



it's time

virginians for better transportation



Virginia's Transportation Needs

- With the recent downturn of the economy and the elimination of the abusive driver fees, the Virginia Department of Transportation's (VDOT) budget and Six-Year Program will be reduced by approximately \$1.1 billion.
- Areas that will feel this massive reduction the most will be the Commonwealth's urban and secondary roads, which will see a decrease in funding of approximately 44 percent.
- Almost 1,800 of the Commonwealth's bridges and culverts are structurally deficient and fixing this problem carries a price tag of more than \$3.0 billion.
- Virginia faces a 20-year transportation shortfall of \$74.2 billion in unmet road needs and \$30.7 billion in unmet transit needs.
- Virginia needs investments of at least \$1 billion annually to sustain our statewide maintenance and construction programs.

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A Candidate's Guide to Virginia's Transportation Funding Crisis

The 2008 General Assembly Special Session ended July 10 with our legislators walking away without reaching a transportation funding solution.

Despite an overwhelming show of support from nearly 70 of Virginia's local governments, the business community and concerned Virginians across the state, our legislators decided that the Commonwealth's transportation funding crisis is not worth solving.

In the final days of the session there were two bills still on the floor and many Virginians were hoping that a compromise would be reached. However, those hopes quickly vanished when both the Senate Bill 6009 and House Bill 6055 were voted down and as a result Virginia will now fall further into the ever growing maintenance funding black hole.

Virginia still needs a long-term, sustainable, multi-modal transportation funding solution.

What Every Virginian Needs to Understand

Virginia has the Third Largest State-Maintained Highway System in the U.S.; However, its Gas Tax is the Ninth Lowest in the Nation.

- The Virginia Department of Transportation (VDOT) maintains 68,000 miles of roadway. Only Texas and North Carolina have larger systems. Virginia's gas tax (17.5-cents/gal.) ranks 41st of 50 and hasn't been raised since January 1, 1987. Because of this, annual inflation has eroded its purchasing power by more than 40 percent.

Travel Demand has Increased While Purchasing Power has Decreased.

- Since 1987, miles of travel have increased by 79 percent, registered vehicles by 61 percent, licensed drivers by 36 percent, and population by 30 percent, while miles of state roads have increased by only 9 percent. BUT, during the same time, the purchasing power of the transportation dollars generated by the gas tax has declined by 40 percent.

Higher Maintenance Costs Mean Shrinking Construction, Transit and Airport Dollars.

- By law, road maintenance costs take priority. In recent years, VDOT has had to pull hundreds of millions of dollars from its road construction budget to fund maintenance.

The Cost of the 2008 General Assembly's Inaction

- Northern Virginians will waste another two weeks stuck in congestion.
- Hampton Roads residents will still live with the fact that they are looking at an estimated evacuation time of more than 24 hours.
- Without additional funding, Virginia will lose its share of the Federal gas tax to other states in just a few years.
- The average Virginian will again pay more than \$900 in congestion costs.
- VDOT will eliminate or delay approximately 200 projects that were scheduled for construction.
- At a time when Virginia's roadways claimed the lives of 1,026 people last year (which was triple the Commonwealth's murder rate), we will have declining funding for safety improvements.
- Virginia will not benefit from any new rail initiatives such as high speed rail, rail service to Virginia Beach/Norfolk, expansions of the Virginia Railway Express or I-81 corridor rail improvements.
- Virginians will continue to be faced with a public transit system that is unable to meet ridership needs.

What the 2009 and Future General Assemblies Must Do.

- Authorize and dedicate new sustainable transportation dollars to address statewide needs.
- Adopt new and sustainable funding sources that allow Northern Virginia and Hampton Roads to meet their unique transportation needs.