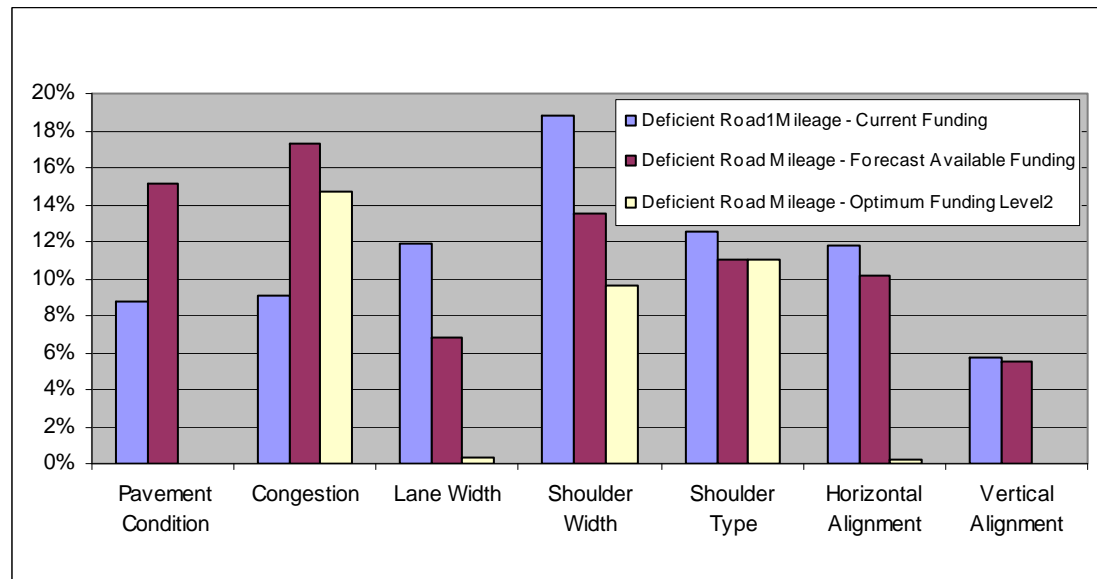


HIGHWAY NEEDS VS. REVENUE:

Forecast Available Funds and Roadways in "Excellent Working Order"



1 Deficient Road - Doesn't Meet WVDOH's Standards for Smoothness, Capacity, Shoulder Type, Etc.
 2 Optimum Funding Level - Level of Funding Required to Minimize Travel Time Cost, Safety Cost, and Vehicle Operating Cost Without Revenue Constraints

	Highways (Millions)	Bridges (Millions)	Total (Millions)
Forecast Available	\$463.1	\$101.6	\$564.7
Optimum Funding Level	\$1,470.0	\$71.5	\$1,541.5

- Forecast Revenues are Insufficient to Maintain all Roadways at Current Conditions
- However Conditions on Most Heavily Travelled Roads can be Maintained Near Current Conditions

POSSIBLE WV TRANSPORTATION PLAN GOALS AND PRIORITIES:

- Maintaining the Existing Transportation System
- Examples Include – Improve Safety, Improve Shoulders, Smoother Roads with Less Pot Holes
- Fund New Projects to Support WV's Economic Development and Improve Mobility
- Support Integration of other Modes of Transportation (Transit, Aviation, Ports, Rail)
- Promote Alternative Modes of Transportation (Bike/Pedestrian)
- Equitably Distribute Project Funding Across the State
- Other (Please Use Post-its)

WE CAN'T DO EVERYTHING, SO WHAT IS MOST IMPORTANT TO YOU?

Your opinion is important to us. Please give us your ideas by completing the Public Comment Form or going to the internet and submitting your comments on line at www.wvtransplan.com or e-mail to Perry.J.Keller@wv.gov. A second round of meetings to present the project findings will be held this summer.

Open House Dates (all 4:00 – 7:00 p.m.)

