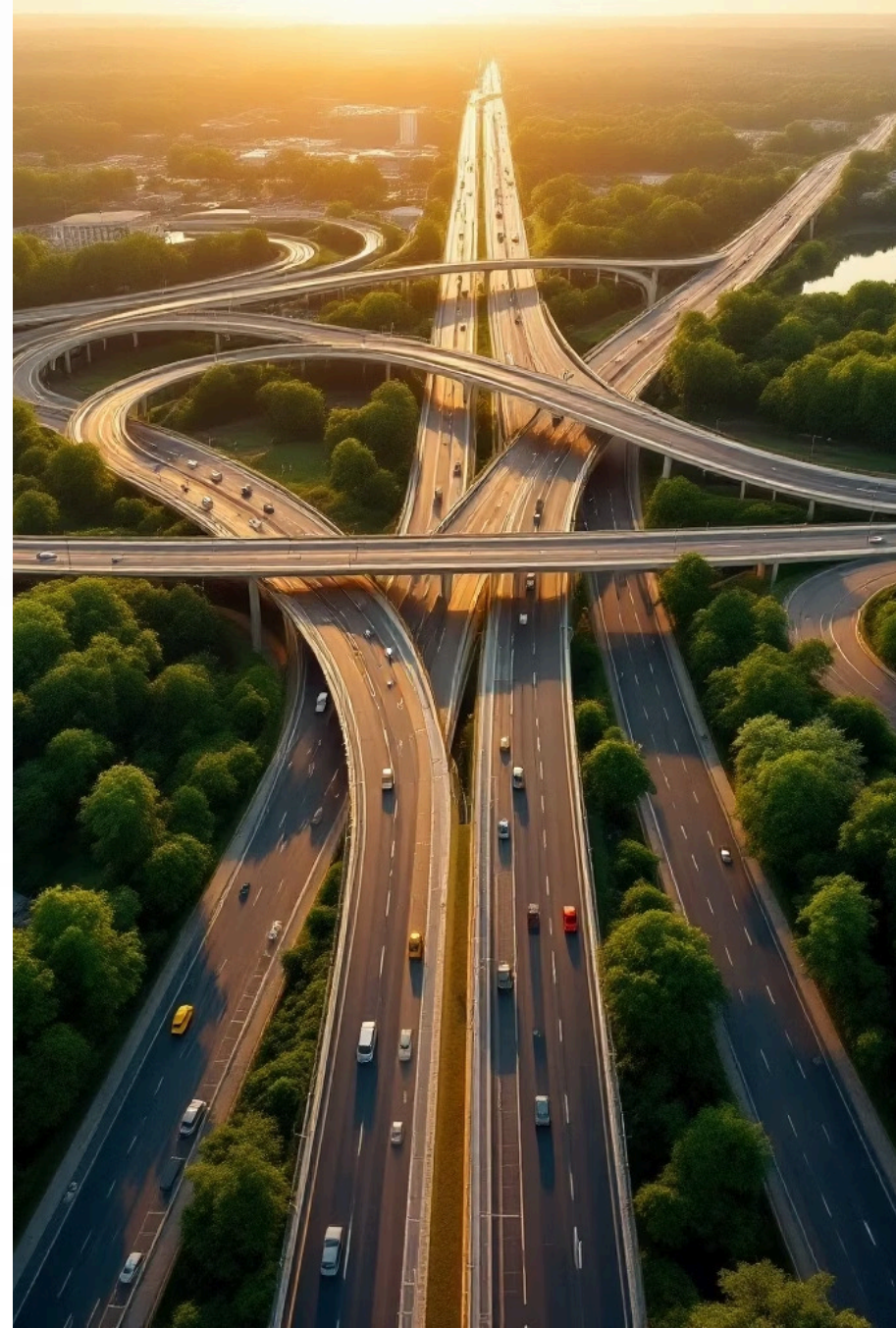


South-Central Transportation Authority

A regional transportation framework and hub for Southside Virginia and the Commonwealth



