The Central Virginia Transportation Authority: Moving the Richmond Region Forward

Virginia House and Senate Joint Transportation Committee

Chet Parsons, CVTA Executive Director

LEGISLATIVE PATHWAY FOR CVTA

2013 – Authorities were legitimated

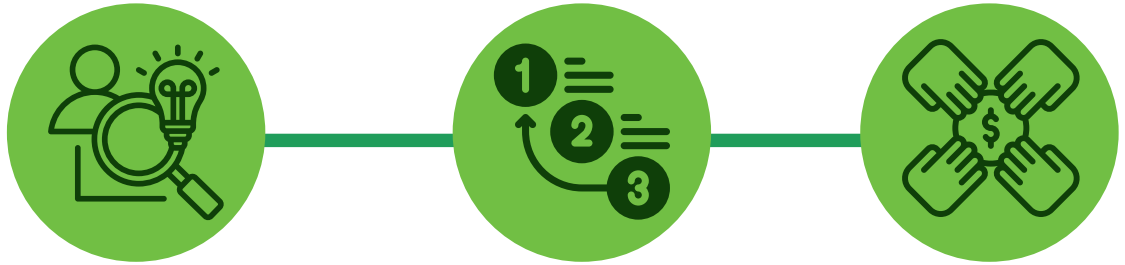
- Northern Virginia and Hampton Roads
- First authorities in Virginia
- Early legal challenges
- Local support was variable
- NVTA 70% Regional / 30% Local
- HRTAC 100% Regional and debt-oriented

2020 General Assembly

- Used HRTAC as a model
- Regional taxing authority more generally accepted
- Seen as a way to compete statewide
- Culmination of years of regional discussions
- CVTA 35% Regional / 50% Local / 15% GRTC

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How the CVTA Serves Member Localities & Residents



1 IDENTIFY

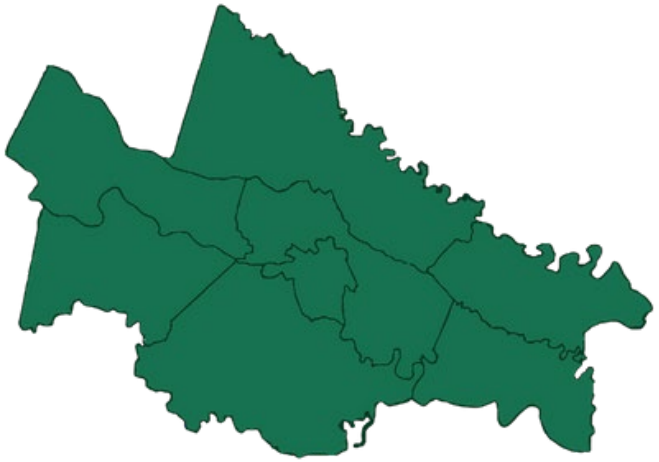
The Richmond Regional Transportation Planning Organization (RRTPO) leads transportation planning in the region by identifying priorities in collaboration with residents and interested parties.

2 PRIORITIZE

The CVTA works to collect and pool tax revenues, prioritizing projects at regional levels, based on data-driven scoring.

3 FUND

The CVTA funds transportation projects at the locality level and across the region that align with the plans developed by the RRTPO and the priorities of the Authority.



The Authority administers transportation funding generated through regional fuel and sales/use taxes.

