West Virginia's transportation infrastructure is facing a major funding crisis and, if left unresolved, will continue to deteriorate at an accelerated and alarming rate.

THIS ISSUE’S FACT:

UNIQUE ASPECT OF WEST VIRGINIA’S TRANSPORTATION SYSTEM

- With roughly 36,000 miles of public highway mileage, West Virginia is one of only four states in which there is no county and/or township ownership of highways.

- As a result, the WVDOH has statutory authority for the construction, improvement, and maintenance of nearly all public highway miles (approximately 36,000 or 93%) in the state, the highest percentage in the nation.

- Furthermore, despite West Virginia’s relatively small size, the WVDOH is responsible for the sixth-largest state maintained highway network in the nation.

- Most all states have local fees to pay for roads, such as property tax, local sales tax or local gas tax. West Virginia’s gas tax, registration fees and vehicle sales tax are the only sources for road and bridge repair.

- Revenues have not kept up with inflation. In Fiscal Year 1999, WVDOT revenues were $1.9 billion in constant 2012 dollars compared to $1.2 billion in Fiscal Year 2012.

- The value of current revenues is only 62 percent of what it was in 1999.

- While revenue has been stagnant, transportation costs have not.

- In Fiscal Year 2015, total collections for the State Road Fund were $743 million. In Fiscal Year 2016, the collections dropped $51.5 million to $691.5 million.

- A major decline in revenues comes from the drop in the wholesale price of gasoline.

- In 2015, the wholesale tax on gas dropped 1.1 cents per gallon. In 2016, it dropped 1.4 cents per gallon. On January 1, 2017, the gas tax dropped another 1 cent.

- This 3.5 cents per gallon has resulted in a nearly $50 million loss in highway revenues. (Each 1 cent of the wholesale gas tax yields about $15 million according to WVDOH.)