

VIRGINIA

Title of Legislation: “Repeals the Retail Gas Tax and Establishes a Wholesale Gas Tax”

Type of Legislation: House Bill 2313

Sponsor of Legislation: William James 'Bill' Howell (VA - R)

Status of Legislation: Virginia Governor Bob McDonnell (R) signed this bill into law on March 25, 2013.

Summary of Legislation: Virginia delivered a five-year, \$3.4 billion transportation investment bill that, among other things, modified the state’s gas tax and created a sales tax on motor fuel. The legislature passed the bill in March, and Governor McDonnell (R) signed this overhaul of the transportation funding system into law in May. The new law scraps the gas tax, raises the sales tax, establishes a tax on wholesale gas and diesel, and charges registration fees for hybrid, electric and alternative-fuel vehicles.

HB 2313 eliminated a portion of the 17.5 cents-per-gallon gas tax, increased the sales tax from 5 percent to 5.3 percent statewide, and created a new tax on wholesale gas tax (3.5 percent) and diesel (6 percent). The legislation also increased the sales tax from 5 percent to 6 percent in Northern Virginia and Hampton Roads. The legislation also charged a new \$64 annual registration fee for hybrid, electric, and alternative-fuel cars. The legislation received support from the Virginia Chamber of Commerce as well as from the Fairfax, Hampton Roads, Roanoke and Richmond Chambers. Without these new revenue sources, Virginia would not have been able to pay for new transportation projects or earn matching federal funds after 2017. HB 2313 also raised the motor vehicle sales tax over a four-year period from 3 percent to 4.15 percent.

The increases in revenue will help Virginia to continue to fund state transportation projects. Within the first five years, the bill will raise \$1.8 billion for maintenance projects as well as \$660 million in additional revenue will help to fund new construction projects in Virginia. The revenue will also benefit Virginia’s transit with an increase of \$509 million. Virginia’s airports and seaports will receive more funding, and \$256 million will be allocated for intercity passenger rail. Lastly, Northern Virginia will generate \$272 million to \$335 million each year and Hampton Roads will receive \$172 million to \$226 million annually in order to help them fund their own regional transportation projects.

HB 2313 —1st 5 years	Estimated Revenue
Maintenance	\$1.8 billion
New Construction	\$2.4 billion
Transit	\$509 million
Intercity Passenger Rail	\$256 million
Airports and Seaports	
Northern Virginia	\$272 million to \$335 million/year
Hampton Roads	\$172 million to \$226 million/year

Summary of Policy Changes in HB 2313
1. Modified 17.5-cents-per-gallon gasoline and diesel motor fuel tax.
2. Replaced motor fuel tax with a new state sales tax. HB 2313 established a 3.5 percent sales tax on the wholesale price of gasoline and a 6 percent sales tax on the wholesale price of diesel.
3. The state and local sales and use tax was raised from 5 percent to 5.3 percent.
4. Established new \$64 Alternative Fuel Vehicle Fee.
5. The vehicle titling tax increased from 3 percent to 4.15 percent over period of time.
6. In Northern Virginia, the law levied another .7 percent local sales tax in addition to a Grantor's Tax and a Transient Occupancy Tax of 2 percent.
7. In Hampton Roads, the law levied another .7 percent local sales tax. The law also levied an additional 2.1 percent fuel sales tax.
8. Created a backstop provision for the Marketplace Equity Act. If Congress passes this legislation regarding online sales tax revenue, then a portion of these revenues will be earmarked for transportation. If this legislation does not pass in Congress by January 1, 2015, then the wholesale gasoline tax will increase by 2 percent.

HB 2313's Specific Revenue Changes

Gasoline Taxes. HB 2313 abolished the 17.5 cents-per-gallon motor fuels tax and replaced it with a new 3.5 percent gasoline tax and 6 percent for diesel fuel—a percentage based tax where there is a refund offered for 2.5 percent of tax paid on diesel fuel for passenger cars, pickup or panel trucks, and trucks with gross vehicle weight rating of equal or less than 10,000 pounds. The bill states that if the federal government does not pass legislation in 2015 which would allow Virginia and other states to secure sales taxes from retail dealers outside of the Commonwealth, then in 2015, Virginia will increase the motor fuels tax on gasoline from 3.5 percent to 5.1 percent, while the motor fuels tax on diesel will not change. The diesel fuel refund will equal .9 percent tax paid for passenger cars, pickup or panel trucks, and trucks weighing less than 10,000 pounds. However, should the federal government pass this legislation in 2015, and then the gasoline rate would remain at 3.5 percent.