Sales and use tax: 0.7%

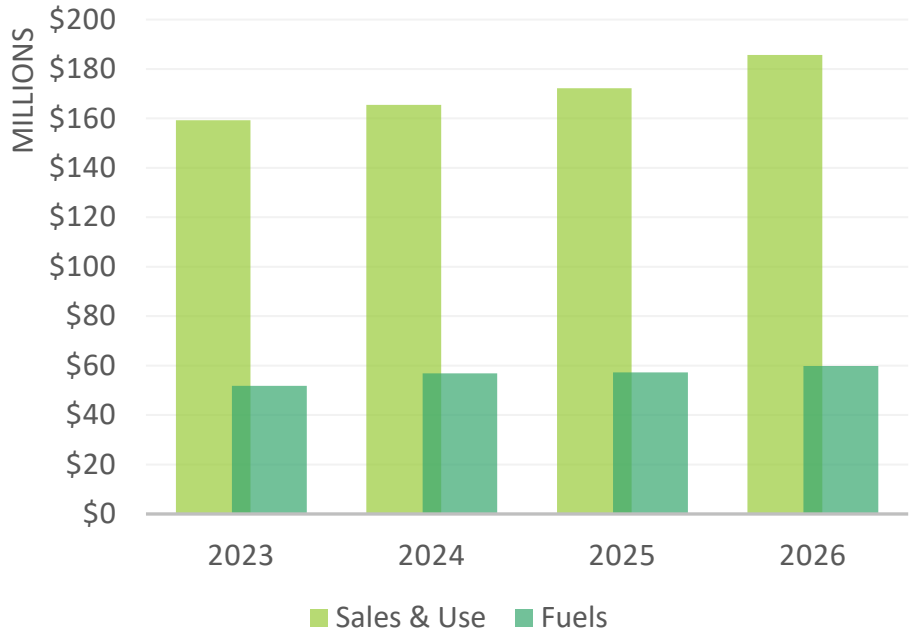
Wholesale gas tax *:
9.3 cents/gallon of gasoline
9.4 cents/gallon of diesel fuel

