



VACo Region 10 & 11
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Taxes and Transportation

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Region 2000 Local Government Council



Presented by your local Regional Commissions

Created by local governments under VA Code 15.2-4200



- Multi-jurisdictional service delivery lowering costs
- We are the table bringing stakeholders together
- Builders of consensus on community visions
- Local and regional planning services

Taxation



Increased demand in Counties for urban services

Cost per unit of County Services is often higher

- Less Density
- Transportation Costs



Pressure to increase spending, FY 13-14

- Overall expenditures for counties  3.4%
- Overall expenditures for cities up  2.8%

(Region 10 & 11 Counties and Cities, FY 13 & 14)

Education

• Expenditures by Counties  2.1%

• Expenditures by Cities  1.2%

(Cities and Counties in VACo Regions 10 & 11,
FY 13-15)

School enrollment drives state funds

- Enrollment for Counties



1.3%

- Enrollment for Cities



1.1%

(VACo Region 10 & 11 Cities and Counties, FY 13-15)

Dillion Rule – Revenue generating tools come from the State

Revenue Tools and how Counties use them:


- *Real property – 61%
- *Personal Property – 11.6%
- *Local Option Sales and Use Tax – 7.28%
- Business License - 4.6%
- Restaurant and Meals – 2.9%
- *Public Service Corporation – 2.2%

* Levied by all 95 counties and 39 cities, Percent of all Virginia Counties
Weldon Cooper Center report

Counties increasing Non Tax Revenues to meet budget

- Permits, Privilege Fees, and Regulatory Licenses
- Fines and Forfeitures
- Charges for Services
- Interest
- Rental and Sale of Property
- Miscellaneous

Counties increasing Non Tax Revenues to meet budget

• Non Tax Revenue – Counties  5.6%

• Non Tax Revenue - Cities  -3.3%

So who's raising real estate taxes for FY 16?

- Appomattox County - \$0.05
- Bedford County - \$0.02
- Floyd Co- \$0.05
- Giles Co- proposed \$0.04
- Pulaski County- \$0.05
- Roanoke City - \$0.03

Source: Regional Commissions

Transportation

How some of the Transportation monies get allocated beginning FY 17

- VTRANS 2040
- HB 2

Why it's important...

VTRANS 2040 – Multimodal Transportation Plan

Considers All Modes of Transportation

Locally proposed transportation projects must reflect:

- Corridors of Statewide Significance
- Regional Networks
- Promotion of Urban Development Areas

Will rural counties have adequate opportunity to compete with urban areas for transportation funding?

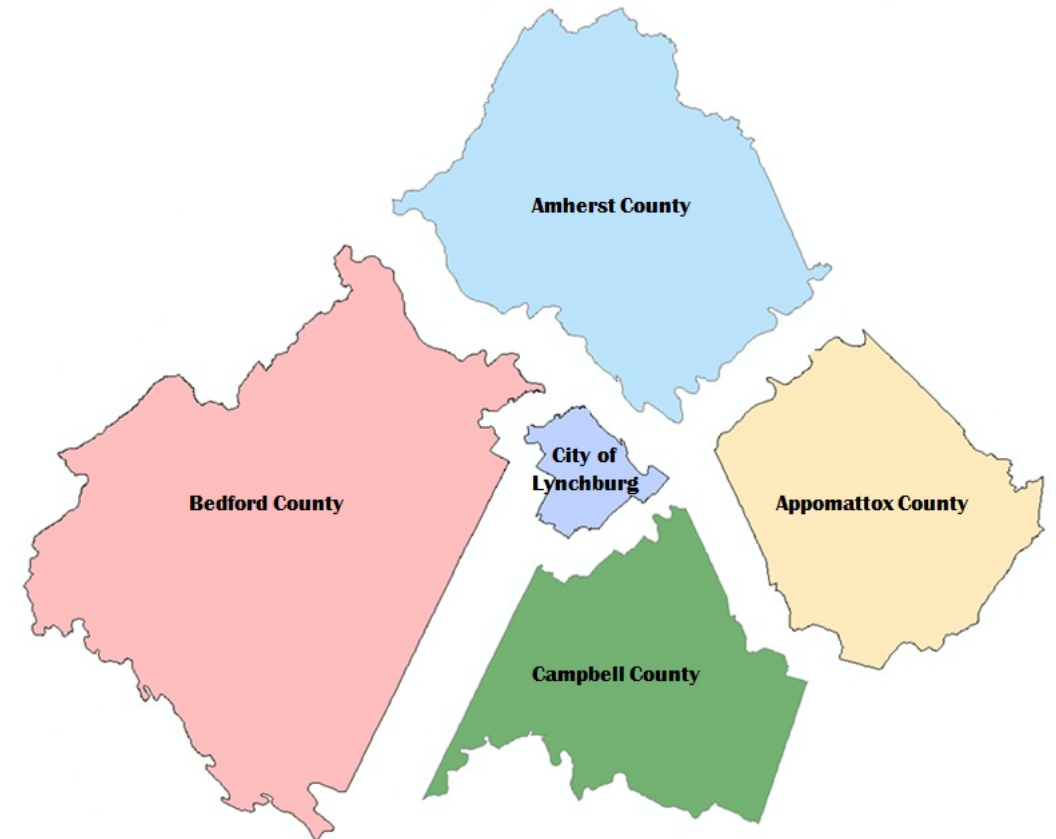
Corridor of Statewide Significance



VTRANS 2040

Regional networks

Multimodal networks that facilitate intra-regional travel within **urbanized areas**



