



HB 1048 / SB 518

Adjustments for Local Programs

May 13, 2014
Jennifer B. DeBruhl
Director, Local Assistance Division

Existing CTB Formula Funds

- 25 percent to bridge reconstruction and rehabilitation;
- 25 percent to advancing high priority projects statewide;
- 25 percent to reconstructing deteriorated interstate and primary system pavements determined to have a Combined Condition Index of less than 60;
- 15 percent to projects undertaken pursuant to the PPTA;
- 5 percent to paving unpaved roads carrying more than 200 vehicles per day; and
- 5 percent to smart roadway technology.

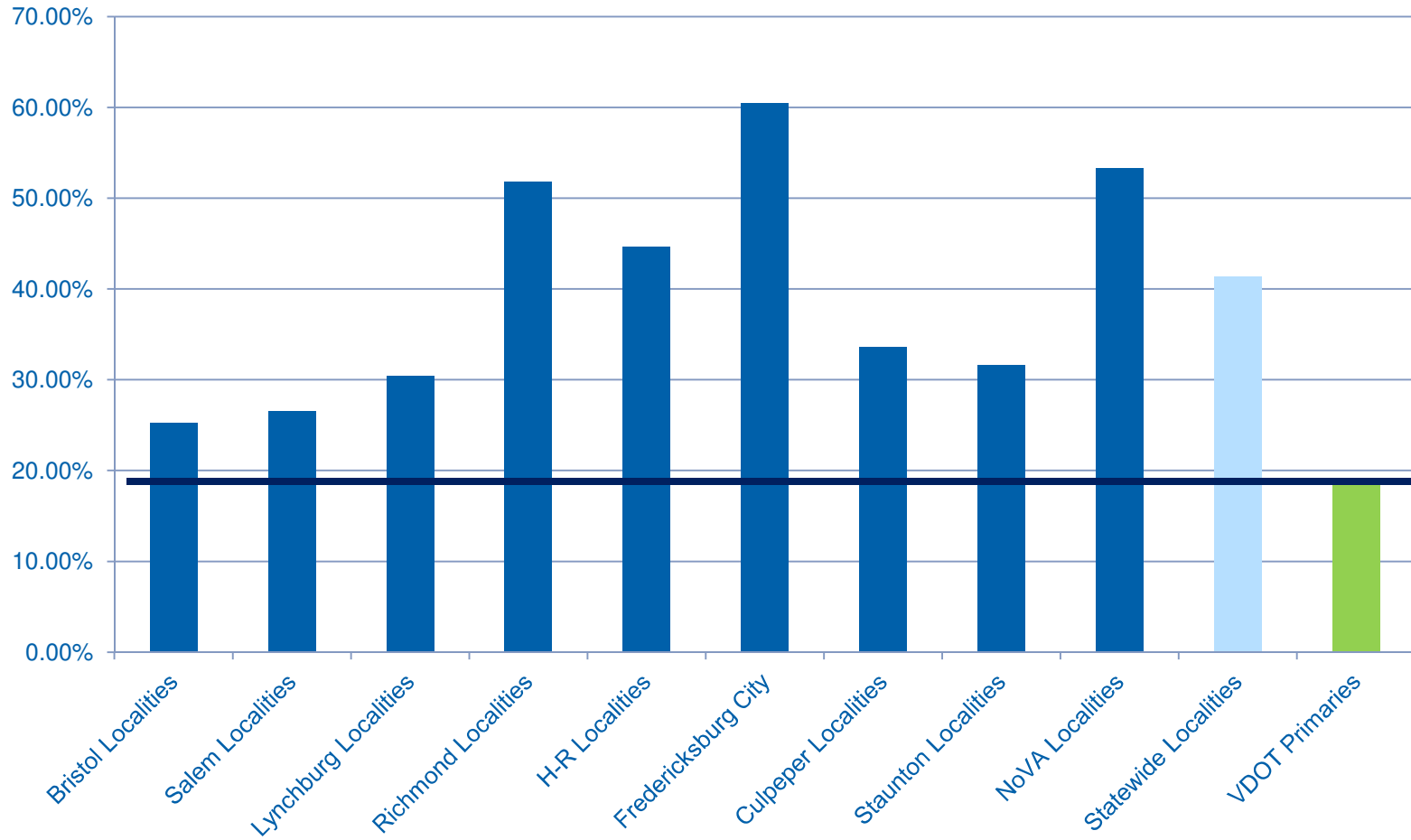
Changes to CTB Formula Resulting from HB 1048/SB 518

- 25 percent to bridge reconstruction and rehabilitation;
- 25 percent to advancing high priority projects statewide;
- 25 percent to reconstructing deteriorated interstate, primary system *and municipality maintained primary extension* pavements determined to have a Combined Condition Index of less than 60;
- 15 percent to projects undertaken pursuant to the PPTA;
- 5 percent to paving unpaved roads carrying more than **50** vehicles per day; and
- 5 percent to smart roadway technology.