* Indexed for inflation

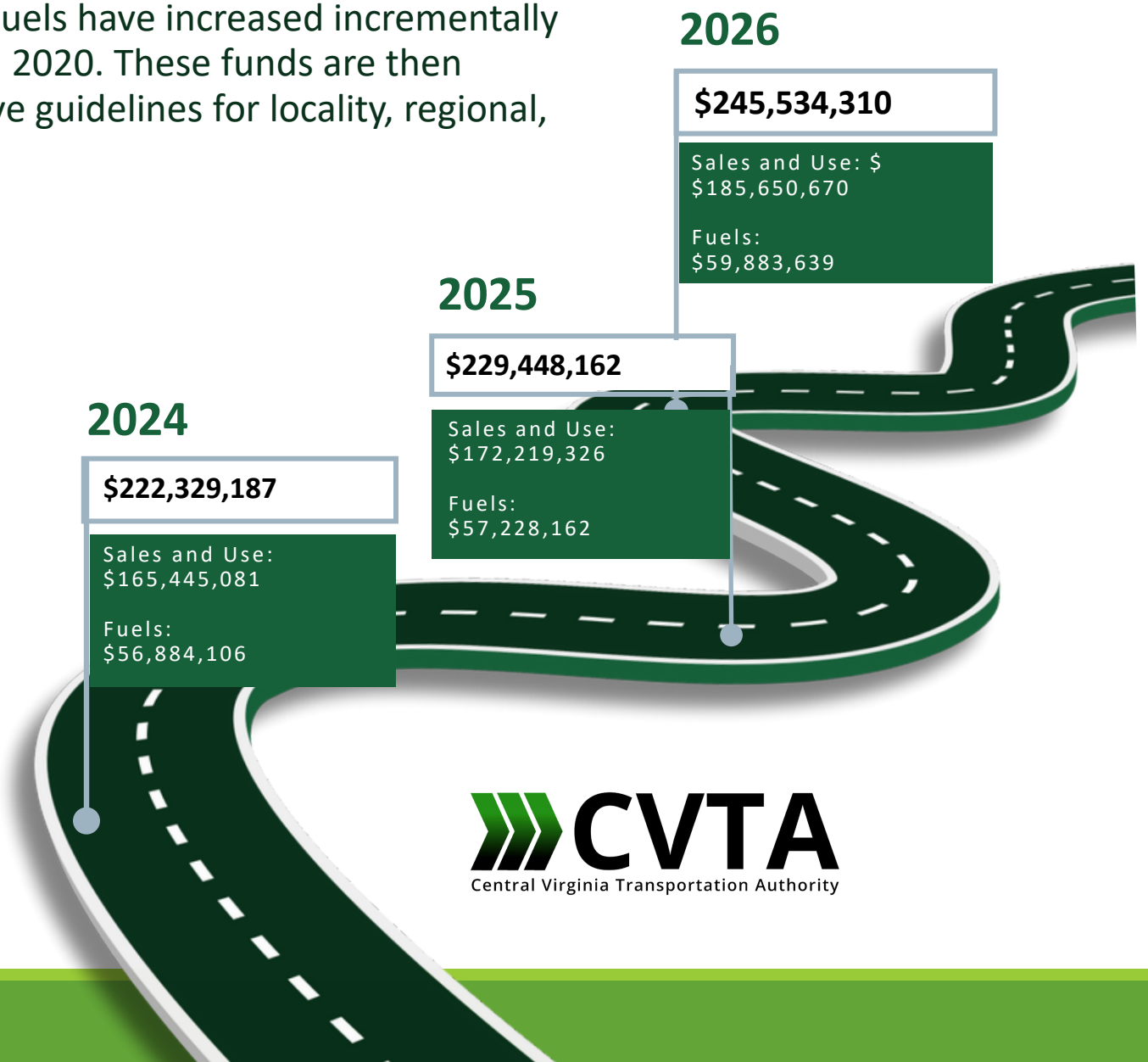
Total Receipt of Taxes

Taxes collected from Sales/Use and Fuels have increased incrementally since the creation of the Authority in 2020. These funds are then distributed according to the legislative guidelines for locality, regional, and GRTC proportional allocations.

Year over Year Taxes Collected



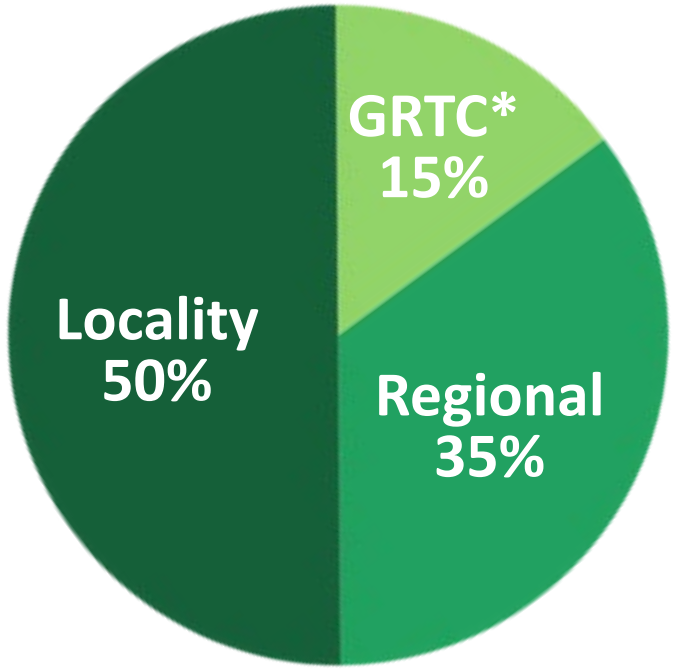
Complete financial reports from The Authority can be found at **www.cvtava.org**



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FY 2026 Tax Revenues

The Virginia legislature established the Central Virginia Transportation Authority (CVTA) through House Bill 1541 in 2020. This legislation outlined the specific allocation percentages for the tax revenue generated by the CVTA. Tax revenues for FY 2026 equal $245,534,310. The majority of that revenue is distributed as follows:



Locality: $ 122,454,040

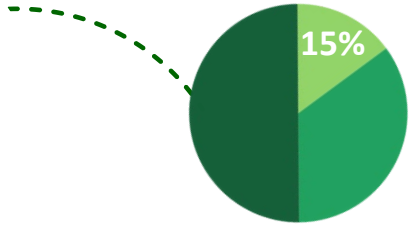
Regional: $ 85,717,833

GRTC*: $ 36,736,213

* Greater Richmond Transit Company

12 new regional projects were approved for funding in FY26 by the Authority.