State Sales and Use Tax. HB 2313 raised the state sales and use tax from 5 percent to 5.3 percent, and the additional .3 percent sales and use tax increase will result in an allocation of .175 percent to the Highway Maintenance and Operating Fund; allocating .05 percent to the Intercity Passenger Rail Operating and Capital Fund; allocating .075 percent to the Commonwealth Mass Transit Fund.

Car Tax. The law established a new \$64 annual registration fee for hybrid electric motor vehicles, alternative fuel vehicles, and electric motor vehicles. These revenues will be designated for the Highway Maintenance and Operating Fund. Over a four-year period, the titling tax will increase from 3 percent to 4.15 percent—the titling tax is a tax on motor vehicle sales.

State Sales and Use Tax. The law increased the state sales and use tax from 4 percent to 4.3 percent. These new revenues will be designated for the Highway Maintenance and Operating Fund, the Intercity Passenger Rail Operating and Capital Fund, and the Commonwealth Mass Transit Fund.

Titling Tax. This is a new tax on the sale of motor vehicles, and the titling tax will be increased from 3 percent to 4.15 percent over a four-year period.

Portion of Sales and Use Tax Increase. The general sales and use tax revenues for transportation will increase over a four-year period from a .55 percent of sales and use tax to a .675 percent sales and use tax. These new revenues will go toward the Highway Maintenance and Operating Fund, and the current .125 percent sales and use tax are allocated for public education purposes.

Other Taxes. These included new state taxes and a fee in Planning Districts that satisfy specific population, motor vehicle registration, and transit ridership standards. The retail sales tax will be .70 percent, and the wholesale distributors of motor fuels tax will be 2.1%. There will also be a 2.0 percent transient occupancy tax as well as a new fee on grantors of real property equal to \$.15 per \$100 of the real property value.

Tolling. Legislation bans tolling on Interstate 95 south of Fredericksburg without receiving authorization from the General Assembly.

Hampton Roads & Northern Virginia Transportation Authority (NVTa)

- .7% retail sales tax (Northern Virginia and Hampton Roads Planning Districts)
- 2.1% tax on wholesale distributors of motor fuels (Hampton Roads Planning District)
- 2.0% transient occupancy tax (Northern Virginia Planning District)
- Grantors of real estate property fee equal to \$.15 per \$100 of value of property sold

Highway Maintenance and Operating Fund (HMOF)

\$100 million of these new revenues from FY 2014, 2015, and 2016 will be exclusively used for Phase II of the Dulles Metrorail Extension Project. In FY 2020, \$20 million of the HMOF will be designated for the Route 58 Corridor Development Fund.

House Vote Breakdown:

HOUSE	REPUBLICAN	DEMOCRAT
YES	35	25
NO	36	4

Senate Vote Breakdown:

SENATE	REPUBLICAN	DEMOCRAT
YES	8	17
NO	12	3

Overview of Legislative Campaign

Transportation was a Priority of Governor McDonnell.

Governor McDonnell, a conservative Republican, was in his final year of his term and transportation had been a priority for his administration. As a champion for transportation reform, Governor McDonnell remained committed to getting legislation passed in 2013.

Governor McDonnell was committed to pushing for comprehensive transportation legislation during his final year in office. Despite the fact that Virginia was in a short legislative session and that many House members were up for re-election, the Virginia legislature was still able to pass sweeping transportation legislation in March 2013.

Virginia Transportation Construction Alliance (VTCA) Partnership with Virginia Department of Transportation and Governor.

Prior to the “Let’s Go VA” campaign, the Virginia Transportation Construction Alliance worked with Governor McDonnell’s office to work on this funding initiative. When the proposal advanced and was ready for public outreach, VTCA was able to provide public awareness campaign assistance to support the passage of HB 2313.

Over the past 7 years, VTCA had been in the process of building a public awareness campaign for the need for increased transportation funding. VTCA provided public relations strategies for the legislative campaign; these materials included videos, economic studies, polling data, newsprint articles, opinion articles, and letter writing campaigns. They also were able to secure radio advertisements. In addition, over these past several years, VTCA invested approximately \$1 million into the organization’s long-term public relations campaign.

National Momentum.

