



# Fiscal Year 2015 Annual Report to the Joint Commission on Transportation Accountability Relating to the Hampton Roads Transportation Fund

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## Executive Summary

Item 1 of Chapter 665 of the 2015 Session included the requirement that the Joint Commission on Transportation Accountability (JCTA) shall regularly review, and provide oversight of the usage of funding generated pursuant to the provisions of HB 2313 (2013 Session of the General Assembly). To meet this requirement, the Hampton Roads Transportation Accountability Commission (HRTAC) and the Virginia Department of Transportation (VDOT) have prepared this report to inform the JCTA on the uses of the Hampton Roads Transportation Fund (HRTF) for Fiscal Year 2015.

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## Background

On April 3, 2013, the Governor’s substitute for House Bill 2313 (HB 2313) was adopted by the Virginia General Assembly. Based on criteria set forth in HB 2313, several new taxes dedicated to transportation were imposed in Planning District 23, (located in Hampton Roads), thereby providing permanent, annual sources of revenue dedicated to transportation projects to reduce congestion in the region. These new revenue sources became effective on July 1, 2013 (FY 2014), with the new taxes being imposed in the localities comprising Planning District 23: the Counties of Isle of Wight, James City, Southampton, and York and the Cities of Chesapeake, Franklin, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg. The legislation established the Hampton Roads Transportation Fund (HRTF) which is funded with the new taxes imposed in Planning District 23. Pursuant to HB 2313, the Hampton Roads Transportation Planning Organization (HRTPO) was given authority over use of funds in the HRTF.

During the 2014 General Assembly Session, the Hampton Roads Transportation Accountability Commission (HRTAC) was created to administer the funding in the HRTF. House Bill 1253 and Senate Bill 513, (Chapters 678 and 545 respectively), created HRTAC as a political subdivision of the Commonwealth to procure, finance, build, and operate critical projects in the region. The Commission has 23 Members, consisting of the chief elected officers of the governing bodies of the 14 localities in Planning District 23, two members of the Virginia Senate, three members of the House of Delegates, and four nonvoting ex officio members (Commissioner of Highways, Director of Rail and Public Transportation, Executive Director of the Virginia Port Authority, and a member of the Commonwealth Transportation Board). HRTAC was authorized to issue bonds and use the revenue generated by HB2313 in Planning District 23 to, among other things, support the debt service. HRTAC would not replace the planning functions that are provided by the HRTPO. The new commission will utilize the HRTPO prioritized projects as its program of projects. The authority of the funding for the HRTF transitioned on July 1, 2014 to the HRTAC from the HRTPO.

## Revenue Collections

### Sources

#### Retail Sales and Use Tax

A new additional state Retail Sales and Use Tax was imposed in Planning District 23 at the rate of 0.7 percent and dedicated to the HRTF. Accordingly, the total rate of the state and local Retail Sales and Use Tax became 6 percent in localities that fall within the District (4.3 percent state, 0.7 percent regional, and 1 percent local).

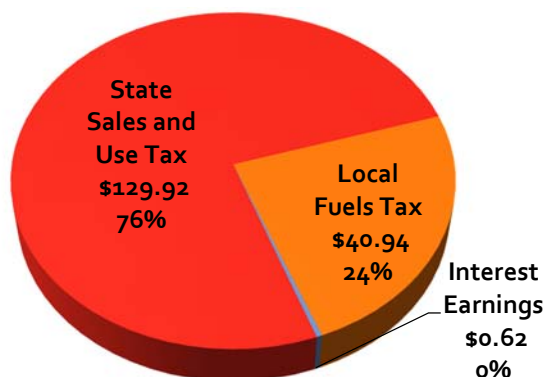
#### Local Fuels Tax

In Planning District 23, an additional fuels tax was added at the wholesale level of 2.1 percent. These funds were also dedicated to the HRTF.

#### Total Collections

Revenue collected and interest earned in FY 2015 totaled \$171.5 million.