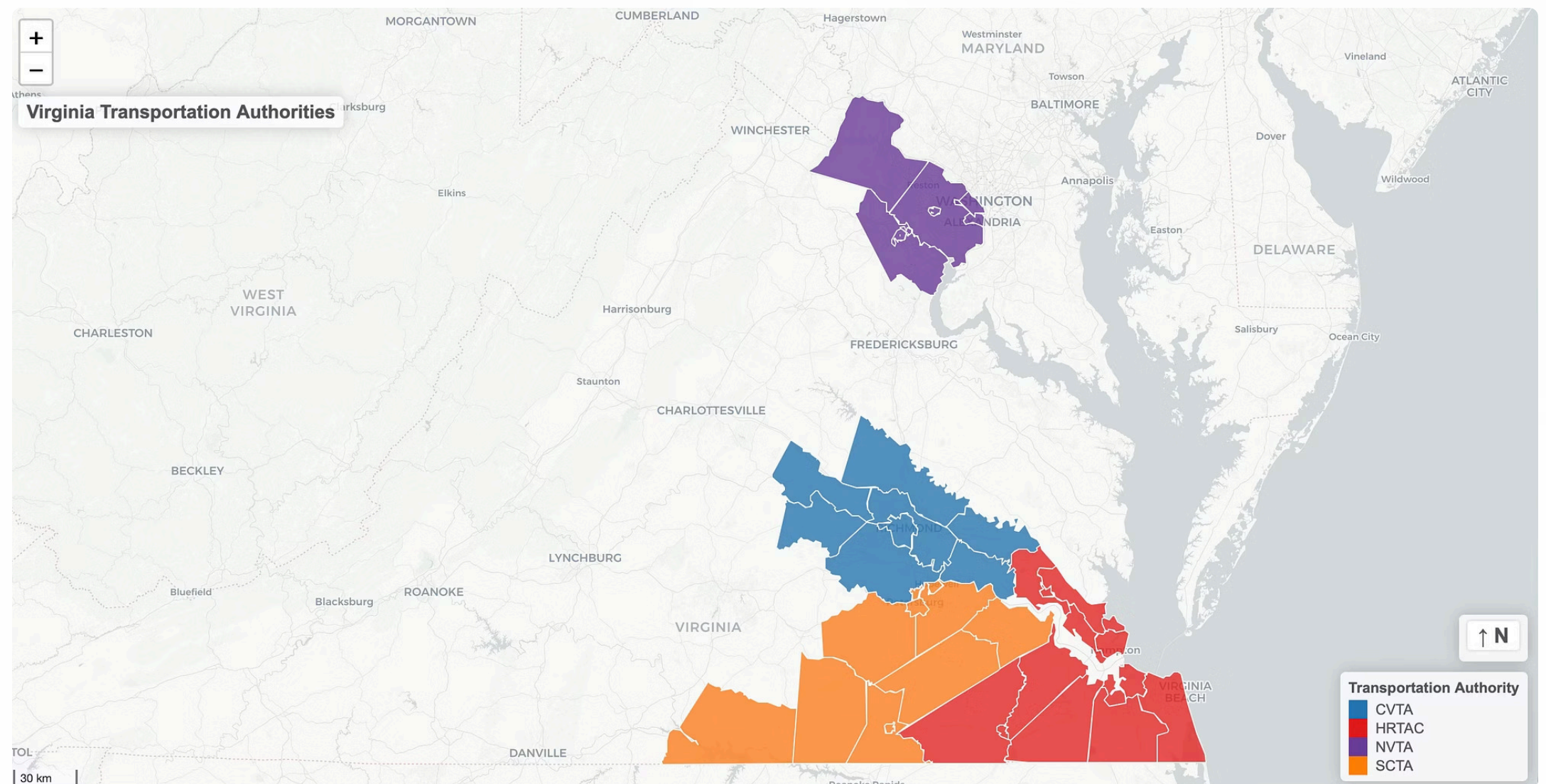
Transportation Authorities Across Virginia

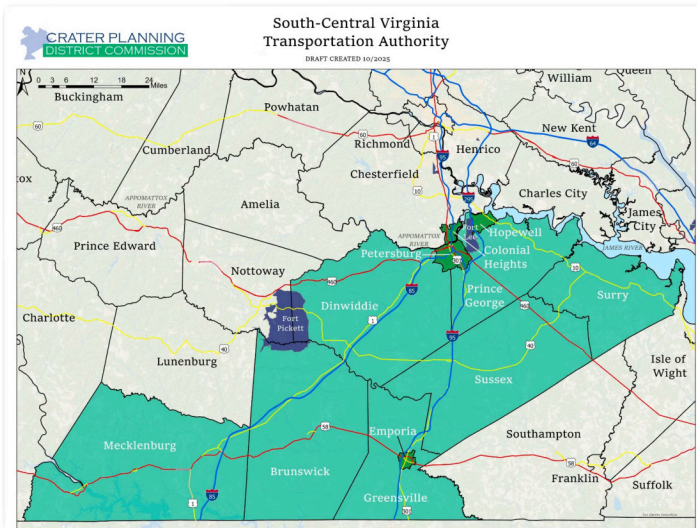
Established Virginia Transportation Authorities

