



Virginians for Better Transportation (VBT) Situation Overview

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increase in transportation funding took place in 1986, and as a result, the commonwealth has to fund its increasingly outdated transportation system at funding levels that were established more than 20 years ago.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 of any substance.

Since 2005, the Virginia General Assembly has failed to successfully implement a transportation funding solution 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.

The following facts help illustrate the commonwealth's current transportation funding levels:

- 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.
- 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.
- Congestion and poor road conditions cost Virginia's drivers more than \$1,000 a year in lost time and auto repairs.
- 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.
- In two years it is likely that there will be no state money for secondary road construction and unpaved roads.

- Virginia has no money for new major highway corridors, transit or rail initiatives or improvements to expand ports and airports.
- Virginia has no money to support private sector investments in Public-Private Transportation Act (PPTA) projects. That private sector money goes elsewhere.
- 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.

We simply cannot allow our transportation infrastructure to continue to crumble around us.

It is critical that we reach out to our candidates, elected officials, Gov. Kaine, media representatives and other members of the public to let them know that we are in favor of a long-term, dedicated, multi-modal, statewide transportation funding solution.

This means that the solution to Virginia’s transportation funding crisis must, at a minimum, meet the following criteria:

- The solution must be long-term and sustainable in that it offers dedicated and reliable funding. (Budget surpluses, bonds and public-private partnerships are not long-term and sustainable; they are part of the solution, but not the answer.)
- The plan must provide new money for transportation. (The funding should not be taken from other core services such as health care, education or public safety.)
- The plan must provide adequate funding to meet the state’s transportation needs. (According to VTRANS 2025, Virginia needs approximately \$1 billion more each year just to maintain, not improve, the current transportation system.)
- The plan must provide funding for a multimodal and comprehensive statewide solution. (The plan should not neglect any transportation mode or region of the commonwealth.)