



## **Virginians for Better Transportation (VBT) Roads Fact Sheet**

Virginia's last significant investment in its transportation infrastructure took place in 1986. Our failure to make a sustainable invest in transportation has crippled our transportation system and as a result Virginia's primary and secondary roads are crumbling around us.

The following facts help put the condition of Virginia's roadways into perspective:

- 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.
- Approximately one third of Virginia's major roads are rated in substandard or mediocre condition.
- Congestion and poor road conditions cost Virginia's drivers more than \$1,000 a year in lost time and auto repairs.
- By 2014 all state construction funds will be used solely for maintenance of the existing roadway system, leaving other needed projects and improvements unfunded.
- In the past year, the Virginia Department of Transportation (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.
- More than 8,000 of Virginia's bridges are structurally deficient or functionally obsolete. The price to fix these bridges is more than \$3 billion.
- Increasing traffic congestion causes approximately 38 annual hours of delay for each urban motorist in Virginia – nearly one full working week.
- By 2025, 45 percent of Virginia's roadways are expected to be congested unless the state's roadways and public transit systems are expanded.
- Virginia faces a \$74 billion backlog through 2025 in unfunded highway transportation improvements.

We simply cannot continue to allow our transportation infrastructure to suffer from a lack of funding.

This November, Virginia will elect a new Governor, Lieutenant Governor, Attorney General and all 100 members of the House of Delegates. It is critical that we reach out to these candidates, media representatives and other members of the public to let them know that it's time for a long-term, dedicated, multi-modal, statewide transportation funding solution.