- **Northern Virginia Transportation Authority (NVTA)** — Northern Virginia suburbs
- **Hampton Roads Transportation Accountability Commission (HRTAC)** — Hampton Roads region
- **Central Virginia Transportation Authority (CVTA)** — Richmond metro region

□ The South Central Transportation Authority to fund transportation projects in Virginia gateway, I-85, I-95, Rt. 58 south central Virginia region. The South Central region would then join Northern Virginia, Hampton Roads, and the Central Virginia Transportation Authority as Virginia's major areas with dedicated, regional transportation funding authority

- Gives the region transportation opportunities for project funding that may not score high under Smart Scale but are critical for economic development & community/regional connectivity





Proposed SCTA Boundaries

The South-Central Transportation Authority would serve a multi-jurisdiction footprint anchored by the Crater Planning District Commission area and extending into the broader Southside region.

Member Localities

Cities of Colonial Heights, Emporia, Hopewell, and Petersburg; **Counties** of Brunswick, Dinwiddie, Greenville, Mecklenburg, Prince George, Surry, and Sussex; **Towns** of Chase City and South Hill

Geographic Scope

Spanning the I-85, I-95, and Route 460 corridors — a critical freight and commuter network connecting Southside Virginia to Richmond, Northern Virginia, Hampton Roads, and the north/south interstate access

Why These Boundaries?

SCTA boundaries mostly align with existing PDC planning boundaries and reflect the critical nature of completing Virginia's gateway regions as well as shared infrastructure needs and regional economic interdependence.



Key Talking Points - South Central Transportation Authority

Dedicated, Stable Funding

A regional transportation authority unlocks dedicated revenue streams unavailable to individual localities, enabling long-overdue infrastructure investment across Southside Virginia.

Regional Coordination

Coordinated planning allows regional control of regional dollars, ensuring funds stay within the CPDC+ region. Also eliminates duplication, improves project delivery, and positions the region competitively for state and federal funding matches (SMART SCALE, BIL/IIJA)

Local Control Preserved

Local budgets and state allocations alone cannot keep up with growth, maintenance, and safety needs. Governance is structured to ensure each member locality retains a voice on the Board of Directors — no single jurisdiction dominates regional decision-making.

Economic Development Driver

Improved transportation infrastructure directly supports business attraction, workforce mobility, and quality of life — critical priorities for Southside's economic growth agenda. A multimodal structure - roads, transit, bike/ped. and freight.

Steps to Formation – Virginia's Newest Transportation Authority



Regional Consensus

Mar–July 2026

Local governments align on need and scope; member localities pass resolutions endorsing SCTA formation.



Governance & Legislation

July–Sept. 2026

Define governance structure, tax authority, and revenue sharing; legislative draft readied for pre-filing the 2027 General Assembly Session.



General Assembly Session

Jan.–April 2027

The bill advances through the General Assembly process.



SCTA Established

July 1, 2027

SCTA effective date; Southside Virginia gains a dedicated regional transportation authority!

Proposed SCTA Governance & Accountability

Membership/Board of Directors

- Chief elected officials of each member county.
- Chief elected officials of each city
- One member of the area delegation House of Delegates
- One member of the area delegation Senate of Virginia
- CTB Member

Ex Officio/Non-Voting Members: Director DRPT, VDOT
Commissioner, Executive Director of the Va Port Authority

