



VIRGINIA GOVERNOR'S TRANSPORTATION CONFERENCE

Joint House & Senate Transportation Committee Meeting

Hampton Roads Transportation Accountability Commission (HRTAC)
Todd M. Halacy, P.E.
Executive Director

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The General Assembly empowered localities in Hampton Roads to invest in their collective transportation future

HB2313

2013

Hampton Roads Transportation Fund (HRTF) created, establishing dedicated regional sales and fuel taxes to fund infrastructure

Funds used solely for new construction projects on new or existing highways, bridges, and tunnels

Priority to projects expected to provide the greatest impact on reducing congestion for the greatest number of residents

HRTAC

- Manages HRTF monies
- Issues supporting debt
- Manages federal credit programs (TIFIA)

HB1253

2014

HRTAC created to manage and allocate HRTF monies and to develop and deliver high-priority regional projects

HB1726 | SB1038

2020

Hampton Roads Regional Transit Fund (HRRTF) created, expanding HRTAC's remit to include public transit; HRTAC also authorized to manage, operate, and collect tolls on Interstate 64

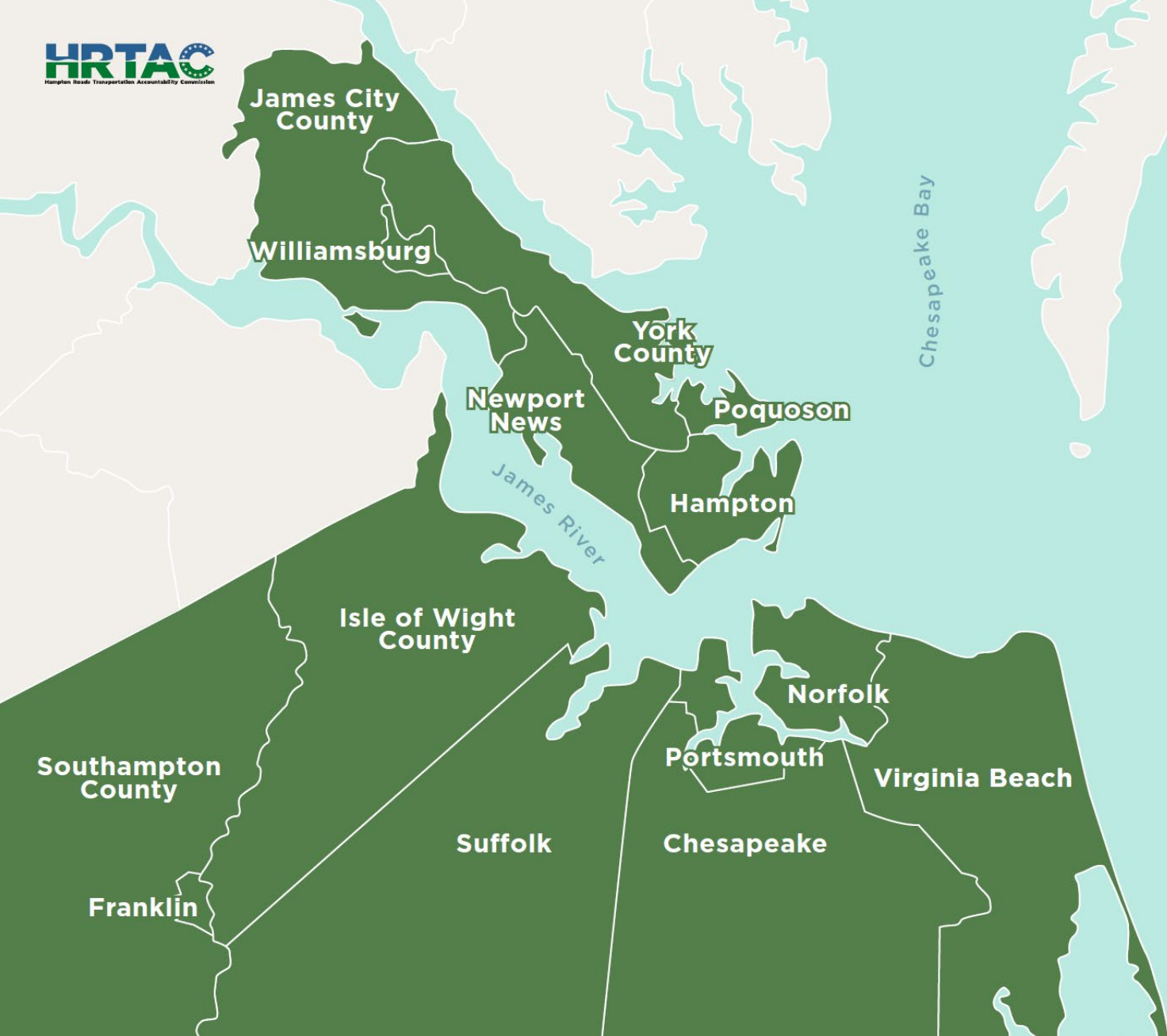
Funds must be used to develop, maintain, and improve a core connected network of regional transit routes, infrastructure, rolling stock, and support facilities

