

A Business-Citizen
Coalition Promoting
Transportation
Solutions for
Northern Virginia
since 1987

January 2007

“Transportation remains the most urgent problem facing Virginia today. Across the state, Virginians are frustrated with the failure to reach a comprehensive solution in 2006.

“That failure had a price: escalating project costs, growing areas of congestion, and delay in providing emergency evacuation routes.”

Governor Tim Kaine
December 15, 2006

C-Level Revenue Stream Doesn't Fund A-Level Transportation System

The Virginia General Assembly's failure to address transportation funding in the 2006 session is costing Virginia taxpayers dearly.

The Virginia Department of Transportation estimates the cost to complete just those projects in the Six-Year Improvement Program has increased by **\$1.1 billion in the last six months alone**.

A recent George Mason University estimate pegs the annual cost of congestion in the Washington area at **\$5.5 billion per year** or many times greater than the price tag to fix it.



“Transportation infrastructure has to be paid for. The only thing you get for free is congestion.”

Former Governor Gerald R. Baliles at Alliance
Congestion Costs Us All Forum, November 28, 2006

If businesses can't attract and keep workers willing to endure ever-worsening traffic, if travelers can't access Dulles Airport, jobs will go elsewhere and our economy and quality of life will be the poorer.

Virginia's future is too important to be held hostage by Election Year calendars.

The answer is new, sustainable, dedicated transportation funding that provide at least \$1 billion per year at the statewide level with a supplementary \$400 million per year that is raised and stays in Northern Virginia.



“Either we're serious about funding transportation or we're not.”

Virginia Governor Tim Kaine at Northern Virginia
Transportation Coalition meeting, January 4, 2007

Business Community United Behind New, Sustainable, Dedicated Funding

The 22-member Northern Virginia Business Transportation Coalition, of which the Alliance is a founding member, has reiterated its position that further delay on transportation funding remains unacceptable.

By definition the best solution is one that contains revenue that is new, ongoing or

sustainable, dedicated to transportation and provides approximately \$400 million per year for Northern Virginia. It also should have a statewide funding component.

For the text of the Coalition's resolution, go to www.nvta.org and look under 2007 General Assembly.

Regional and Statewide Sustainable Funding Solutions

Key General Assembly Dates:

January 10
Session Convenes

January 19
Bill filing deadline

February 6
Cross Over
(Each House must complete work on their own bills (except budget) and send them to the other body.)

February 24
Adjournment

A brief outline of several proposals for Northern Virginia regional transportation funding and Governor Kaine's statewide proposal appear below. Details were limited when this newsletter went to press. For more information, go to the Alliance web site www.nvta.org

Northern Virginia House Proposal

Albo-Watts-Rust (HB 2496)

This plan creates a special transportation fund for Northern Virginia whereby new funds raised here stay here. It generates nearly \$350 million per year in new, sustainable, dedicated funds with new hotel, motel, rental car, commercial office, real estate sales and one-time new driver license fees.

HB 2496	
Proposed Sources (in millions)	FY 07
Hotel/motel occupancy fee (2%)	\$22.2
Rental car fee (2%)	\$7.7
Commercial office fee (\$.30/\$100 value)	\$151.1
Real estate sales fee (\$.40/\$100)	\$158.0
New driver's license fee (\$100)	\$5.9
TOTAL	\$344.9

Northern Virginia Senate Proposal

Devolites-Davis (SB 843)

Senator Jeannemarie Devolites-Davis is reintroducing her proposal to generate \$400 million per year for Northern Virginia. Components as of January 12, 2007 appear below.

SB 843	
Proposed Sources (in millions)	FY 07
Commercial industrial fee (30¢ per \$100 value)	\$151.1
Increase grantor's tax (40¢ per \$100 value)	\$158.0
New driver's license fee (\$100)	\$5.9
TOTAL	\$315.0

Governor Kaine's Statewide Proposal

Governor Timothy Kaine has outlined a series of options that generate about \$800 million per year and more than \$5.2 billion over six years. Cost to average resident: \$20 per year.

The Governor's proposal dedicates all auto insurance premium taxes to transportation, raises the current 3% motor vehicle sales tax to the 5% level paid for other non-food items in the state, imposes higher fees on abusive drivers, increases the annual vehicle registration fee, and hikes heavy truck registration fees. The Governor also proposes to dedicate 50% of future non-recurring budget surplus to transportation and a constitutional amendment to protect Transportation Trust Fund revenues.

