



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

Shannon Valentine
Chairperson

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-8032
Fax: (804) 786-6683

Agenda item # 1

RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

October 17, 2019

MOTION

Made By: Ms. DeTuncq, Seconded By: Mr. Yates
Action: Motion Carried, Unanimously

Title: Primary Extension Improvement Program Policy

WHEREAS, the Commonwealth Transportation Board (CTB) adopted a policy on June 18, 2014 to provide for the selection of projects under the Primary Extension Improvement Program; and

WHEREAS, §33.2-358(C) of the *Code of Virginia* that allowed the CTB to set aside CTB Formula funding for reconstructing those deteriorated interstate and primary system pavements and municipality-maintained primary extension pavements using state funds sunsets in FY2020; and

WHEREAS, §33.2-369 (B) of the *Code of Virginia* allows the CTB to allocate funds for state of good repair purposes for reconstruction and rehabilitation of pavement on the Interstate System and Primary State Highway System determined by the CTB to be deteriorated, including municipality-maintained primary extensions; and

WHEREAS, the Board has determined the previously adopted policy needs to be updated to reflect the additional requirements associated with federal funding now available through the State of Good Repair program.

NOW, THEREFORE BE IT RESOLVED, the June 18, 2014 Primary Extension Improvement Program Policy is amended and replaced by the following policy and criteria governing the selection of primary extension paving projects:

1. The Virginia Department of Transportation will solicit applications from local governments on an annual basis to support pavement overlay, rehabilitation, or reconstruction projects.
2. The maximum request under the program will be \$1,500,000 per locality, per fiscal year.
3. All projects funded under this program must be advertised within 12 months of allocation. Projects that receive funding and do not meet this criterion may be subject to deallocation by the CTB.
4. As part of the application process, localities must provide certification that the funding allocated will supplement, not replace, the current level of effort on the part of the locality.
5. Projects will be prioritized for funding based on a technical score that considers pavement condition, traffic volume, whether or not the extension is an NHS route and past expenditures on pavement by the locality.
6. Once projects have been identified and prioritized in accordance with the foregoing process, the project list will be presented to the full Board for its consideration and approval.
7. The Commissioner of Highways is directed to establish administrative procedures to ensure adherence to and compliance with the provisions of this policy and legislative directives.

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CTB Decision Brief

Primary Extension Improvement Program Policy Update

Issue: VDOT is proposing and seeking the Commonwealth Transportation Board's (CTB's) approval of a revision to its current policy for the allocation of funds for reconstructing and rehabilitating deteriorated pavements on locally maintained primary extensions. The revision is needed to accommodate the planned use of federal funds for the primary extension program pursuant to changes set out in §§ 33.2-358(D) and 33.2-369 of the *Code of Virginia* that take effect on July 1, 2020. VDOT seeks to increase the maximum annual request per locality permitted under this program from \$1,000,000 to \$1,500,000 and to extend the time within which the municipality must advertise projects from a maximum of 6 months to a maximum of 12 months after funds are allocated.

Facts: Section 33.2-358(C) of the *Code of Virginia* that allowed the CTB to set aside CTB Formula funding for reconstructing those deteriorated interstate and primary system pavements, and municipality-maintained primary extension pavements having a Combined Condition Index of less than 60 sunsets at the end of FY2020. The State of Good Repair funds provided under Section 33.2-369 of the *Code of Virginia* will be fully implemented starting in FY2021. This will include authority to use State of Good Repair funds for the reconstruction and rehabilitation of deteriorated pavement on municipality-maintained primary extensions.

1. Current CTB Primary Extension Improvement Program Policy allows a maximum request and allocation of \$1,000,000 per locality annually.
2. Primary Extension projects selected through FY2020 were granted an exception to the federal process and were required to be advertised within 6 months of allocation.
3. Beginning in FY2021, projects selected through the State of Good Repair prioritization process will be required to follow the federal process for project development and delivery, which will require additional steps and VDOT oversight not needed using state funds.

Recommendations: VDOT proposes that the recommended allocations per locality be increased to a maximum of \$1,500,000 and projects be advertised within 12 months of allocation of funds.

Action Required by CTB: In order to accommodate the use of federal funds on projects under the State of Good Repair Program for municipality-maintained primary extensions, the CTB is requested to consider and approve the increased request amount and increased timeframe to advertise projects selected through the prioritization process. The CTB will be presented with a resolution for a formal vote.

Result, if Approved: The localities will have the ability to apply for an annual allocation of up to \$1,500,000 and will have up to 12 months to advertise the project once they are notified funds have been allocated for their primary extension improvement projects.

Options: Approve, Deny, or Defer.

Public Comments/Reactions:

VDOT worked with a Local Stakeholders Workgroup and that Workgroup supports the recommended changes to accommodate the federalizing of these primary extension pavements. A statewide webinar was also held that was available to all impacted localities that discussed these proposed changes.