During this legislative debate, states throughout the nation, including Wyoming, Maine, and Arkansas, had recently passed similar gas tax legislation. Currently, there are at least seventeen states that have passed or are in the process of considering tax increases to support state transportation projects. Texas State Senator Robert Nicols (R) and chairman of the Senate Transportation Committee recently said “it doesn’t matter whether you’re Republican, Democrat, tea party...everybody recognizes the need for transportation funding.”¹ Throughout the country, private sector leaders have embraced this

¹ Johnson, *The Wall Street Journal*

transportation issue, and in Wisconsin and Iowa, and Texas, they have pushed for tax increases and fees and argue that “good roads are a competitive advantage for states.”²

Broad Coalition with Bi-Partisan Support.

This legislation was able to gain support from Republicans, Democrats, urban, rural, transit and road constituencies. Over sixty organizations supported this legislation, including support from the private sector as well as from transportation groups.

Governor Bob McDonnell and the Democrat running to replace him, Terry McAuliffe, both actively supported this legislation. Governor McDonnell worked tirelessly with both parties to ensure the passage of this transportation legislation. Mr. McAuliffe called House and Senate Democrats to persuade them to support the transportation proposal.³ Governor McDonnell was able to secure support from both parties by his openness to compromise, and he made some concessions during the legislative process. In the end, Governor McDonnell wanted to “make Virginia the first state to kill its state gas tax”, and he was able to ultimately reach a “broad, bipartisan compromise” with the Virginia General Assembly.⁴

Bi-Partisan Testimonials & Overcoming Gridlock.

Governor McDonnell: “Following on the heels of nearly three decades of inaction on the critical challenges facing transportation funding in Virginia, this historic bi-partisan legislation supported by Republicans and Democrats from each chamber will provide more than \$3.4 billion in additional statewide transportation funding, more than \$1.5 billion in additional funding for Northern Virginia, and more than \$1 billion in additional funding for Hampton Roads, over the next five years alone.”

House Democratic Leader David Toscano: “Throughout the transportation debate, I was in touch with Terry McAuliffe to discuss strategy, message, and vote counts. In addition to successfully urging Democrats in the House of Delegates to back the compromise privately, Terry’s public statements kept the issue focused on impossibility of inaction.”

House Democratic Chair Mark Sickles: “As with any real compromise, the conference report was not a slam dunk. Terry got on the phone and, working with Governor McDonnell, brought home the votes. “

Delegate Alfonso Lopez: “His message to Democrats was simple: While this bill isn’t perfect, we simply cannot afford inaction any longer.”

² Johnson, *The Wall Street Journal*

³ Pershing, February 23, 2013

⁴ Burns and Burgess, *Politico*

Willingness to Compromise.

Both the Governor and legislators were receptive to opposition and incorporated changes to legislation. This reflects an overall willingness to compromise throughout this legislative process. Governor McDonnell said, "There will be something in this bill that everybody does not like."⁵

Effective Conservative Rhetoric.

Governor McDonnell Invoked President Ronald Reagan to Appeal to Conservative Base.

"Governors have to solve problems... You have to do it with your conservative principles. Over the last three years, I have gone through a series of things to try to fix transportation. I audited VDOT four times. You remember back in 2010, found \$1.4 billion laying around from the previous administration, not doing things right. We've used surpluses. We've dedicated two-thirds of the surplus to transportation. I've created an infrastructure bank. I have used bonds in order to leverage scarce resources, in a time with incredibly low interest rates, to be able to get things done. That helps to fix things for three or four years. We have done public-private partnerships, using the private sector, and toll roads to be able to get things done. So, every tool that I've currently got available, we've done. But I got to the point where we said, look, this is a problem that's got to be fixed. Otherwise, our ability to grow the private sector, to have entrepreneurs and job creators and leaders in the business community to grow new jobs for Virginia, it's going downhill.

"So I look at what Reagan did in 1983. Reagan is not certainly looked at as a liberal, if you know what I mean. And in 1983, Reagan proposed and signed a bill to increase the gas tax 125 percent. He increased the federal gas tax from 4 cents to 9 cents. And I've read his speech that he gave in a weekly radio address about why he did that. And he said, look, we have not increased the gas tax in 23 years in the United States of America. He said we have a magnificent infrastructure system and I am not going to let our magnificent infrastructure go downhill, because if you don't pay for it today, then you're going to be paying a lot more in the future and we're going to hurt our quality of life. That's Ronald Reagan, January of 1983. So, I think his analysis was generally right. I think it's a conservative principle to pay as you go."

