



it's time

virginians for better transportation



Virginia's Transportation Needs

- More than 8,000 of Virginia's bridges are structurally deficient or functionally obsolete. The price tag to fix these bridges is more than \$3 billion.
- For the first time in years the commonwealth's pavement condition rating has declined and the cost to bring our interstate pavements up to standard is in excess of \$1 billion.
- The Virginia Department of Transportation's (VDOT) debt service is more than \$200 million a year. VDOT is forced to use borrowed money to match federal transportation dollars.
- Virginia faces a \$74 billion backlog through 2025 in unfunded highway transportation improvements and a \$31 billion backlog in transit improvements.
- In two years it is likely that there will be no state money for secondary road construction and unpaved roads.
- Virginia has no money to support private sector investments in Public-Private Transportation Act (PPTA) projects. That private sector money goes elsewhere.

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It's Time...

Virginians are losing nearly one full working week per year due to congestion and more than \$1,000 a year in auto repairs and lost time. Virginia has no money for new major highway corridors, transit or rail initiatives or improvements to expand ports and airports.

What Every Virginian Needs to Understand

Virginia's last significant increase in transportation funding took place in 1986, and as a result, the commonwealth has to fund its increasingly outdated transportation system at funding levels that were established more than 20 years ago. Due to inflation the "buying power" of these dollars has been reduced by more than 50 percent.

At the same time our population, miles traveled on Virginia roadways and the cost of building transportation projects is increasing every year. As our funding levels have continued to fall, our elected officials have been unable to pass a transportation funding bill that addresses the commonwealth's ever-growing funding shortfall, which is conservatively estimated at \$1 billion a year.

Now, more than ever, this has left Virginia in dire need of a long-term, dedicated, multi-modal, statewide 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.

- Virginia's gas tax (17.5-cents/gal.), which is a main source for transportation funding, ranks 41st of 50 and hasn't been raised since January 1, 1987.

Travel Demand has Increased While Purchasing Power has Decreased.

- Since 1987, miles of travel, registered vehicles, licensed drivers and population have all increased substantially. At the same time, the purchasing power of the transportation dollars generated by the gas tax has declined by 50 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 2009 General Assembly's Inaction

- Approximately one third of Virginia's major roads are rated in substandard or mediocre condition.
- By 2014 all state construction funds will be used solely for maintenance of the existing roadway system, leaving other needed projects and improvements unfunded.
- 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.
- By 2025, 45 percent of Virginia's roadways are expected to be congested unless the state's roadways and public transit systems are expanded.
- In the past year, VDOT has had to cut \$3 billion from its Six-Year Improvement Program, forcing it to close rest areas, reduce maintenance, cut hundreds of highway and bridge projects and eliminate safety service patrols.
- According to the VTRANS 2025 Report, all Virginia Railway Express (VRE) locomotives are past the federally recommended replacement age.
- 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 2010 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.