31.00</td>
<td>$34.80</td>
<td>$35.80</td>
<td>$37.00</td>
<td>$38.00</td>
<td>$38.86</td>
<td>$39.74</td>
<td>$224.20</td>
</tr>
</tbody>
</table>
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 4th Lane Southern Tail to Mpt 128
     - I-95 NB 4th Lane Northern Tail to Exit 136
   - I-95 4th Lane in Stafford County: Exit 148 to Exit 133
   - I-95 4th 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
   - 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?