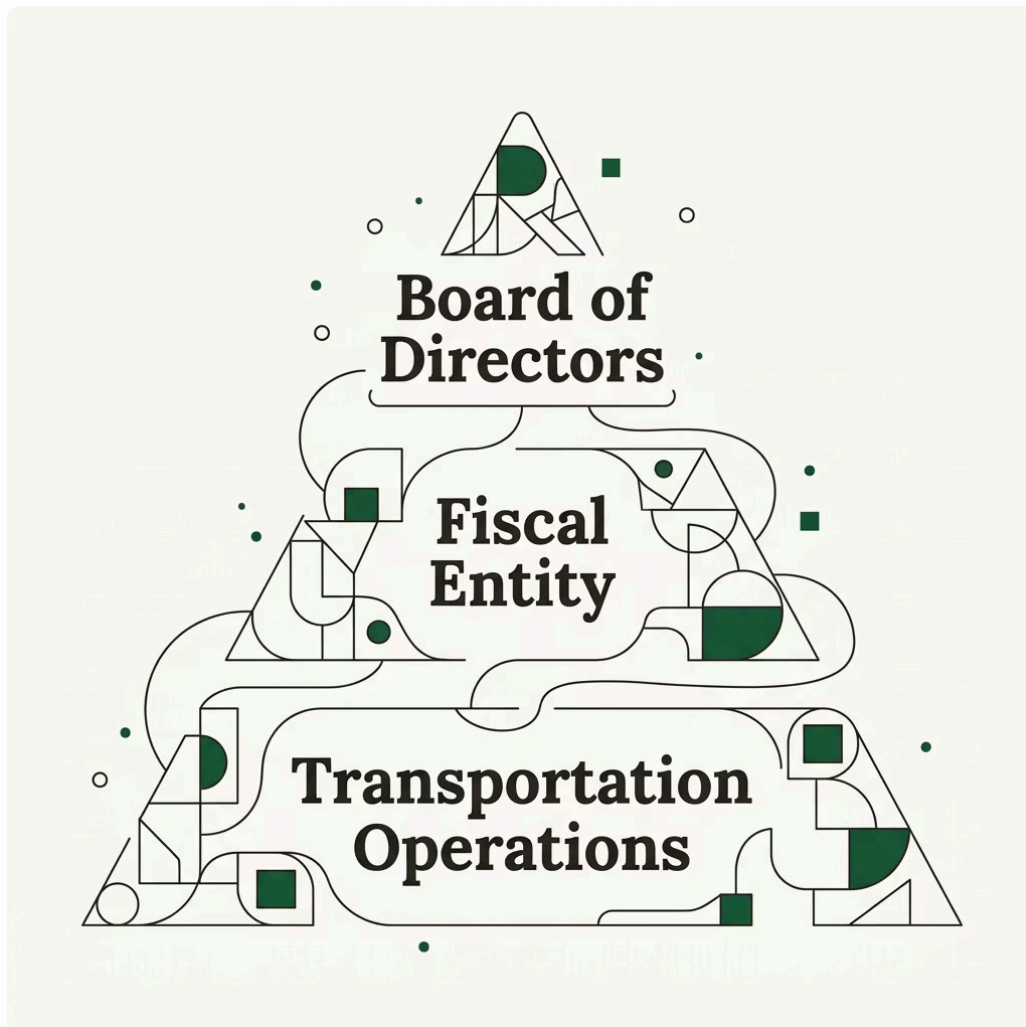
The Board sets policy, approves the capital program, and allocates regional revenues.

Fiscal Entity

Manages all SCTA funds — transparent budgeting, regular audits/compliance, project tracking.

Transportation Operations

Projects are selected through data-driven evaluation and consistent with the region's Long-Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP). Crater Planning District Commission, leveraging existing regional planning expertise and staff capacity.





SCTA - Critical for our Region's Ability to Grow

How to Relay this to Citizens

The creation of a new authority, funded with tax dollars, with the power of eminent domain and the authority to issue debt and arrange public-private partnership deals will receive broad public scrutiny from SCTA area citizens and legislators. Localities prepared to offer cost-benefits to transportation and transit projects in the area.

Funded by Tax Dollars

The authority will be funded with public tax revenue, requiring clear cost-benefit communication to residents and legislators.

Significant Legal Powers

The SCTA will hold the power of eminent domain and the authority to issue debt and arrange public-private partnership deals.

Broad Public Scrutiny

Formation will face scrutiny from SCTA area citizens and legislators; localities must be prepared to demonstrate transportation and transit project benefits.

Community Benefits

The South-Central Transportation Authority will deliver tangible advantages that directly enhance the lives of residents and foster a thriving region.



Improved Quality of Life

Reduced commute times, increased safety on roads, and better access to essential services and recreational opportunities for all residents.



Enhanced Economic Opportunity

Modernized infrastructure attracts new businesses, supports existing industries, and creates jobs, leading to greater prosperity across Southside communities.



Seamless Regional Connectivity

Upgraded road networks, potential public transit options, and improved freight corridors ensure efficient movement of people and goods across jurisdictions.

A New Era for Southside Transportation

The South-Central Transportation Authority will give Southside Virginia a powerful, locally governed tool to fund, plan, and deliver the regional transportation investments our communities deserve.

Next Step for Localities

Pass resolutions of support between **March and June 2026** to demonstrate regional consensus and regional economic development competitiveness.

Next Step for Legislators

Sponsor and champion the South Central Transportation Authority legislation in the **2027 General Assembly Session** — a generational opportunity to move Southside Virginia forward.