- March 23:** Triadelphia Middle School, 1636 National Road, Wheeling
- March 24:** Berkeley Co. Commission, 400 W Stephen Street, Suite 201, Martinsburg
- March 26:** The Transportation Authority Center, 401 13th Street, Huntington
- March 31:** Elkins High School, 100 Kennedy Drive, Elkins
- April 2:** Rose G. Smith Theater, Williamson High School, 801 Alderson Street, Williamson
- April 6:** City Council Chambers, 1 Government Square, Parkersburg
- April 7:** Morgantown Municipal Airport, Greater Morgantown MPO, 108 Hart Filed Rd, Morgantown
- April 13:** Wood Education & Resource Center, 301 Hardwood Lane, Princeton

Input will be accepted through June 1, 2009

FACT SHEET

West Virginia Department of Transportation's Long Range Multi-modal Transportation Plan 2008 – 2032

WVDOT IS DEVELOPING A STATEWIDE LONG RANGE TRANSPORTATION PLAN TO:

- Gauge future revenues
- Assess transportation needs
- Set overall funding priorities and guide future expenditures for WV's transportation system

THE PURPOSE OF THIS MEETING IS TO:

- Present the project findings
- Asks you to share your vision and priorities for the future on
 - WV's transportation system
 - How transportation funding should be spent
- To hear your comments

PROJECT VISION AND GOALS:

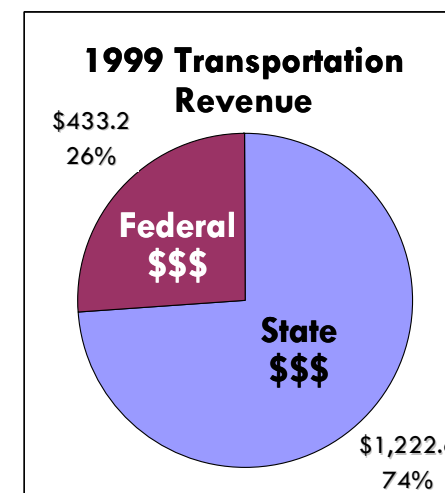
The vision as it pertains to transportation in West Virginia is for:

- A well-maintained and modern multi-modal transportation system

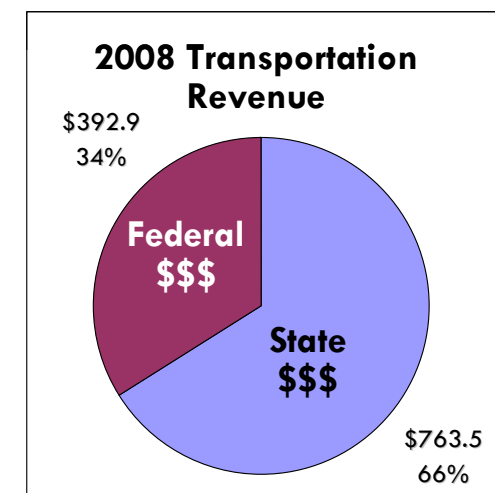
Specific goals are to:

- Preserve past investments by maintaining the existing system
- Support West Virginia's economic development goals with multi-modal access to markets in West Virginia, the United States and overseas;
- Support the health and well-being of West Virginians, as well as the environment and overall quality of life, with a range of mobility options; and
- Promote efficient use of resources, especially in light of diminishing revenues.

WHERE DOES WVDOT GET ITS MONEY?



1999 Funds (in 2007\$) - \$1.66B

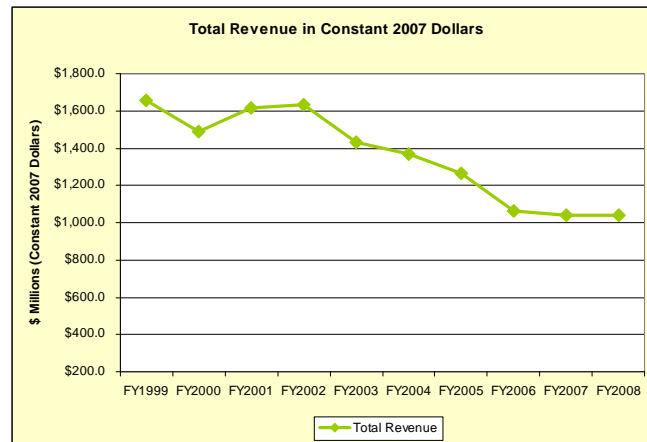


2008 Funds (in 2007\$) - \$1.16B

- The principal sources for transportation revenues are the Federal gas tax, the state gas tax, the WV privilege tax and WV vehicle registration fees.
- Today, less money is available from State Revenue Sources
- WVDOT can't count on future federal funding levels to remain constant

