



Legislative and Public Outreach
Committee Report
September 4, 2013

Our Mission

The purpose of the Legislative and Public Outreach Committee is to actively involve the public as a full and valued partner by accepting public comments in determining the adequate structure and financing of the present and future needs of the State's highway system.



How We Obtained Public Input

- Utilized Rahall Transportation Institute as consultants and meeting facilitators
- Developed Public Outreach Website – www.wvbrc.com
- Held Nine Regional Meetings
 - Each regional meeting had the same format
 - Overview of the current highways system
 - Audience Response System (ARS) Survey
 - Public Comments
- Accepted input from Online Surveys and Mail-In Responses



Public Hearing Locations

586 West Virginians Attended in Person



In addition to Public Hearings:

- 750 Surveyed Online
- 61 responses received via mail

In total, nearly 1400 West Virginians voiced their opinions.



TV Coverage of Hearings

- Television media were at all hearings except Elkins.
- TV reports were uniformly positive and accurately represented our efforts.



We Learned The Public Felt Strongly About...

- That West Virginia's roads and highways are important to them (99% agreed),
- That the roads and highways help create economic development and high paying jobs (95% agreed), and
- It is critical that the state fund safe and efficient roads and highways (95% agreed).



What We Learned About Revenue Generation

The most favorable options for **revenue generators** were:

- Question 12) I would support a continuation of tolls on the West Virginia Turnpike to help pay for new projects.
- Question 10) I would support additional registration fees or increased vehicle taxes on alternative fuel vehicles.
- Question 7) I would support increases in motor vehicle license and registration fees.



What We Learned About Innovations

The most favorable options for **innovations** were:

- Question 15) I would support further development of public-private partnerships to aid the construction and maintenance of highway projects.
- Question 14) I would support the development of a State Infrastructure Bank to provide loans to public and private entities to help finance highway projects.



What We Learned About Cost Efficiency

The most favorable option for **cost efficiency** was:

- Question 6) I would support dedicating sales tax receipts on motor vehicle repairs, parts and services to the State Road Fund.



What We Learned About Unfavorable Options

The most unfavorable options were:

- Question 8) I would support increases to gasoline and/or diesel motor fuel taxes.
- Question 11) I would support increases to the consumer sales tax with the proceeds going to the State Road Fund.
- Question 9) I would support increases to the vehicle tax (previously known as the privilege tax).
- Question 17) I would support allowing localities more flexibility to implement user fees or local sales taxes to help fund road projects.



Summary

- Highways and bridges are important to West Virginians.
- “Doing nothing” is not acceptable.
- DOH has to be more efficient.
- West Virginians do not favor increased taxes.
- West Virginia must be more efficient and innovative, and may restructure fees to gain revenue.

