

# 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
- Ask you to share your thoughts on how WV can raise more revenue
  - Additional revenue is needed to meet keep up with transportation system needs
  - If new revenue is raised how should it be spent
- To hear your comments

### PROJECT VISION AND GOALS:

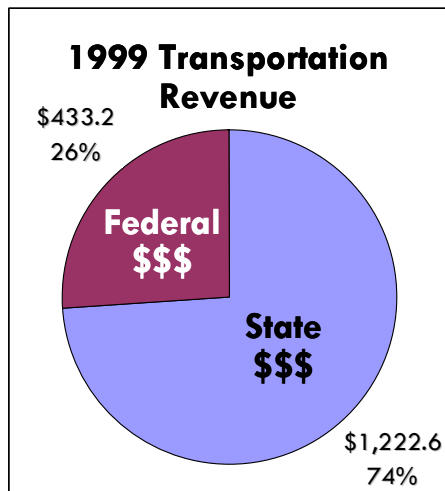
The vision as it pertains to transportation in West Virginia is for:

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

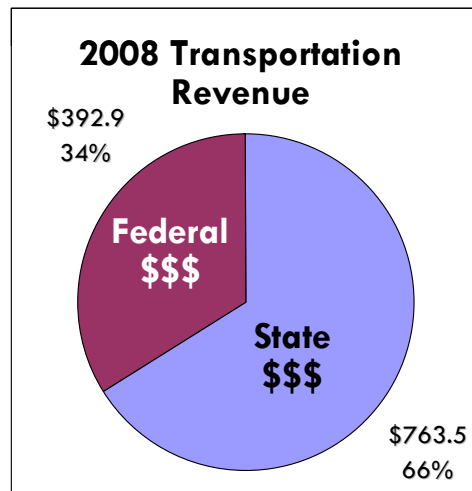
Specific goals are to:

- 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.

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



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



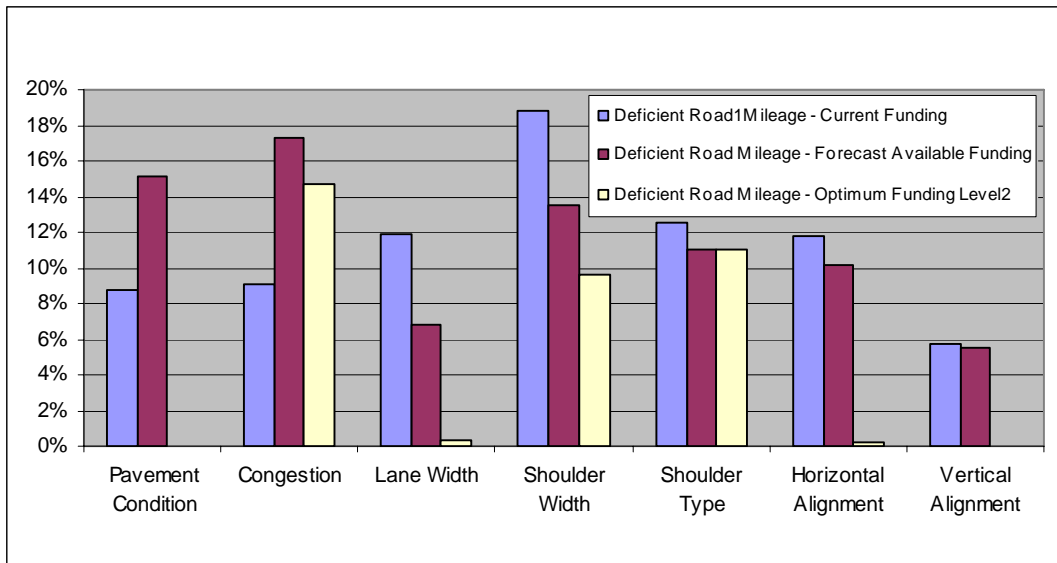
2008 Funds (in 2007\$) - \$1.16B

- 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



## HIGHWAY NEEDS VS. REVENUE:

Forecast Available Funds and Roadways in "Excellent Working Order"