GRTC Funding Commitments



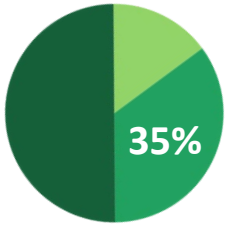
The Greater Richmond Transit Company (GRTC) received $36,736,213 in FY26 funding for transit and mobility services and other projects.

The 15% funding allocation, set by the Virginia legislature in 2020, ensures that regional transit projects are prioritized and set apart from locality or regional fund distributions, and provide more efficient and comprehensive transit options for the region.

FY26 Funding Commitment:	**$ 36,736,213**
Lifetime Funding Commitment:	**$ 187,223,388**

A significant portion of these funds was strategically invested by GRTC to ensure the sustainability of future programs and initiatives.

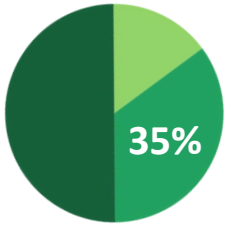


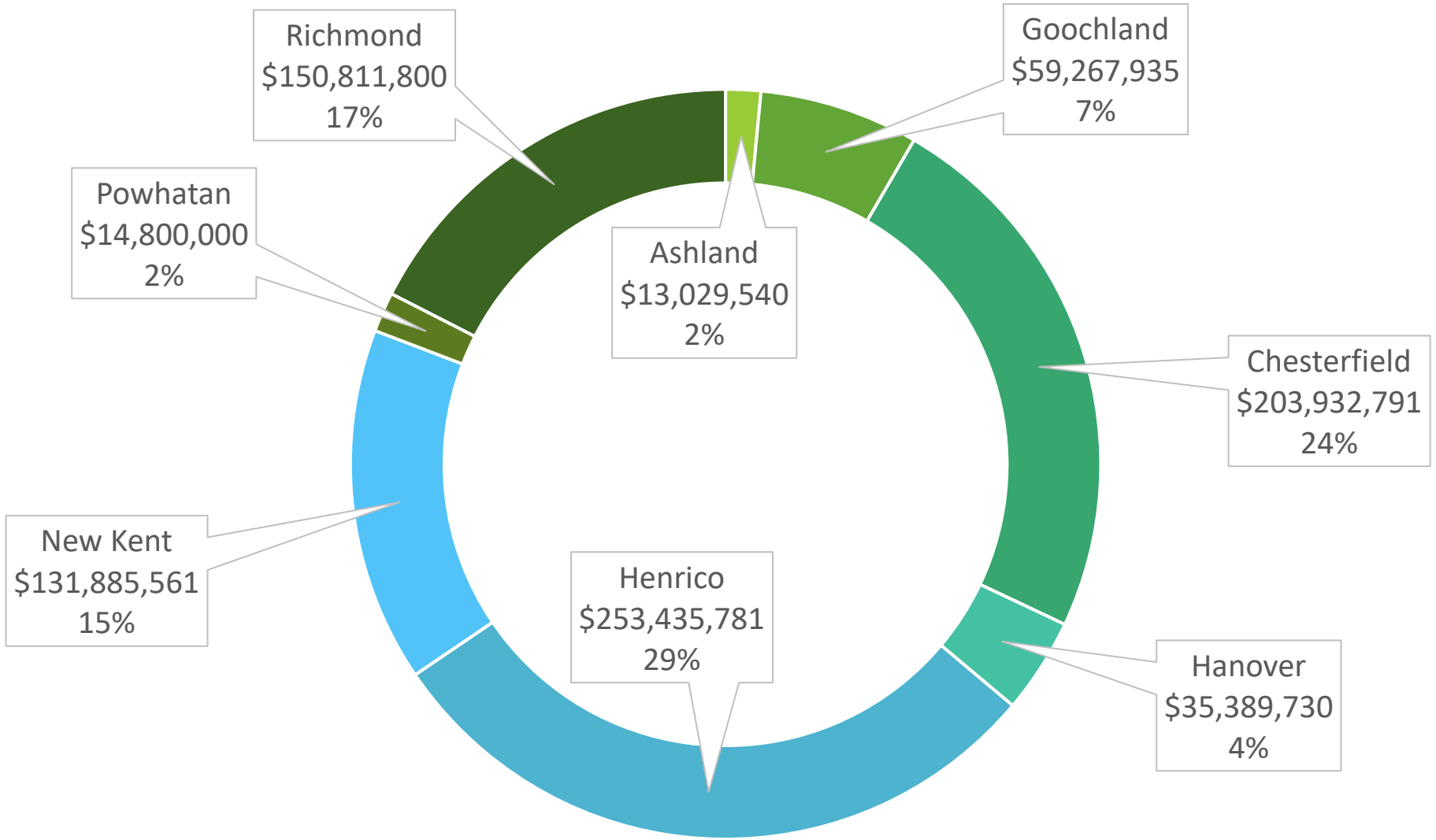


Regional Allocations

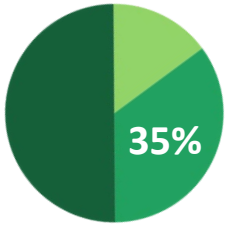
- 35% of tax revenues received
- Used for projects that are not likely to be funded otherwise due to high costs
- Highway, transit, bicycle/pedestrian, bridges, and PE
- Priority is leveraging
- Objective and quantifiable analysis that considers the benefits of projects relative to their cost
- Since 2020, **77 projects** have been supported with $862.6 million

Regionally Funded Projects by Locality, 2021 through 2032



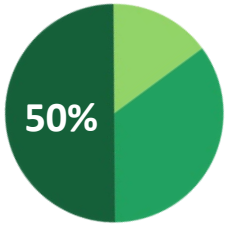


Sample Regionally Funded Projects, 2021 through 2032