Main Proponents of HB 2313

- **Virginia Transportation Construction Alliance (VTCA): "Let's Go Virginia" Campaign**
- **Virginians for Better Transportation (VBT): "It's Time Virginia" Campaign**
- **Chamber of Commerce.** Many businesses in Virginia were supportive of this new policy to eradicate the gas tax. The Virginia Chamber of Commerce, the Virginia Business Council and nine local chambers all supported Governor McDonnell's efforts.⁶

⁵ Hampton Roads McDonnell Signs \$6B Transportation Funding Bill

⁶ Carney, The Washington Examiner

- **Public Officials.** Governor McDonnell (R); Terry McAuliffe (D); Virginia Sen. George Barker (D-39th) and numerous others.
- **Small Business Support.** In a *Washington Post* article in January 2013, small businesses voiced their support for this proposed law. An Alexandria Yellow Cab driver said he would save money under the elimination of the gas tax. In addition, the president of Sterling-based JK Moving Services, Mr. Charles Kuhn, said he would save a substantial amount of money because he manages a fleet of 380 cars.⁷

Other organizations that supported HB 2313:

- American Concrete Paving Association - Mid-Atlantic Chapter
- American Council of Engineering Companies (ACEC)
- Amtrak
- APM Terminals
- Apartment and Office Building Association
- Associated General Contractors of Virginia
- Brotherhood of Maintenance of Way Employees Division of Teamsters
- CSX Transportation, Inc.
- DuPont
- Dulles Regional Chamber of Commerce
- Fairfax Chamber of Commerce
- Greater Augusta Regional Chamber of Commerce
- Greater Reston Chamber of Commerce
- Greater Richmond Chamber of Commerce
- Greater Richmond Technology Council
- Greater Williamsburg Chamber of Commerce and Tourism Alliance
- Hampton Roads Chamber of Commerce
- Hampton Roads Utility and Heavy Contractors Association
- Home Builders Association of Virginia
- Huntington Ingalls
- Loudoun County Chamber of Commerce
- Luck Companies
- Lynchburg Regional Chamber of Commerce
- Metropolitan Washington Airports Authority
- Norfolk Southern Corporation
- Northern Virginia Chamber Partnership
- Northern Virginia Technology Council
- Old Dominion Highway Contractors Association
- Precast Concrete Association of Virginia
- Prince William Chamber of Commerce
- Richmond Area Municipal Contractors Association
- Richmond Tech Council
- Roanoke Regional Chamber of Commerce
- Sheet Metal Air Rail and Transportation Union

⁷ Ravindranath, January 13, 2012

- Smithfield Foods
- Universal Corporation
- Virginia Airport Operators Council
- Virginia Asian Chamber of Commerce
- Virginia Association of Surveyors
- Virginia Asphalt Association
- Virginia Aviation Business Association
- Virginia Chamber of Commerce
- Virginia Economic Developers Association
- Virginians for High Speed Rail
- Virginia Hispanic Chamber of Commerce
- Virginia Manufacturers Association
- Virginia Peninsula Chamber of Commerce
- Virginia Railroad Association
- Virginia Ready-Mixed Concrete Association
- Virginia Regional Transit
- Virginia Transit Association
- Virginia Transportation Construction Alliance
- Washington Airports Task Force
- Wawa

Main Opposition to HB 2313

- **Environmental Opposition.** Virginia Chapter Sierra Club
- **Anti-Tax Opposition.** Grover Norquist, Americans for Tax Reform; The Campaign for Liberty
- **The Virginia Smarter Growth Community.** This includes the Coalition for Smarter Growth, the Piedmont Environmental Council, the Southern Environmental Law Center, the Virginia League of Conservation Voters, and the Virginia Conservation Network. These were the central concerns of the Virginia Smart Growth Community:

The legislation did not commit Virginia to funding local roads.

The legislation did not require the Virginia Department of Transportation to spend money more efficiently.

The Southern Environmental Law Center believed the legislation focused too much on roads.