1 Deficient Road - Doesn't Meet WVDOT's Standards for Smoothness, Capacity, Shoulder Type, Etc.

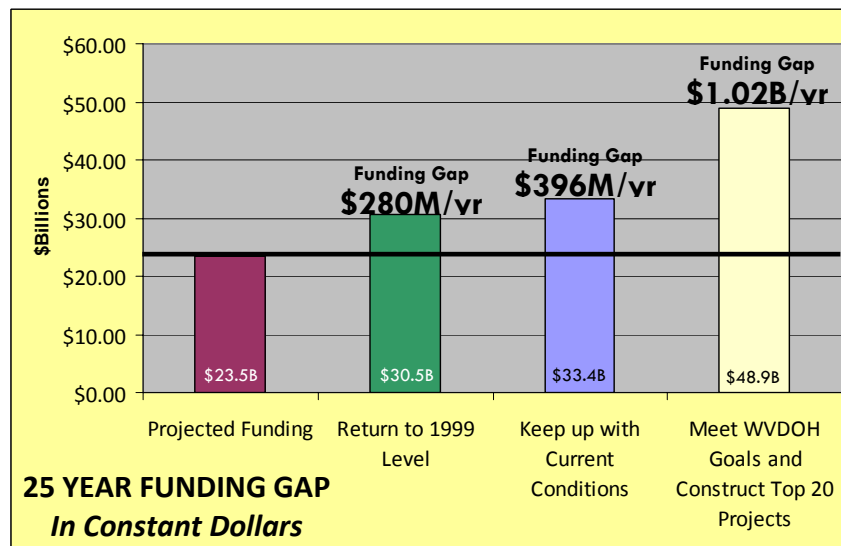
2 Optimum Funding Level - Level of Funding Required to Minimize Travel Time Cost, Safety Cost, and Vehicle Operating Cost Without Revenue Constraints

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

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

## WVDOT HAS A FUNDING GAP:

- The state is not keeping up with resurfacing and capacity needs
- Full needs for the existing highway system over the next 25 years are estimated to be \$36.7 Billion.
- Full needs for the existing bridge system over the next 25 years are estimated to be \$2.4 Billion.
- This does not include new construction project.



TOTAL REVENUE (Admin, Debt Services, Routine Maintenance, etc)



## HOW SHOULD THE WVDOT CLOSE THE GAP?



- Existing taxes and fees cost state residents an average of \$413/yr
- The state needs more revenue
- This can only be done by raising fees and taxes related to transportation (WV does not allow local financing of highway construction and maintenance through income, sales and/or property tax)

## SOME POTENTIAL SCENARIOS TO CLOSE THE GAP WOULD REQUIRE THE FOLLOWING CHANGES:

### SCENARIO 1 – \$100M, MODEST IMPROVEMENT TO SYSTEM

- Total cost to average citizen = \$482.80 (\$69/yr increase)
- Maintain system at somewhat tolerable level
- Fund additional limited system expansion
- Provide for new program, ex. Bike/Pedestrian

	CURRENT COST	NEW COST
State Fuel Tax (cents per gallon)	32	34*
Registration Fee	\$30.00	\$35.00
License Fee	\$2.60	\$5.00
Privilege Tax	5.0%	6.2%

\* 8 states have fuel tax higher than 34 cents/gallon

### SCENARIO 2 – \$300M, FUNDING LEVEL RETURNED TO 1999

- Total cost to average citizen = \$557.40 (\$143.8/yr increase)
- Exceeds current conditions on existing system
- Provide additional funds for expansion

	CURRENT COST	NEW COST
State Fuel Tax (cents per gallon)	32	40*
Registration Fee	\$30.00	\$40.00
License Fee	\$2.60	\$5.00
Privilege Tax	5.0%	7.1%

\* 4 states have fuel tax higher than 39 cents/gallon

### SCENARIO 3 – \$400M, EXCEED CURRENT CONDITIONS

- Total cost to average citizen = \$620.00 (\$207/yr increase)
- Maximizes conditions on existing system
- Provides maximum funds for expansion

	CURRENT COST	NEW COST
State Fuel Tax (cents per gallon)	32	42*
Registration Fee	\$30.00	\$50.00
License Fee	\$2.60	\$8.5
Privilege Tax	5.0%	8%

\* 3 states have fuel tax higher than 42 cents/gallon, HI (44.4), NY (44.8) and CA (47.4)

### RULE OF THUMB REVENUE INCREASES

SOURCE	INCREASE AMOUNT	POTENTIAL INCREASE (\$/YR)
State Fuel Tax	5 cents	\$60,000,000
Registration Fee	\$10	\$18,000,000
License Fee	\$10	\$500,000
Privilege Tax	1%	\$31,000,000



## PROJECT BENEFITS-COST ANALYSIS:

- 149 Projects with a Projected Capital Cost of over \$25B were Evaluated
- Results were Grouped as Excellent, Good, Fair and Poor

