

RECONNECTING VIRGINIA:

Restoring trust in Virginia's transportation system with wise spending and effective land use solutions

FACT SHEET: TRACKING VDOT s \$203 BILLION

VTRANS 2025 Statewide Transportation Plan

| | |
|--|---------------|
| VDOT Estimated Need Over 20 Years: | \$203 Billion |
| Estimate of Available Revenues: | \$95 Billion |
| Claimed Need for Additional Revenues: | \$108 Billion |
| Additional Revenues Needed Annually: | \$5.4 Billion |
| Current Transportation Budget (FY05-06): | \$4.1 Billion |

VTRANS 2025 Estimate by Mode and Gap in Revenues (Fed/State/Local)

| | <u>ESTIMATE</u> | <u>GAP</u> |
|--|------------------------|--|
| New Highway Capacity: | \$82.1 Billion | \$74.2 Billion |
| Highway and Bridge Maintenance and Program Overhead, Debt and Security | \$63.8 Billion | Fully Funded |
| Transit Service and Rail System* | \$49.9 Billion | \$30.7 Billion |
| Continued Airport and Port Expansion | \$7.5 Billion | \$3.1 Billion (Aviation) \$.4 Billion (Ports) |
| TOTAL | \$203.3 Billion | \$108.4 Billion |

* Includes capital for freight rail; capital and operating for passenger rail, commuter rail, bus, subway, carpooling, and other strategies. Three scenarios analyzed: 1. Status Quo; 2. Upgrades to key corridors; and 3. 1 & 2 plus meeting population growth, integrating modes, and increasing use of freight rail (\$49.9 B option). Traditionally, as in the Northern Virginia transportation plans, transit estimates are used to magnify the need, but the bias in the system toward road construction means more roads and less transit are built as revenues become available.

What VTRANS 2025 Would Cost Virginians

| A | B | C | D | E |
|--|---|---------------------------|--|--|
| What the following tax increments would raise | \$ Raised per Year per Increment in Column A | Current Tax/Fee*** | Annual New \$ to be Raised for VTRANS | Increase Required in Tax/Fee (Column D / B) |
| 1 cent Motor Fuel tax*# | \$51 Million | \$.175 | \$5.4 Billion | +\$1.06 per gallon |
| 1% in Motor Vehicle sales tax* | \$208 Million | 3% | \$5.4 Billion | +25.96% per vehicle |
| \$1 increase in Motor Vehicle Registration Fees* | \$6 Million | \$29.50 | \$5.4 Billion | +\$900 per vehicle |
| \$.05 cent sales tax** | \$463.4 Million | 5% | \$5.4 Billion | +5.8% (5.8 cents) |

* VTRANS 2025 Phase 3 and Final Report, November 2004, Page 111

** "Actual Fund Revenues for FY 2005 And the State of The Virginia Economy", A report by the Secretary of Finance, August 29, 2005 to Senate, Finance, House Appropriations, and House Finance, page 37.

Increase would be larger if fuel sales fall. ***Anne E. Oman Transportation Revenues and Funding Formulae "

What's Wrong with the VTRANS Estimates

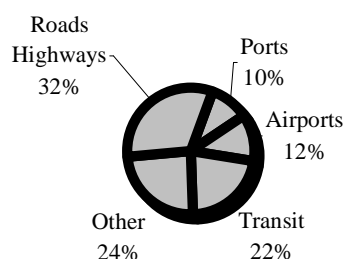
- Each mode used a different methodology and airports and ports used a different time frame
- Modal needs overlap, so some \$ counted twice (e.g. VRE expansion along I-95 corridor saves on highway capacity but both included in estimate of costs)
- Highways are unconstrained needs looking only at capacity expansion, but transit and rail reflect priority-setting
- Highway list includes projects that are not buildable due to physical space limitations in urban areas or other constraints, such as scenic byway or historic district status
- Effects of increasing gas prices on reducing highway demand and capacity needs; while increasing freight rail are not considered
- Effects of increasing gas prices on reducing state gas tax revenues not considered
- Does not include Road Safety, Bridge Program to Address Deferred Maintenance, and Local Roads and Sidewalks
- Maintenance costs should be reevaluated according to VDOT's new asset management system and effect of rising energy costs
- Does not respond to VTRANS 2025 goals on environment, land use, economy, or interconnectivity of modes
- Does not evaluate the feedback effect of congestion, or the benefits of land use and community design changes, or the effect of changing demographics on reducing highway demand and needs
- Measures of effectiveness were not used to evaluate the program, such as reduction in per capita vehicle miles of travel and vehicle trips.

VDOT Allocates Over Twice as Much Money to Highways as the Public Wants

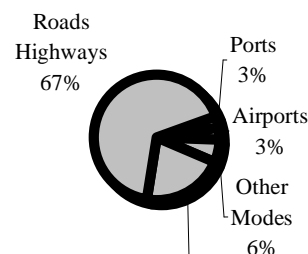
Threats to safety, the environment, and quality of life are more important than promises of transportation improvements. ”

-- VDOT Public Opinion Poll, VTRANS 2025

Public Survey Results
Preferred Allocation of Investment



VTrans 2025
Proposed Allocation of Investment



- Left chart: Other includes 12% for Sidewalks and Bicycling and 12% for Freight Rail.
- Right chart: VTRANS proposed allocation from draft report; final report allocated 70% to highways; Transit includes freight rail.
- When asked how they would allocate \$10 the public said \$3 for roads; \$2 for transit; \$1 for freight rail and \$1 for pedestrians/bicycles.