



LOCAL GOVERNMENT WORKGROUP UPDATE

June 20, 2012

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Background

- **The CTB meeting on June 15, 2011:**
 - adopted local maintenance payments for fiscal year 2011-2012
 - significant discussion regarding the distribution of maintenance funds across systems and localities
- **The CTB meeting on July 20, 2011 established a subcommittee of the Board, which consists of all at-large members to:**
 - evaluate the issues surrounding equalization of maintenance fund allocations
 - and to consider options which could be addressed administratively and legislatively
 - to develop recommendations for the effective and equitable distribution of maintenance funds
 - to present those recommendations to the Board on or before December 31, 2011.

Background (Continued)

- **Resolution of the CTB in December 2011:**
 - **An analysis and comparison of needs across systems is desired before recommending legislative changes**
 - Lack of available data on local system condition and performance limits further analysis
 - **The most equitable approach to distribution of scarce maintenance funding may be a formula that incorporates a prioritized needs-based factor along with a commitment to maintain our statewide assets, regardless of maintenance responsibility**
 - **Reconvene the local government working group (in partnership with the Virginia Municipal League and Virginia First Cities Coalition) to advance the collection and analysis of system condition and performance data on the locally maintained system**

Local Government Workgroup Members

- City of Alexandria
- City of Bristol
- City of Danville
- City of Hampton
- City of Harrisonburg
- City of Manassas
- City of Norfolk
- City of Roanoke
- City of Virginia Beach
- Town of Ashland
- Town of Leesburg
- Arlington County
- Henrico County
- Virginia First Cities Coalition
- Virginia Municipal League
- VDOT Local Assistance Division
- VDOT Maintenance Division

Summary of Meetings

- **Workgroup met 4 times since January**
- **Workgroup sent out a survey to all 83 localities that maintain their own systems and included questions relating to:**
 - **Pavement Data Collection and Management Systems**
 - **Traffic Signals**
 - **Drainage**
 - **Sidewalks**
 - **Other Assets Maintained by the 83 Localities**

Survey Data Results

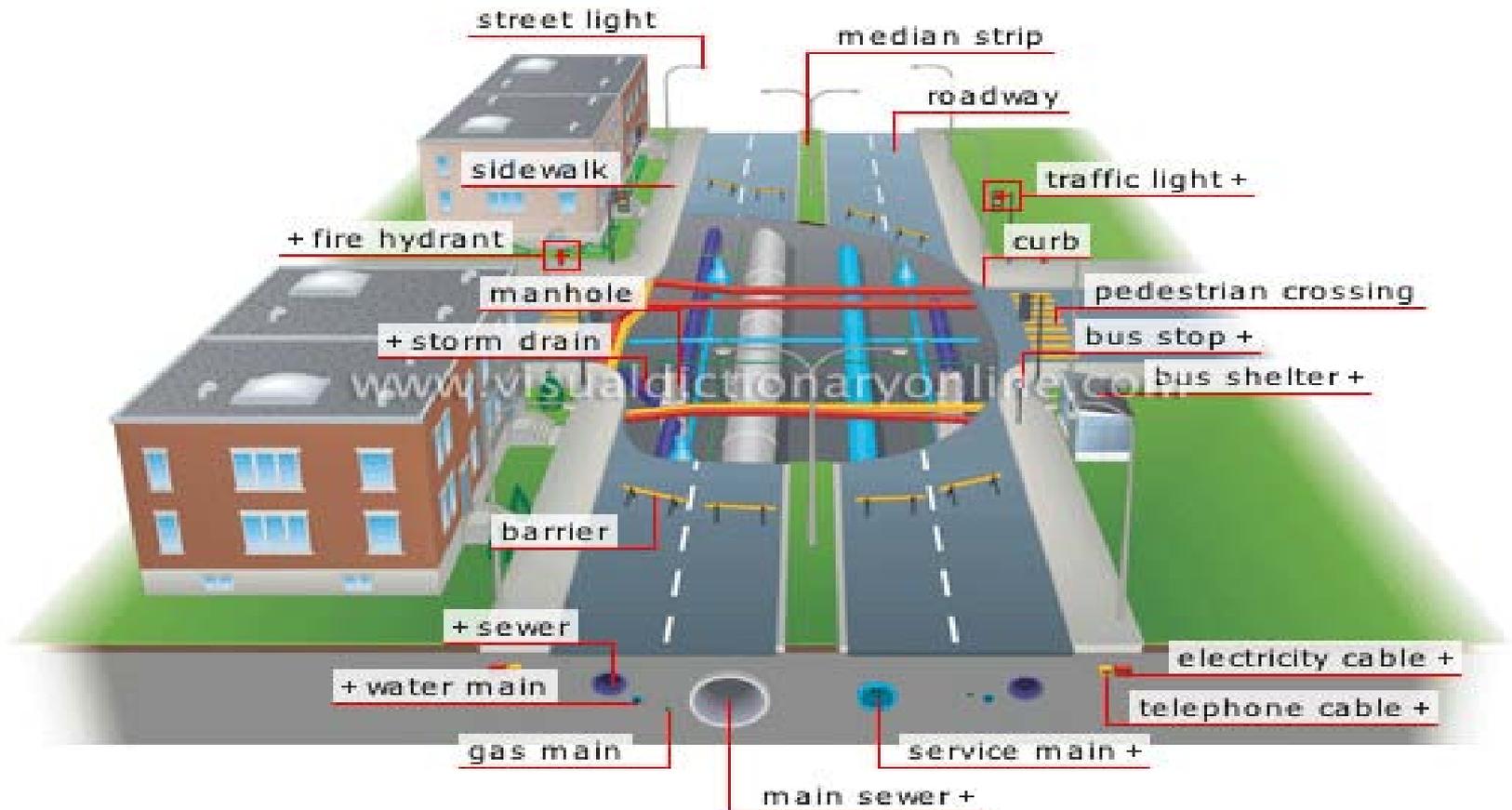
- **Compared the survey data to the annual Weldon Cooper Survey**
- **The existence of collected data varied greatly across jurisdictions**
- **Pavement was the top maintenance expense followed by traffic control operations and devices**
- **Survey also showed that localities that maintain their own systems pay a substantial amount towards maintaining other transportation assets**

Local Government Workgroup – Urbanized Streets



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Maintenance Expenditures (FY10)	
Pavement	\$148M
Traffic Operations/ Devices	\$81M
Drainage	\$34M



System Condition Data

- Focus on pavements
- Evaluated the benefits and cost of using VDOT's pavement data collection contract for preparing a snapshot of pavement data for arterial routes on the locally maintained system
 - Would provide a consistent standard/protocol that would be used statewide
 - The estimated cost of the data collection is **\$250,000**
- Currently the Cities of Hampton and Colonial Heights are using VDOT's pavement data collection contract

Local Government Workgroup – Conclusions and Recommendations

- **Maintenance activities in localities that maintain their own systems are substantially different than that on rural county roads**
- **Performance measures must keep the differences in mind when implementing statewide standards**
- **Utilize the VDOT Pavement Data Collection Contract to collect/ analyze pavement conditions for arterial routes within localities that maintain their own systems**

Local Government Workgroup – Next Steps

- Summer/ Fall 2012: Collect pavement data for arterial routes
- Fall/ Winter 2013: Analyze and process the data
- Winter 2013: Reconvene the Local Government Workgroup
- Spring 2013: Report findings to the CTB

- In addition, the Local Government Workgroup will continue to evaluate other performance standards that can be utilized statewide in analyzing other transportation asset types



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