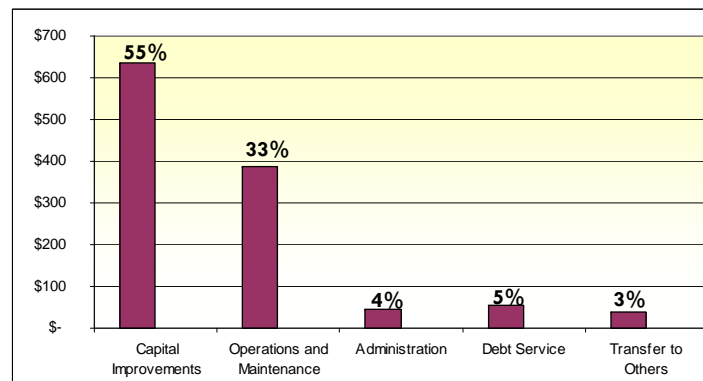


WVDOT HAS 30 % LESS MONEY TODAY TO SPEND AVAILABLE THAN 10 YEARS AGO



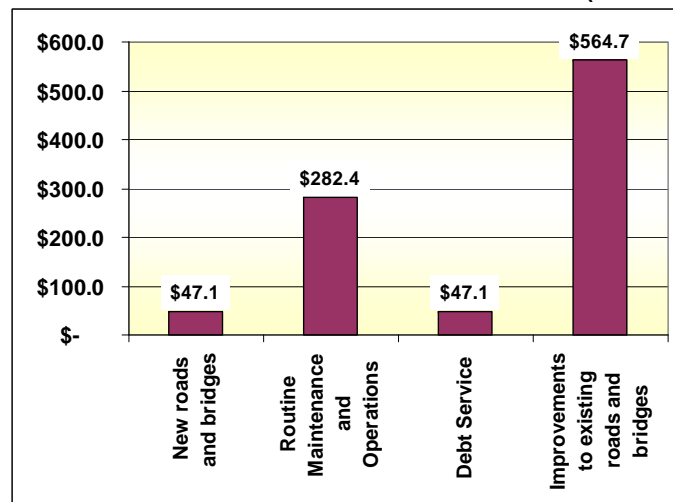
HOW ARE HIGHWAY \$\$\$ SPENT TODAY?

2008 Highway Expenditures by Category



HOW WILL FUTURE REVENUES BE SPENT?

Distribution of State Road Fund Revenue Forecast (Millions)



- 5% of WVDOT's Yearly Budget is Used for Expansion
- 5% of WVDOT's Yearly Budget is Used for Debt Service
- 30% of WVDOT's Yearly Budget is Spent on Routine Maintenance and Operations
- The Remaining 60% is Left to Resurface and Widen Existing Highways and Replace Existing Bridges (\$565 Million)

WHAT ARE WV'S MODAL TRANSPORTATION NEEDS FOR THE NEXT 10 – 25 YEARS?


Aeronautics

	STATE	TOTAL
Runway Rehabilitation	\$240,132	\$9,605,263
Runway Extensions	\$234,974	\$9,398,947
Taxiway Improvements	\$291,961	\$11,678,421
Automatic Surface Observing System	\$5,000	\$200,000
Total	\$772,066	\$30,882,632





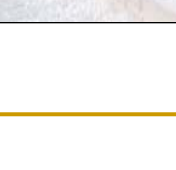

Rail


RAIL SERVICES	COMMENT	NEEDS
Amtrak	Amtrak's Business Plan Identified Strategic Improvements	Normal Fleet Investments to Focus on Improving Availability & Reliability
MARC	Currently No Money Slated for Improvements in the Near Future.	Identified Needs Include Upgrade Martinsburg Layover Facility, Martinsburg & Harpers Ferry Have Constrained Parking.
New High Speed Rail, Commuter Rail Initiatives, Light Rail Initiatives	No Needs were Identified in these Categories that Met Federal Participation Criteria	

Transit

	COMMENT
	To Expand Service to Meet Target Levels would Require an Additional one Time Cost of \$14.3 Million Operating Cost & \$30.0 Million in Capital Cost.
	To Introduce New Service to Counties Without Service Would Require a one Time Cost of \$3.2 Million in Operating and \$9.6 Million in Capital Cost.

Ports

	RATING	COMMENT
		Located on the Heartland Corridor. Reasonable Highway Access, Few Residential Structures in the Area, Close to West Virginia Manufacturing & Population Centers.
		Overlaps with Private Facilities in Kenova & Nitro, WV. Similar Facility Would Probably Not Otherwise be Available in Mason County
		With the Exception of the Former Weirton Rail Yard, Highway Access is Problematic, and Flood Elevation May be an Issue. Environmental Remediation Would Also Need to be Addressed.

 Favorable  Unfavorable

