Kaine Transportation Plan

May 12, 2008
Address Transportation Problems

- Safety First
- Regional Improvements
- Transportation Change Fund
Safety First

• 1,026 people died last year on Virginia highways

• Our bridges’ average age is 47 years – about 8% are in need of replacement today and this number grows as bridges age

• Evacuation of Hampton Roads is now estimated to take more than 24 hours

• Maintenance is the first funding priority by law – this plan manages the highway maintenance funding deficit – freeing funds for construction and congestion relief

• Ends major raids on the highway construction fund
Plan Manages Highway Maintenance Deficit

![Bar chart showing maintenance deficit over fiscal years 2002 to 2014. The chart indicates a significant reduction in the deficit by 2014 due to the Kaine plan.]
Regional Improvements

• In Northern Virginia, 81% of travelers are trapped in congestion during their drive to work – wasting more than a 2 week vacation each year*

• In Hampton Roads, congestion costs taxpayers $467 million each year in lost time and fuel costs*

• Relieving transportation congestion requires regional solutions and sustainable investment in commuter alternatives
  – This plan relieves congestion with dedicated funding that will stay in the regions

  – Northern Virginia and Hampton Roads’ transportation regional funding needs are met

*2007 Annual Urban Mobility Report by the Texas Transportation Institute
Invest in Congestion Relief in Northern Virginia

Current Six-Year Program for Transit & Highways w/o a Solution  With Kaine Plan
Invest in Congestion Relief in Hampton Roads

![Bar chart comparing investment amounts for transit and highways with and without a solution over FY09 to FY14. The chart shows significantly higher amounts with the Kaine Plan compared to the current six-year program without a solution.]
Statewide Improvements

• All areas of the state need funding for improvements to local roads

• This plan will restore local road funding by ending major raids on construction funds for highway maintenance
Plan Increases Statewide Road Construction While Funding Maintenance

*Does not include one-time funds but does include bond proceeds
Transportation Change Fund

• Highway construction alone will not solve our transportation problems – we need to reexamine our approach

• In 2007, dedicated rail and transit funding was significantly increased

• Sustainable, increasing investment in rail and transit brings choices to commuters
  – In Northern Virginia, commuters in the I-66 and I-95 corridors have a choice of Metrorail, Virginia Railway Express, HOV, ridesharing and telecommuting options
  – In Hampton Roads, Norfolk Light Rail will move 11,500 people per day in addition to the regional bus service provided by Hampton Roads Transit

• In rural areas, vanpools and transit provide critical access to jobs and health care

• This plan increases sustainable rail and transit funding by more than 30%

• This plan also increases available funding to encourage telework
Plan Expands Transit & Rail Investments

*Does not include one-time funds but does include bond proceeds; FY 88 & FY 98 reflect base transit and rail funding*
Transportation Investments to Promote Economic Development

• Bringing jobs to Virginia requires the construction and maintenance of a first class transportation network
  – Rolls Royce
  – Canon
  – Route 28 Interchanges
  – Coalfields Expressway
  – Route 58

• Bringing jobs to Virginia requires a reliable transportation network
  – Freight must move just in time
  – Workers must get to their jobs
  – Quality of life requires safe, predictable and reliable travel

• This plan provides a sustainable investment to the Transportation Partnership Opportunity Fund to bring new jobs to Virginia and retain existing jobs
  – This Fund provides grants for transportation projects to support economic development