HRRTF dollars cannot be used to supplant existing local, state, or federal transit revenues

HRTAC

- Manages HRRTF monies and toll revenues
- Operates and maintains the Hampton Roads Express Lanes Network

Enabling legislation allows HRTAC to procure, finance, build and operate highway, bridge, tunnel, rail and transit projects.



23 Board Members made up of:

10 Independent Cities

4 Regional Counties

5 General Assembly Members

2 Senators

3 Delegates

4 Non-Voting Ex-Officio Members

Virginia Department of Transportation

Commonwealth Transportation Board

Department of Rail and Public Transit

Virginia Port Authority

HRTAC's Revenue Sources



Hampton Roads Transportation Fund (HRTF)

Additional sales and use tax

- Rate of 0.7%

Additional regional fuels tax

- 2025-2026 rate of 9.3 cents per gallon on gasoline (and 9.4 cents per gallon on diesel)*

**Subject to annual adjustment in accordance with the consumer price index*

- FY26 combined revenue \$277.8M



Hampton Roads Regional Transit Fund (HRRTF)

Statewide recordation tax Revenues

- Annual allocation of \$20M

Grantors Tax

- Additional 6 cents per \$100*
- Transient Occupancy Tax, Additional 1%*

**Subject to six jurisdictions served and supported by Hampton Roads Transit*

- FY26 combined revenue \$36.2M



Hampton Roads Express Lanes (HRELN)

- 45-mile Express Lane Network on I-64
- Focused on throughput
- Dynamic tolling manages demand
- HOV-2+ travels free with E-ZPass Flex
- General purpose lanes remain free
- HRTAC will exercise authority to impose and collect tolls on high-occupancy toll lanes on I-64 between Newport News and Chesapeake once the Hampton Roads Bridge-Tunnel (HRBT) Expansion Project reaches substantial completion



HRTAC-Funded Priority Projects

\$8.3B

Invested in regional infrastructure
across highway, bridge, tunnel
and transit through FY32

Approximately 35,000 jobs created during CN

Over \$4.6B in economic activity generated by
HRBT Expansion alone

19 military installations benefitted

Support Ingress/Egress for Port of Virginia



I-64
Peninsula
Widening



HBRT
Breakthrough



I-64/I-264
Interchange
Improvements

Transportation Fund Projects (HRTF)

\$7.8B invested to projects through FY2032

\$5.8B under agreement

\$4.4B expended, including over \$1.1B in completed projects

Transit Fund Projects (HRRTF)

\$469.5M invested to projects,
maintenance, and operations
through FY2032

\$274M under agreement

\$125.8M expended, including
over \$40M in completed projects



A Planned, 45-Mile Managed Lane Network

Benefits to Express Lanes

- Maximizes capacity in constrained highway corridors
- Helps businesses more efficiently move people and goods
- Supports first responders, regional emergency, evacuation, or national security needs
- Buses and HOV-2+ ride for free, incentivizing multimodal travel

Management Approach

- Objective is to maximize throughput, keeping toll rates as low as possible to encourage usage
- Toll revenue dedicated to operations, maintenance, and debt service
- Revenue stays in Hampton Roads, unlike other managed lanes in Virginia

Rules of the Road

- Express Lanes provide a new travel option for motorists
- General-purpose lanes remain free and open to all vehicles without restriction
- E-ZPass required for all Express Lanes motorists
- HOV-2 vehicles need an E-ZPass Flex set to HOV ON



Looking Ahead: 2050 Long-Range Finance Plan



Transportation Fund (HRTF)

\$12.11 Billion*

Future projects include:

I-264/Independence Blvd. Interchange Improvements

Bowers Hill Interchange Improvements

I-664 Widening



Transit Fund (HRTF)

\$1.26 Billion*

\$1.1B

Operational & Maintenance

\$162M

Capital Costs

*Includes completed, under construction, and future projects in development

Current Legislative Priorities (1 of 2)

