Governor Tim Kaine's Transportation Town Hall Meeting

Institute for Advanced Learning and Research

Danville

March 27, 2006

Transportation Is A Growing Problem Across Virginia

- **Hampton Roads**
  - Average commuter loses 28 hours a year to congestion.
  - Region's population will grow 45% in next 25 years.
  - Port of Hampton Roads imports are increasing by 8% a year.
- Northern Virginia
- Richmond
- I-81 Corridor
- Southwest Virginia

Transportation Is A Growing Problem Across Virginia

- Hampton Roads
- **Northern Virginia**
  - –Average commuter loses 72 hours each year to congestion
  - –Region's population will grow 42% over the next 25 years.
  - –"Gridlock" will strangle 59% of rush hour traffic in the next 25 years.
- Richmond
- I-81 Corridor
- Southwest Virginia

Transportation Is A Growing Problem Across Virginia

- Hampton Roads
- Northern Virginia
- **Richmond**
  - –Average commuter loses 16 hours a year to congestion.
  - –Population will grow 37% over next 25 years.
  - –Vehicle miles traveled dramatically outpaces construction.
- I-81 Corridor
- Southwest Virginia

Transportation Is A Growing Problem Across Virginia

- Hampton Roads
- Northern Virginia
- Richmond
- **I-81 Corridor**
  - I-81 was designed to carry 15% trucks, 85% cars.
  - It now carries 70,000 vehicles a day, 40% trucks.
  - That will increase to 50% within 15 years.
- Southwest Virginia

Transportation Is A Growing Problem Across Virginia

- Hampton Roads
- Northern Virginia
- Richmond
- I-81 Corridor
- **Southwest Virginia**
  - –The lack of infrastructure hampers economic development efforts.
  - –Inadequate local roads are proving to be dangerous for more and faster traffic.

Transportation Is A Growing Problem Across Virginia

Virginia's transportation challenges touch every part of the state. Our solution must be equally far reaching.

There is a co$t to Virginia for doing nothing.

Existing projects will suffer.

Beginning in 2010, Virginia's Six-Year Plan will be limited to only road maintenance and matching federal dollars.

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Beginning in 2010, Virginia will be unable to match, and thus begin losing, federal transit funds.

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By the year 2011, Virginia will be unable to match, and thus begin losing, federal highway funds.

There is a co$t to Virginia for doing nothing.

Existing projects will suffer.

Local secondary road funds will shrink.

Year	Funding for **Pittsylvania Co.:**	Secondary road construction that will afford:
F.Y. 2005	**$1.6 million**	**5.9 miles**
F.Y. 2010	**$600,000**	**1.9 miles**
F.Y. 2015	**$300,000**	**0.9 mile**

There is a co$t to Virginia for doing nothing.

Existing projects will suffer.

Local secondary road funds will shrink.

Year	Funding for **Danville**:	Urban one-lane construction that will afford:
F.Y. 2005	**$1.7 million**	**1.7 miles**
F.Y. 2010	**$200,000**	**0.5 mile**
F.Y. 2015	**$100,000**	**0.2 mile**

The Kaine Transportation Plan

- **Better Management, Planning and Choices**
- Better Accountability with Taxpayer Dollars
- Responsible Transportation Investments

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- **Responsible Transportation Investments**

The Kaine Transportation Plan

Financing for the Kaine plan is built on three principles:

1. **The investment <u>must</u> be <u>significant</u>, <u>reliable</u> and <u>long-term</u>.**
2. **General fund revenue <u>must</u> be protected.**
3. **The money to improve the system <u>must</u> come from those who use it.**

The Kaine Transportation Plan

The Kaine Plan is funded through increased user fees.

- **An $18 increase in annual insurance premiums.**
- An $18 increase in annual registration fees.
- An increase on auto sales from 3% to 5%.
- Increased fees for abusive drivers.

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The Kaine Transportation Plan

Local highway construction funding will increase by 90%.

The Kaine Transportation Plan

Virginia's investment in mass transit would double.

The Kaine Transportation Plan

And we address the maintenance backlog and keep up with the needs of Virginia's aging roads and bridges.

The House Republican Transportation Plan

- Is a “band-aid” approach that **fails** to provide secure, reliable, long-term revenue for transportation.
- Actually **cuts** highway construction funding for most of Virginia.
- And **takes** money away from proven, effective programs that families and communities rely on.

The House Republican Transportation Plan

- **Cuts** K-12 public schools by $15 million.
- **Cuts** community colleges by $25 million.
- **Cuts** four-year universities by $33 million.
- **Cuts** natural resources by $33 million.
- **Cuts** public safety programs by $2 million.

Source: House Appropriations Committee Staff Briefing
March 9, 2006

The House Republican Transportation Plan

Cuts the Governor's Opportunity Fund.

Since January 2004, more than $6 million from the fund has been used to close economic deals that have created **10,001 jobs** and **$514 million** in new investment in Southside Virginia.

The House Republican Transportation Plan

- **Cuts** $3 million dollars in primary and secondary construction money from the Lynchburg Transportation District.
- **Fails** to address maintenance backlog.
- **Relies on debt**, without identifying new revenue to pay for it.

The Need for Resolution

A delay in finalizing a state budget affects numerous state and local government processes including:

- Localities writing a budget (*affecting schools, police and firefighters*) and setting homeowner tax rates.
- School boards writing budgets and hiring teachers.
- The C.T.B.'s ability to select projects and sign contracts.
- Re-enlistment bonuses for VA National Guard troops.
- Colleges and universities setting tuition rates.

Better Planning
Responsible Investments
Greater Accountability
The Kaine
Transportation Plan