Urban Development Area

Compact areas where jurisdictions intend to concentrate future population growth and development



**Attract and
Retain the 21st
Century Workforce**



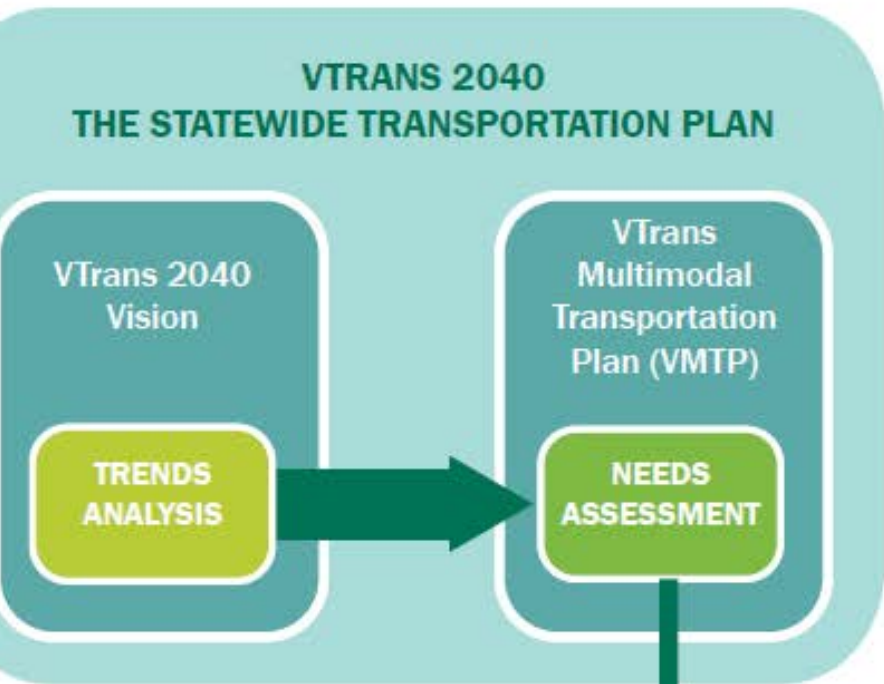
**Support Goods
Movement for
Virginia Businesses**



Priorities of VTRANS 2040

**What are the Transportation
Needs to Support these
Industries & Workforces?**



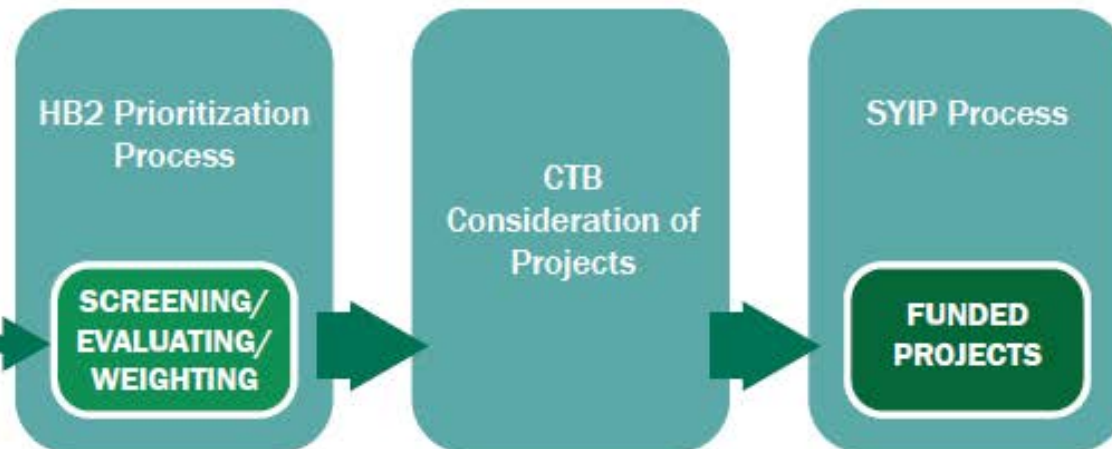


Trends Analysis helps inform the Trans2040 Vision and the Needs Assessment

Projects Screened under HB2 must be related to an identified Need under Trans2040

Note that the HB2 process only applies to certain categories of funding

Projects will be screened, evaluated and weighted by HB 2 process



Future VTRANS 2040 meetings:

- Draft Recommendations by August 1
- Two Regional Forums
 - Combined meeting of MPOs with VMTP Teams
 - Corridor of Statewide Significance, Regional Network and UDA Teams
 - May 27 in Wytheville for Roanoke & New River Valley
 - May 28 in Lynchburg for Lynchburg and Danville/West Piedmont
 - Second will be in late July
 - Will include a public meeting in the evening

Devolution of highway maintenance responsibilities

- More and more localities are turning to Revenue Sharing to get highway projects done
- Some counties have even borrowed money for highway projects (Spotsylvania)
- New layers of regional taxes in Northern VA and Hampton Roads for transportation

Discussion