Governor's Proposal						
Proposed Sources (in millions)	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13
One-time General Fund	\$500.0	50% of nonrecurring General Fund surplus				
Increase motor vehicle sales & use tax	\$360.7	\$405.5	\$417.6	\$424.3	\$432.3	\$433.0
Dedicate auto insurance premiums	\$109.8	\$115.4	\$120.8	\$127.9	\$135.8	\$144.2
Increase motor vehicle registration fees	\$107.6	\$109.7	\$148.8	\$148.8	\$148.8	\$148.8
Collect fees from abusive drivers	\$57.5	\$80.5	\$108.1	\$108.1	\$108.1	\$108.1
Increase heavy truck registration Fees	\$24.6	\$24.6	\$24.6	\$24.6	\$24.6	\$24.6
TOTAL	\$1,160.1	\$735.7	\$820.0	\$833.7	\$849.6	\$858.7

Northern Virginia General Assembly Delegation

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Congestion Cost Us All Forum

HOST

Capital One

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Mindy Williams (Access Point), Danny Williams and Del. Chuck Caputo.



Hon. Jack Rollison, Shiva Pant (WMATA), Governor Baliles, Robin Baliles and Mike Anzilotti (Virginia Commerce Bank).



Del. Vivian Watts and Doug Megill (McLean Insurance).



Tracy Betts (Balance Technology Group) and Del. David Albo.



Governor Gerald Baliles and Gerry Halpin (West*Group).



Barbara McDuffie (Cassidy, Pinkard, Colliers) and Phil Meany (Meany & Oliver).



Patty Nicoson (Dulles Corridor Rail Association), Jim Stevens (Metropolitan Washington Airports Authority), and David Edwards (Committee for Dulles).



Del. David Marsden and Scott Plein (Equinox Investments).

Congestion Costs Us All Forum Overview

On November 28, 2006, over 150 people including a dozen state legislators and local officials gathered at Capital One's McLean headquarters to hear citizens, educators, business people and transportation professionals join with former Virginia Governor Gerald Baliles and Virginia Transportation Secretary Pierce Homer to discuss the costs congestion imposes daily on this area.



PUBLIC SCHOOLS ADMINISTRATOR

Dean Tistadt (Fairfax County Public Schools)

Congestion impacts learning by requiring students to get up early and increases school bus operating costs.



TRANSPORTATION SECRETARY

Pierce Homer

Most state construction dollars soon will be diverted to maintenance.



GROCERY CHAIN EXECUTIVE

Barry Scher (Giant Food)

Congestion costs are reflected in the price of what we eat.



WORKING MOM

Karyn Hutson

To get to work on time, she gets up at 4:30 a.m. It takes her husband 90 minutes to drop their children off at school and reach his office. Congestion limits weekend activities in which their children can participate.



LITTLE LEAGUE PRESIDENT

Barry Mark (Capital One)

Congestion makes it difficult to recruit volunteers and for parents to see their child's first hit.



PUBLIC TRANSIT PLANNER

James Hamre (WMATA)

Congestion increases the cost of bus operation and fares and reduces on-time service.



TRANSPORTATION PROFESSIONAL

Richard Steeg (VDOT)

Congestion threatens regional security.



PUBLIC POLICY ANALYST

John McClain

Fredericksburg area survey shows residents would sacrifice \$5-10,000 in salary for shorter commutes.



GOVERNOR GERALD BALILES

"The purpose of a transportation system is to move people and products quickly and efficiently. If a society cannot move its people and products, it cannot compete. If it cannot compete, it cannot sustain the vitality of its economy, nor the quality of life . . .

"The needs are overwhelming, and the costs enormous. So are the consequences of delay and denial . . .

"In the end, congestion – like cholesterol – kills, literally, in terms of reduced safety, and metaphorically in terms of the economy."

Facts are Stubborn Things

Claims that Virginia too often tries to tax and spend its way out of problems, that greater VDOT reform must come first, that changing the allocation formula is the answer or that Virginia has plenty of transportation dollars aren't supported by the facts.

Taxation

- Virginia has the 41st lowest state/local tax burden. (Tax Foundation)
- Virginia's gas tax is the nation's 41st lowest.

Transportation Funding

- New sustainable funding was last authorized in 1986.
- Primary, secondary and urban road funding is down 28% in the last 10 years.
- The funding shortage means \$450 million per year of construction funds are diverted to maintenance.

Management and Efficiency

- Virginia is the best managed state. (Forbes Magazine)
- 90% of VDOT projects are completed on time. (VDOT web site - <http://dashboard.virginiadot.org>)
- 89% of VDOT projects are on budget.

Outlook

- Congestion costs Virginia drivers \$4.7 billion per year or \$920 per driver.
- The statewide allocation formula will have only \$133 million in 2010.
- Northern Virginia will add nearly 1 million people by 2030.

For the latest General Assembly information and to learn how YOU can be part of the solution – visit www.nvta.org today.

2007 is the most critical year yet for transportation funding. Positive momentum is building. But to get the funding Northern Virginia needs, state legislators need to hear from **YOU** today.

By visiting the Alliance web site at www.nvta.org you can:

- Sign up for free email bulletins telling you what's happening in Richmond, how you can help and who to contact.
- Get contact information on your Delegate and Senator and all 140 legislators.
- Get the facts on transportation and other legislation.
- Find talking points and letter samples.



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**New Sustainable Funding
Needed Now!**