Project	CVTA Allocation	Project Development Timeline
Short Pump Area Improvements	$60,000,000	2029-2031
I-64 at Ashland Rd (DDI)	$33,699,829	2025-2029
Woolridge Road (Route 288 - Old Hundred Road) Extension	$37,578,166	2027-2029
Pulse BRT Western Extension	$22,000,000	TBD
I-64 Gap	$100,000,000	2025-2029
Fall Line Trail	$119,053,758	2021-2032
Fulton Yard Layover Facility	$15,000,000	TBD

LOCAL CVTA FUNDING



$ 624,077,957 direct to localities since 2020

YEAR	2021	2022	2023	2024	2025	2026
REVENUE DISTRIBUTION	$ 68,194,730	$ 102,832,638	$ 105,240,982	$ 111,002,070	$ 114,353,498	$ 122,454,040

Total Estimate: $477.4 million
Remaining need: $195.3 million



VDOT Segments:

- **Northern Section (DB1)** from the Chickahominy River to Ashland
  - Completed Sept 2025
- **Southern Section (DB2)** from the Appomattox River to Route 10
  - Design-Build RFP released Oct 2024
  - Groundbreaking Oct 2026
  - Completion July 2028

Local Segments Funded, Underway or Complete:

- *Henrico*: Park Street, Lakeside Comm Trail 1-3, Brook/Hilliard Road Diet, Villa Park, Longdale
- *Richmond*: Bryan Park, Manchester Bridge, Commerce Ph.1
- *Chesterfield*: Route 1 (Falling Creek – Alcott, Myron – Gettings, Willis - Galena)

What's next?

- DESIGN AND CONSTRUCT COMMITTED PROJECTS
- ROUND 5 REGIONAL FUNDING – FY 2028
- BOND ISSUANCE
- TELL THE REGION'S STORY



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