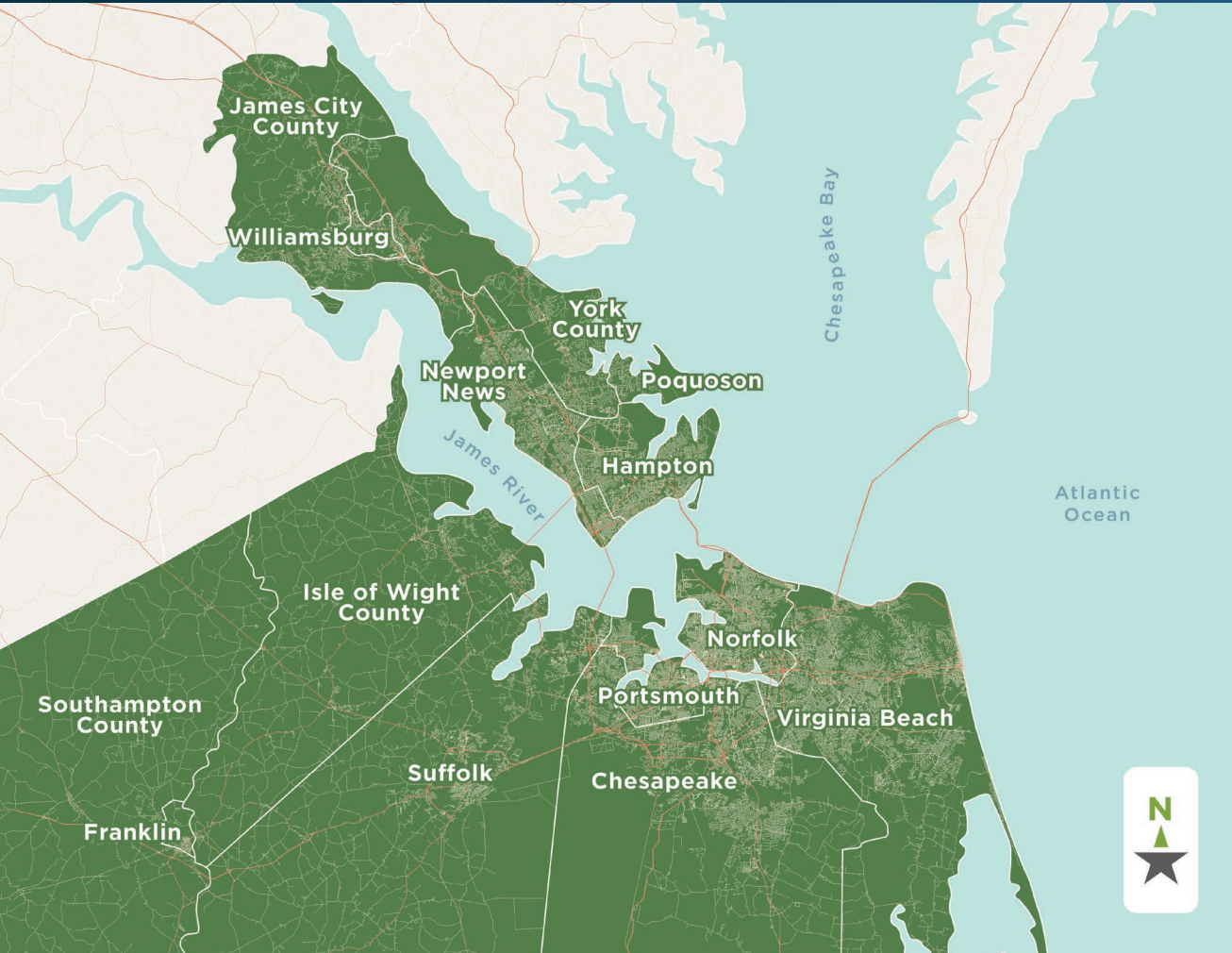


**Extend Network Toll Authority
along Interstate 664 From
I-64/I-264 (Bowers Hill) to College Drive**

Purpose: Enables HRTAC to assume management of any future Express Lanes network expansion along I-664 corridor

Legal Basis: Pursuant to Virginia Code § 33.2-2612

Current Legislative Priorities (2 of 2)



Create a Highway Corridor and Connecting Road Fund

Purpose: Provide a new, dedicated, stable and reliable source of funding for the construction, maintenance, and improvement of primary, secondary, urban, arterial, and collector roads in Planning District 23

Supported By: Additional 0.30% retail sales and use tax levied and imposed in the District (projected to generate over \$90M annually)

Thank you



*Todd M. Halacy, P.E.
Executive Director
HRTAC*



thalacy@hrtac.org



757-810-6241



HRTAC.org