**FY 2015 Revenue Collections**  
(in millions)





HRTAC completed the organizational and administrative tasks necessary to receive the funding collected from VDOT during FY 2015. In May 2015, VDOT transferred all funding collected to date net of project expenditures. Through June 30, 2015, HRTAC incurred the following administrative expenditures:

Description	Amount
Legal Services	\$279,260
HRPDC/HRTPO Assistance	164,049
Insurance	\$2,813
<b>Total</b>	<b>\$446,122</b>

Year-end cash balances of the HRTAC totaled \$293.5 million in both operating and investment accounts. Beginning in June 2015, monthly revenue collections from the previous accounting period are transferred to HRTAC by VDOT.

## Allocations

The HRTPO approved an allocation of \$44 million from the HRTF for the I-64 Capacity Improvements, Segment I in January 2014. Additional projects have funding allocated during FY 2015 for partial funding to support project advancement by the HRTAC. Project details through June 30, 2015 are provided below.

### PAY-AS-YOU-GO PROJECT ALLOCATIONS TO DATE

	HRTF Allocations	Total Project Estimate	Total Allocations	HRTF Expenditures to Date (Billed to HRTAC)	Total Expenditures to Date
<b>I-64 Capacity Improvements – Segment I</b>					
<b>Project 104905</b>					
<ul style="list-style-type: none"> <li>Median widening from 4 to 6 lanes from Jefferson Ave/Rte 123 (Exit 255) to Yorktown Rd/Rte 238 (Exit 247)</li> <li>Adding 12' median shoulders</li> <li>Design-Build</li> </ul>	\$44,000,000	\$144,000,000	\$144,000,000	\$1,544,502.42	\$4,666,492.52
<b>I-264 Interchange Improvements</b>					
<b>Projects 57048 and 17630</b>					
<ul style="list-style-type: none"> <li>Adding a second exit lane on I-64 WB</li> <li>Widening the off-ramp from I-64 WB to I-264 EB</li> <li>Adding a new 2-lane Collector-Distributor (C-D) roadway from I-64 to the Witchduck Rd Interchange</li> </ul>	Segment I (57048): 15,071,063	153,709,251	20,118,763	-	4,887,709.89
<ul style="list-style-type: none"> <li>Reconfiguring Newtown Rd and Witchduck Rd Interchanges south of I-264</li> <li>Adding new overpass that connects Greenwich Rd and Cleveland St</li> <li>Segment I (UPC 57048) – I-64 WB to I-264 EB just before Newtown Rd Interchange</li> <li>Segment II (UPC 17630) - I-264 EB from Newtown Rd to Witchduck Interchanges</li> </ul>	Segment II (17630): 54,592,576	190,031,747	66,195,476	-	7,877,546.05
<b>I-64 Capacity Improvements, Segment II</b>					
<b>Project 106665</b>					
<ul style="list-style-type: none"> <li>Median widening from 4 to 6 lanes from Yorktown Rd/Rte 238 (Exit 247) to Humelsine Pkwy/Rte 199 (Exit 242)</li> <li>Reconstruct Existing Pavement</li> <li>Adding 12-foot median shoulders</li> <li>Design-Build</li> </ul>	PE Only: 6,000,000	213,592,853	213,592,853	-	65.25
<b>I-64 Southside Widening including the High Rise Bridge</b>					
<b>Project 106692</b>					
<ul style="list-style-type: none"> <li>Widen I-64 from Exit 291 (I-464) to Exit 299 (I-64/I-264/I-464) at Bowers Hill</li> <li>Replace High Rise Bridge</li> <li>Reconfigure the following interchanges:               <ul style="list-style-type: none"> <li>I-464 – Exit 291</li> <li>Route 17 (George Washington Hwy) – Exit 297</li> <li>Route 13 (Military Hwy) – Exit 297</li> </ul> </li> </ul>	PE Only: 20,000,000	20,000,000	20,000,000	-	-



	HRTF Allocations	Total Project Estimate	Total Allocations	HRTF Expenditures to Date (Billed to HRTAC)	Total Expenditures to Date
Hampton Roads Crossing Study Project 106724 Supplemental EIS	5,000,000	5,000,000	5,000,000	-	2,938.93
<b>TOTAL</b>	<b>\$144,663,639</b>	<b>\$726,333,851</b>	<b>\$468,907,092</b>	<b>\$1,544,502.42</b>	<b>\$17,434,752.64</b>