Virginia Smarter Growth Community's Campaign Staff Members

- Stewart Schwartz, CSG, 703-599-6437
- Chris Miller, PEC, 540-347-2334
- Trip Pollard, SELC, 804-318-7484
- Jeff Painter, VALCV, 804-225-1902

Public Officials in Opposition: Attorney General Ken Cuccinelli (R)

Senate members who voted against legislation:

- Black, Richard (R)
- Ebbin, Adam (D)
- Garrett, Thomas (R)
- Hanger, Emmett (R)
- Marsh, Henry (D)
- Martin, Stephen (R)
- McDougle, Ryan (R)
- Newman, Stephen (R)
- Obenshain, Mark (R)
- Petersen, Chap (D)
- Reeves, Bryce (R)
- Smith, Ralph (R)
- Stanley, William (R)
- Stuart, Richard (R)

House members who voted against legislation:

- Anderson, Richard (R)
- Bell, Richard P. (R)
- Bell, Robert B. (R)
- Byron, Kathy (R)
- Carr, Betsy (D)
- Cline, Benjamin (R)
- Cole, Mark (R)
- Comstock, Barbara (R)
- Cox, J.A. (R)
- Crockett-Stark, Anne (R)
- Fariss, Matthew (R)
- Farrell, Peter (R)
- Garrett, T. Scott (R)
- Gilbert, Todd (R)
- Habeeb, Gregory (R)
- Howell, A.T. (D)
- Hugo, Timothy (R)
- Joannou, Johnny (D)
- Johnson, Joseph (D)
- Landes, Steven (R)
- Lingamfelter, Scott (R)
- Marshall, R.G. (R)
- Massie, Jimmie (R)
- Miller, Jackson (R)
- Morefield, James (R)
- Morrissey, Joseph (R)

- O'Quinn, Israel (R)
- Peace, Christopher (R)
- Pogge, Brenda (R)
- Ramadan, David (R)
- Ransone, Margaret (R)
- Robinson, Roxann (R)
- Rush, Nick (R)
- Surovell, Scott (D)
- Tata, Robert* (R)⁸
- Ward, Jeion* (D)
- Ware, R.L. (R)
- Webert, Michael (R)
- Wilt, Tony (R)
- Wright, Thomas (R)

Campaign Strategies & Tactics

Campaign #1: “Let’s Go VA” Campaign (Virginia Transportation Construction Alliance)

A) VTCA & Governor McDonnell

The VTCA had a strong relationship with Governor McDonnell, and the organization utilized this one-on-one relationship with the Governor by working with him quietly prior to the public media and PR campaign that eventually took place. Before the formal public campaign began, VTCA worked privately with the governor, who was willing to expend his political capital on transportation. First, they worked with VDOT to conduct a comprehensive audit and made recommendations to address previous criticisms that VDOT could not handle money effectively. They overcame this criticism by closing out projects and reforming some of VDOT’s project delivery methods.

Next, VTCA worked with the governor and agreed to support the maximizing of a bond package which would provide both jobs and money. This was all done in private and without any public dialogue taking place. However, these two efforts still left VDOT running low on funds. Governor McDonnell hoped to create a legacy by preserving the trust fund. Additionally, he thought that neither of the gubernatorial candidates would pass transportation legislation in the future, so this was his moment to pass sweeping transportation reform in Virginia. Governor McDonnell’s strategy was to propose increasing the sales tax and decreasing the gasoline tax.

After the VTCA had privately worked on a plan with Governor McDonnell, then they were ready to bring in more people to join a broad coalition to support the transportation legislation. VTCA had been preparing for this public relations campaign for several years, and the organization already had billboards, letters to the editor, radio, newspaper, video, and polling data in the arsenal and ready for use. VTCA also garnered support from 80 organizations to join this coalition. VTCA was able to persuade the Speaker of the House to sign onto the transportation legislation by showing polling data; the poll results

⁸ *Intended to vote yes. <http://leg1.state.va.us/cgi-bin/legp504.exe?131+vot+HV1245+HB2313>

indicated that the public wanted something to be done about transportation and that the public approved of the Governor's transportation proposal. Next, VTCA built a business coalition, which included support from the Chamber of Commerce, auto dealers, unions, and others.

B) VTCA's Public Awareness Campaign

VTCA had been in the process of building a public awareness campaign about the need for increased transportation funding for several years. VTCA provided public relations strategies for the legislative campaign; these materials included videos, economic studies, polling data, newspaper articles, opinion articles, and letter writing campaigns. VTCA was also able to secure radio advertisements. In addition, over these past several years, VTCA invested approximately \$1 million into the organization's long-term public relations campaign.

VTCA had also previously run another public relations campaign, called "It's Time VA." This was part of the "Virginians for Better Transportation" campaign.