Primary Extensions

- **Those routes maintained by Cities or Towns that carry a primary route number for continuity.**
 - 4,260 lane miles statewide (nearly ½ in Hampton Roads District)
 - Locally maintained primary extensions represent 14% of eligible lane mileage
- **VML and Virginia First Cities Coalition sought clarification of the Code language to ensure eligibility of locally maintained primary extensions for CTB set-aside for primary pavements**

% Deficient Pavement Local Primaries / VDOT Primaries



Recommendation for Primary Extensions

- **Set aside 14% of the CTB formula paving allocation for locally maintained primary extensions**
- **Accept applications on an annual basis to support pavement overlay, rehabilitation, or reconstruction projects**
 - **Maximum request of \$1M per locality, per year**
 - **Roadway must have Critical Condition Index rating of 60 or less**
 - **Projects must be advertised within 6 months of allocation. Projects that are selected and do not meet this criteria may be subject to deallocation.**
 - **Maintenance of Effort Certification – funding supplements, not replaces, the current level of funding/level of effort on the part of the locality**
- **Prioritize projects for funding based on technical score that considers pavement condition, traffic volume, and past expenditures**
 - **Pavement condition (CCI) – 50%**
 - **Traffic volume – 35%**
 - **Prior expenditures – 15%**
- **Full implementation will require regular collection of pavement condition data on the locally maintained primary extensions.**

Implications Primary Extension Set-aside

- **Estimated set-aside funding by year:**

FY15	FY16	FY17	FY18	FY19	FY20
\$4.9M	\$9.2M	\$13.4M	\$13.6M	\$14.6M	\$14.2M

- **Net results:**
 - **Increases funding available for paving projects on locally maintained primary extensions (\$70M over 6 years)**
 - **In order to maintain target of 82% of interstate and primary pavements (VDOT maintained), \$70M will need to come from maintenance budget. This will impact the amount of funding going toward secondary paving.**

Unpaved Roads

- **The CTB Formula established a 200 vpd threshold for “high volume unpaved roads” - formula unpaved road funding threshold is 50 vpd**
- **FY14 was the first year funds were distributed using the CTB formula**
 - 93 counties had “eligible” unpaved roads
 - 43 of those counties had less than 2 miles of unpaved roads over 200 vpd
 - 66 of those counties had less than 5 miles of unpaved roads over 200 vpd
 - 12 counties received funding that they were unable to program based on the 200 vpd threshold
- **Change to 50 vpd ensures that:**
 - Most counties have the opportunity to receive CTB formula unpaved road funding
 - Furthers the goal of eliminating the backlog of unpaved road mileage
 - Provides greater geographic equity
- **Focus on providing a hard-surface road at the lowest cost**

Recommendation for High Volume Unpaved Roads

- There are still issues specific to high volume unpaved roads that warrant special consideration for funding
- Set aside 10% of CTB formula unpaved road funds to provide supplemental funding for providing a hard-surface on high volume unpaved roads
- Accept applications for funding on an annual basis for unpaved roadways carrying over 500 vpd, with a maximum request of \$300,000 per locality, per year
 - **28 Counties with 55 unpaved roadway segments representing approximately 44 centerline miles would be eligible**

Recommendation for High Volume Unpaved Roads

- **Prioritize applications based on the following criteria:**
 - **Higher volume routes - 20%**
 - **Engineering complete and necessary right of way secured - 20%**
 - **Construction will begin within 6 months - 15%**
 - **Additional local funds allocated - 15%**
 - **Project addresses identified safety issues - 15%**
 - **Direct access to schools/community/public service facilities - 15%**

Implications High Volume Unpaved Road Set-aside

- **Estimated set-aside funding by year:**
 - **FY17-20 Funding may be subject to HB2**

FY15	FY16	FY17	FY18	FY19	FY20
\$700,000	\$1.3M	\$1.9M	\$1.9M	\$2.1M	\$2.1M

Timeline/Next Steps

- **May – Presentation at CTB Workshop**
- **June – Present resolution for action at CTB Meeting**
- **June – Call for applications**
- **August 1 – Applications Due**
- **October – Tentative FY15 allocations presented to CTB**
- **November – Final FY15 allocations presented to CTB**



HB 1048 / SB 518

Adjustments for Local Programs

May 13, 2014
Jennifer B. DeBruhl
Director, Local Assistance Division