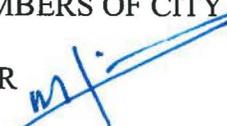


City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 26, 2013

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: RASHAD M. YOUNG, CITY MANAGER 

SBUJECT: BUDGET MEMO #31: NEW VDOT PAYMENT DATA COLLECTION ANALYSIS RESULTS

Over the course of the last year as part of its study of road maintenance funding, the Virginia Department of Transportation (VDOT) created a Local Government Work Group to provide VDOT input on maintenance funding issues, as well as collected pavement condition data for arterial routes (i.e., primary and secondary streets) for the 83 cities and 2 counties (Arlington and Henrico) that maintain their own road systems. This week, VDOT released the pavement condition data. Since this report has a direct relationship with the Add-Delete CIP discussion, I wanted to bring this to your attention. A report on this study will be presented to the VDOT Commonwealth Transportation Board (CTB) at its next meeting on May 15, 2013.

The VDOT study found that 69% of the 145 lane miles of arterial streets in Alexandria have deficient pavement conditions. The City has a total of 360 lane miles of street. In Alexandria, the 145 miles of arterials include streets such as West Braddock Road, Duke Street, Van Dorn, Washington Street, Janneys Lane and Beauregard Street.

Alexandria's figures are the same as the findings in Arlington where 69% of arterials were also rated deficient. The Northern Virginia locally maintained arterial average was 61% deficient, with some localities having a higher deficiency rating than Alexandria and some localities having a lower deficiency rating. Northern Virginia had the highest deficiency rating of any region in the State. These locally maintained road deficiency ratings compare to a 40% deficiency for VDOT maintained statewide secondary roads and a 19% deficiency for VDOT maintained primary roads statewide. In Northern Virginia, 60% of VDOT maintained secondary roads were deemed deficient with 32% of VDOT maintained Northern Virginia primary roads also deemed deficient.

In FY 2012, the City received approximately \$6.8 million from VDOT for pavement repair, traffic control devices, drainage/bridges and operations and engineering. The City spends approximately 56% of maintenance funds allocated from VDOT for pavement maintenance. The remaining proportion of the VDOT maintenance allocation is spent for other right-of-way management activities, including traffic control, bridge maintenance and engineering.

The Local Government Work Group conclusions and recommendations to the CTB based on its pavement study are that:

- Local arterial pavement is generally the same or worse condition that similar roads maintained by VDOT.
- Localities are spending approximately 50% of their maintenance payments on pavement.
- Localities are spending 30 to 40% more on maintenance than they receive in maintenance payments from VDOT.
- There is no correlation between deficiency in pavement when compared to spending, average vehicle miles traveled, truck traffic or population.

The Local Government Work Group is considering whether to propose a policy that would set performance targets for pavement conditions for Locally Maintained Arterial Routes, which is similar to the current Bridge Condition Rating.

T&ES is currently underway with its 2013 extensive pavement condition inventory of all streets in the City (VDOT only measured arterials). The results of this inventory should be available late this summer and will be communicated to City Council this fall, and subsequently used to determine the City's road repaving priorities. The City will be requesting the VDOT raw survey data and will also use that data in its analysis.