C) Social Media

Official Website: [Letsgovirginia.com](http://letsgovirginia.com)

Twitter: @letsgoVA <https://twitter.com/letsgova>

"Seeking a long-term, sustainable funding solution to Virginia's transportation issue. Use hashtag #letsgoVA to keep the transportation conversation going."

YouTube Campaign Video: <http://www.youtube.com/user/letsgoVA/featured>

D) Political/Media Consultants for VTCA's "Let's Go VA" Campaign

The Virginia Transportation Construction Alliance hired Public Opinion Strategies and Frederick Polls for political consulting and polling services. The campaign also used Charles Ryan Associates for the campaign advertising materials.

Charles Ryan Associates: This communications firm focuses on brand communication strategy and worked on advertising materials for the Let's Go Virginia campaign.

Website: <http://www.charlesryan.com>

Facebook: <https://www.facebook.com/CharlesRyanAssociates>

Twitter: @CharlesRyan <https://twitter.com/CharlesRyan>

Public Opinion Strategies: A national political and public affairs research firm (Offices in Virginia and Colorado).

Jim Hobart, Vice President at Public Opinion Strategies

Website: <http://pos.org/>

E-mail Address: info@pos.org

Twitter: @POSstqia

Facebook: <https://www.facebook.com/PublicOpinionStrategies>

Addresses: 214 North Fayette Street Alexandria, VA 22314

Frederick Polls, LLC: An issue and campaign polling firm. This firm conducts telephone polls, focus groups, online surveys, strategy analysis, and more.

Keith Frederick, Owner

Website: <http://www.frederickpolls.com/>

Phone Number: 703.528.3031

Address: 2101 Wilson Blvd., Suite 104 Arlington, Virginia 22201

(E) VTCA's Virginia Statewide Survey (2012)

In 2012, VTCA hired Public Opinion Strategies and Frederick Polls to conduct a statewide survey of 500 likely Virginia voters. 125 interview phone interviews were also conducted, and this survey took place from January 19, 2012 through January 21, 2012.

83% of respondents thought that it was important for Virginia lawmakers to pass a long-term funding transportation plan, and 16% did not think it was important.

79% of Virginians were concerned about the budget shortfall in the construction budget, while 20% were not concerned.

62% of Virginia voters endorsed Governor McDonnell's proposal for transportation funding, and 31% opposed his plan.

This survey throughout Virginia found that support for the Governor's transportation proposal crossed political party lines. 51% of Base Democrats, 61% of Soft Democrats, 57% of Independents, 69% of Soft GOP, and 72% of Base GOP voters supported the proposal.

In terms of message testing, 69% of voters supported the Governor's plan over alternative proposals that were presented.

69% of respondents agreed that improving transportation would help create jobs and protect the state's economic growth.



FAQs

What is Let's Go VA?

Let's Go Virginia is a campaign developed by the Virginia Transportation Construction Alliance (VTCA) to highlight the Commonwealth's tremendous transportation funding needs. As the Virginians who plan, design, build, and maintain Virginia's roadways, VTCA thinks it's imperative to address our deteriorating transportation infrastructure.

What has happened to our roads in Virginia?

Virginia has worked to maintain the third largest highway system in the nation with funding levels that have not significantly increased since 1986. At the same time our population and number of miles traveled on Virginia roads has grown exponentially. This would be similar to getting a job in 1986 and not receiving a salary increase for more than 20 years.

How is the transportation issue impacting Virginians?

Virginians are wasting time and money due to a lack of funding for our transportation system. Virginians currently have the sixth longest commute times in the nation. Congestion impacts economic development opportunities for the Commonwealth, increases business costs and reduces time with our families. Traveling on the deteriorating roads in Virginia costs commuters hundreds of dollars a year in extra vehicle repairs and maintenance. There is no funding for our secondary road system, which means suburban and rural roads are deteriorating at a dramatic rate. Virginia, previously America's Top State for Business, has lost its ranking largely due to the neglected transportation system.

How do we change the outlook for the future?

It's up to the members of the General Assembly to implement a long-term, sustainable solution to get Virginia moving again.

What is the best way to get involved?

Visit letsgoVA.org to contact your legislators and voice your support for a long-term, sustainable funding solution. Without support from Virginians, the transportation issue will not be solved and our roads will continue to crumble. On the site you'll find a video explaining the issue, frequent updates from our Twitter page and links to additional information. Also, check out Virginians for Better Transportation (VBT) for more information about Virginia's transportation funding crisis.