PROJECT NAME	DESCRIPTION	CAPITOL COST	B/C RATING
WV 25 Spur, WV 25 in Nitro-6TH Ave in St. Albans (Bridge)	Replace Richard Henderson Bridge (3 lanes)	\$40,500	15.8
Wellsburg Bridge (OH River Crossing)	Construct new OH River Bridge in Brooke County South of Wellsburg	\$75,000	10.7
US 340 VA line -Charles Town	4-Lane Upgrade	\$34,439	6.3
Beechurt Ave, Walnut St -Eighth St (Monongalia Co)	Upgrade Beechurst Ave in Morgantown between Walnut St & 8th St	\$40,000	3.6
East Beckley Bypass-Stanaford to Ragland	Construct New 5-lane bypass	\$28,400	2.4
*King Coal Hwy-Montcalm to WV 123 Airport Rd (Mercer Co.)	Construct 7.5 miles of 4-lane Rd	\$153,750	2.2
I-81 Widening-S. Martinsburg I/C to Falling Waters	Construct 10.12 miles of additional lane in both directions	\$83,720	2.1
US 19 – Summersville (Widening)	Widen US 19 to 6 lanes at Summersville from Nicholas County 19/11 to WV 41; approx 1 mile	\$15,000	2.1
WV 20 (I-77 TO Athens)	Widen to 24' pavement from I-77 east to Athens	\$13,890	2.0
* King Coal Hwy-Johnny Cake (US 52) to Davy (McDowell CR 4)	Construct 11.1 miles of 4 lane Rd	\$227,550	1.9
I-64 White Sulphur Springs Interchange	Add a westbound on-ramp & an eastbound off-ramp at the Interchange in Greenbrier County	\$10,000	1.9
West Run Expressway	Construct new 4-lane hwy north of Morgantown area to connect I-68 & I-79	\$175,000	1.8
East Beckley Bypass-Cranberry Creek to CR 8	Construct 1.61 miles 4 lane Rd	\$33,000	1.8
* Coalfields Expressway-Mullens to Pineville	Construct 5.08 miles 4 lane Rd	\$104,140	1.8
US 11, Tabler Station to WV45/WV9	Widen US 11 to 3, 4, & 5 lanes in Berkeley County between Tabler Station & WV45/WV 9	\$24,590	1.8
WV 705 Connector & Link From WV 705 Connector to WVU Downtown Campus Gateway Connector	Construct new divided 4-lane Rdwy from WV 705/Stewartstown Rd (Monongalia CR 67) intersection to CR 857; construct/reconstruct linking Rdwy between WV 705 Connector & WVU Downtown Campus Gateway Connector	\$75,000	1.7
US 30 Upgrade (Hancock Co)	Upgrade existing Rdwy to 4 lanes between Chester & the PA state line	\$42,000	1.6
* New River Parkway-Hinton to Fall Branch Bridge	Construct 6.7 miles of 2 lane Rd	\$36,030	1.6
WV 9 (I-81 to Berkeley CR 7)	Widen to 4 lanes from existing 4-lanes to CR1 (Grade Rd.) Construct 4-lane WV 9 on new alignment between Berkeley CR 1 & CR 7 (Back Creek Rd.)	\$61,000	1.6
* King Coal Hwy-Taylorsville to Horse Pen Connector	Construct 9.6 miles of 4 lane Rd	\$196,800	1.5
* Tolsia Hwy-Kermit to Parsley Big Branch	Construct 2.5 miles of 4 lane Rd	\$65,000	1.5

\* AN ECONOMIC BENEFIT EQUIVALENT TO 32% OF THE CAPITAL COST WAS APPLIED TO ALL PROPOSED FOUR LANE CORRIDOR FACILITIES, WHICH IS IN LINE WITH THE FINDING THAT ADHS CORRIDORS HAVE YIELDED \$1.32 IN ECONOMIC BENEFITS FOR EVERY \$1 INVESTED.

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

Your opinion is important to us. Please give us your ideas. Complete the Public Comment Form, submit your comments on line at [www.wvtransplan.com](http://www.wvtransplan.com) or e-mail to [Perry.J.Keller@wv.gov](mailto:Perry.J.Keller@wv.gov). Those wishing to provide written input may address submissions to Robert L. Pennington, P.E., Director, Program Planning and Administration Division, West Virginia Department of Transportation, Capitol Complex, Building 5, 1900 Kanawha Boulevard East, Charleston, West Virginia 25305. This is the final round of public meetings. The first round was held last spring so be sure to submit you comments.

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

March 2, 2010 Logan High School, One Wildcat Way, Logan, WV  
 March 4, 2010 City Building, 1 Government Square, Parkersburg, WV  
 March 9, 2010 TTA Center, 1301 4<sup>th</sup> Avenue, Huntington, WV  
 March 10, 2010 Capitol Rotunda, Charleston, WV (10:00a.m. to 2:00 p.m.)  
 March 11, 2010 Woodrow Wilson High School, 400 Stanaford Road, Beckley, WV  
 March 16, 2010 Room 201, City Building, Weirton, WV  
 March 17, 2010 Liberty High School Auditorium, One Mountaineer Drive, Clarksburg, WV  
 March 18, 2010 Berkeley County Commission, 400 W Stephen Street, Suite 201, Martinsburg, WV

**Input will be accepted through May 15, 2010.**