Let's Go Virginia Campaign Advertising Materials

**WHAT IF WE MAINTAINED
OUR CARS THE WAY WE
MAINTAIN OUR ROADS**



WAITING GETS VIRGINIA NOWHERE **LET'S GO!**

Imagine you bought your car in 1986 and only spent the absolute minimum in maintenance to keep that car running. Doesn't seem safe or reasonable, does it? But that's what we've done with our roads in Virginia. We fund our roads at the same level we did more than 25 years ago. While our population, miles traveled and project costs increase each year, the buying power of those dollars has been greatly reduced and our roads are literally crumbling beneath us. Nearly a quarter of our roads and bridges are now deficient or obsolete and by 2017, Virginia will have no funding left in its construction program. Waiting gets us nowhere. Support transportation solutions that put Virginia on the right road. Let's go!

letsgoVA.org

#lets go VA

VTCA
Virginia Transportation Construction Alliance

CAN VIRGINIANS WORK WITHOUT WORKING TRANSPORTATION



WAITING GETS VIRGINIA NOWHERE

LET'S GO!

Nearly 2 million Virginia jobs are fully-dependent on the Commonwealth's transportation infrastructure. However, we fund our roads at the same level we did more than 25 years ago. Sound like a successful plan for economic development? Nearly a quarter of our roads and bridges are now deficient or obsolete and by 2017, Virginia will have no funding left in its construction program. Waiting gets us nowhere. Support transportation solutions that put Virginia on the right road. Let's go!

letsgoVA.org

#letsgoVA

VTCA
Virginia Transportation Construction Alliance

ARIBA American Road &
Transportation Builders
Association

WHAT IF WE TREATED OUR CAREERS THE WAY WE TREAT OUR ROADS



WAITING GETS VIRGINIA NOWHERE **LET'S GO!**

Imagine you are making the same salary today that you made in 1986. Not very appealing is it? But that's what we've done with our roads in Virginia. We fund our roads at the same level we did more than 25 years ago. While our population, miles traveled and project costs increase each year, the buying power of those dollars has been greatly reduced and our roads are literally crumbling beneath us. Nearly a quarter of our roads and bridges are now deficient or obsolete and by 2017, Virginia will have no funding left in its construction program. Waiting gets us nowhere. Support transportation solutions that put Virginia on the right road. Let's go!

letsgoVA.org

#letsgoVA

VTCA
Virginia Transportation Coordinating Association

ARIBA American Road & Transportation Builders Association

Campaign #2: “It’s Time Virginia” Campaign by Virginians for Better Transportation (VBT)



itstimevirginia.org • (804) 237-1399

The Virginians for Better Transportation (VBT) was a coalition working to advocate for a comprehensive, long-term funding plan for transportation in Virginia. These individuals served on the VBT’s Executive Council:

- Jeff Ainslie (co-chairman), Ainslie Group, Virginia Beach
 - Bev Fitzpatrick (co-chairman), Virginia Museum of Transportation, Roanoke
 - Bob Archer, Blue Ridge Beverage Company, Inc., Salem
 - Rick James, Adams Construction Company, Roanoke
 - William “Bill” Bell, Northrop Grumman, Newport News
 - Linda McMinimy, Virginia Transit Association, Richmond
 - Bob Chase, Northern Virginia Transportation Alliance, McLean
 - Wade King, Virginia Division of Travelers Protection Association of American, Mechanicsville
 - Joyce Waugh, Roanoke Regional Chamber of Commerce, Roanoke
 - Lon Anderson, AAA Mid-Atlantic, Northern Virginia
 - Jim Dyke, McGuire Woods, McLean
 - Colin Campbell, Colonial Williamsburg Foundation, Williamsburg
 - Tom Jewell, Carter Braxton Real Estate Co., Leesburg
 - Fritz Knapp, Virginia Transportation Alliance, Richmond
 - Charles MacFarlane, MacFarlane Partners, Richmond
 - Sheila Noll, Hampton Roads Public Transportation Alliance, Yorktown
 - Dr. Robert G. Templin, Jr., Northern Virginia Community College, Annandale
 - Chris Zimmerman, Washington Metropolitan Area Transit Authority, Arlington
- **Official VTB Campaign Website:** <http://www.itstimevirginia.org/>
 - **VBT’s Guide to Virginia’s Transportation Funding Crisis:**
<http://www.itstimevirginia.org/Resources/Docs/Virginian%27s%20Guide%20to%20Our%20Transportation%20Funding%20Crisis%20FINAL.pdf>

- **“It’s Time VA” Campaign’s Focus on Compromise:**

It’s Time - Elected Officials Must Work Together

[Contact your legislators today and urge them to find a compromise!](#)

- They must put their differences aside, work together and compromise on a sustainable, long-term transportation funding solution that both the House and Senate will pass.
- They must find a solution that will ensure Virginia remains an attractive and economically vital place in which to live, work and raise a family.
- They must do it NOW.

Baby steps...

Yesterday, following the passage of transportation funding legislation (HB 2313) by Senate leaders Gov. Bob McDonnell issued a news release stating:

The "vote by the Senate is another step in creating a final plan for addressing Virginia's transportation challenges on a long-term basis. Achieving our collective goal will require finding common ground. That common ground must include a significant commitment of the projected future growth in general fund revenues, greater reliance on sustainable revenue sources which grow with economic activity, as opposed to gasoline tax increases, and sufficient revenues to address maintenance crossover, construction, passenger rail, and transit needs without overburdening our citizens and businesses with taxes." [Read more.](#)

Our legislators are closer than ever in reaching a compromise, but they're not there yet. We need a funding solution now. Click below to learn why.

Polling Data

Poll #1: Quinnipiac University (2012)⁹

This poll sampled Virginia voters, and 32% of these respondents reported that they would rather have higher gas taxes than tolls in order to raise funds to support road improvements.

Poll #2: Roanoke College (2013)¹⁰

This poll sampled Virginia residents, and 29% of respondents were in favor of tying the gas tax to inflation if it would raise revenues for transportation.

24% of respondents said that increasing taxes and specifically reserving them for roads was “closest to their viewpoint.”

Poll #3: Old Dominion University (2012)¹¹

This poll sampled Hampton Roads, Virginia residents. 25% of these respondents said that they would support an increase in the “state fuel tax if additional funds [were] needed to maintain or expand the road, highway, and bridge systems in Hampton Roads.”

Poll #4: Quinnipiac Poll- Governor McDonnell’s Job Approval Rating Before and After Transportation Bill Passage

This poll surveyed 1,100 voters from March 20, 2013 through March 25, 2013. In a recent Quinnipiac poll released on March 27, 2013, Governor Bob McDonnell has a 53-26 approval rating. Virginia voters still approve of his performance; in January, Governor McDonnell had a 54-27 job approval rating.¹²

Poll #5: Virginia Transportation Construction Alliance (2013)

This poll was conducted on behalf of the VTCA by Public Opinion Strategies and Frederick Polls. This statewide transportation survey sampled 500 likely voters in Virginia, and 375 interviews were conducted by landline and 125 interviews by cell phone. This poll began on January 19, 2013 and ended on January 21, 2013. Over 80% of respondents said that it was important to approve of a transportation package that addressed the state’s long-term transportation funding.

⁹ “What Do Americans Think About Federal Tax Options To Support Public Transit, Highways, and Local Streets and Roads? Results from Year Four of a National Survey. “Mineta Transportation Institute. June 2013. <http://bit.ly/130Ekax>

¹⁰ “What Do Americans Think About Federal Tax Options To Support Public Transit, Highways, and Local Streets and Roads? Results from Year Four of a National Survey. “Mineta Transportation Institute. June 2013. <http://bit.ly/130Ekax>

¹¹ “What Do Americans Think About Federal Tax Options To Support Public Transit, Highways, and Local Streets and Roads? Results from Year Four of a National Survey. “Mineta Transportation Institute. June 2013. <http://bit.ly/130Ekax>

¹² “Virginia Voters Still Approve of Governor, Poll Shows”

Almost 4 out of 5 respondents were concerned about the state's shortfall in the new construction budget.

Respondents supported Governor McDonnell's transportation funding proposal by a 2 to 1 margin. 21% of respondents reported that this proposal was closest to their personal views: "In order to increase transportation funding, the current gas tax of 17.5 cents per gallon should be increased by 10 cents to 27.5 cents per gallon. The gas tax would also be indexed to inflation so that it would increase at the same rate as inflation."¹³

Text of Legislation

Full Bill Text: <http://leg1.state.va.us/cgi-bin/legp504.exe?ses=131&typ=bil&val=HB2313>

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<http://lis.virginia.gov/cgi-bin/legp604.exe?131+sum+HB2313>

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