

Network for Success **Local Programs Workshop**



Urban Maintenance Program / SGR Update

Breakout Session # 2

September 10, 2019

Moderator: Todd Halacy, P.E.

Local Assistance Division, Assistant Division Administrator

Network for Success **Local Programs Workshop**



State of Good Repair Federalization

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State of Good Repair Program

Section 33.2-369, *Code of Virginia*

Description	Pavement	Bridge
Purpose	Reconstruction/Rehabilitation (Deteriorated)	Reconstruction/Replacement (Structurally Deficient)
System	Interstate/Primary/Primary Extensions	All Systems (VDOT and Locally Maintained)
Priority Ranking Consideration	Mileage, Condition, Costs	Number, Condition, Costs
Distribution	All nine construction districts receive allocations each year Based on needs Minimum allocation of 5.5% and maximum allocation of 17.5% per district per year	
CTB Approved Waivers (Optional)	Key Project - extraordinary circumstances only – the maximum allocation of 17.5% can be waived in a given year	
	20% - Secondary Pavements (Optional if VDOT secondary target not met)	N/A

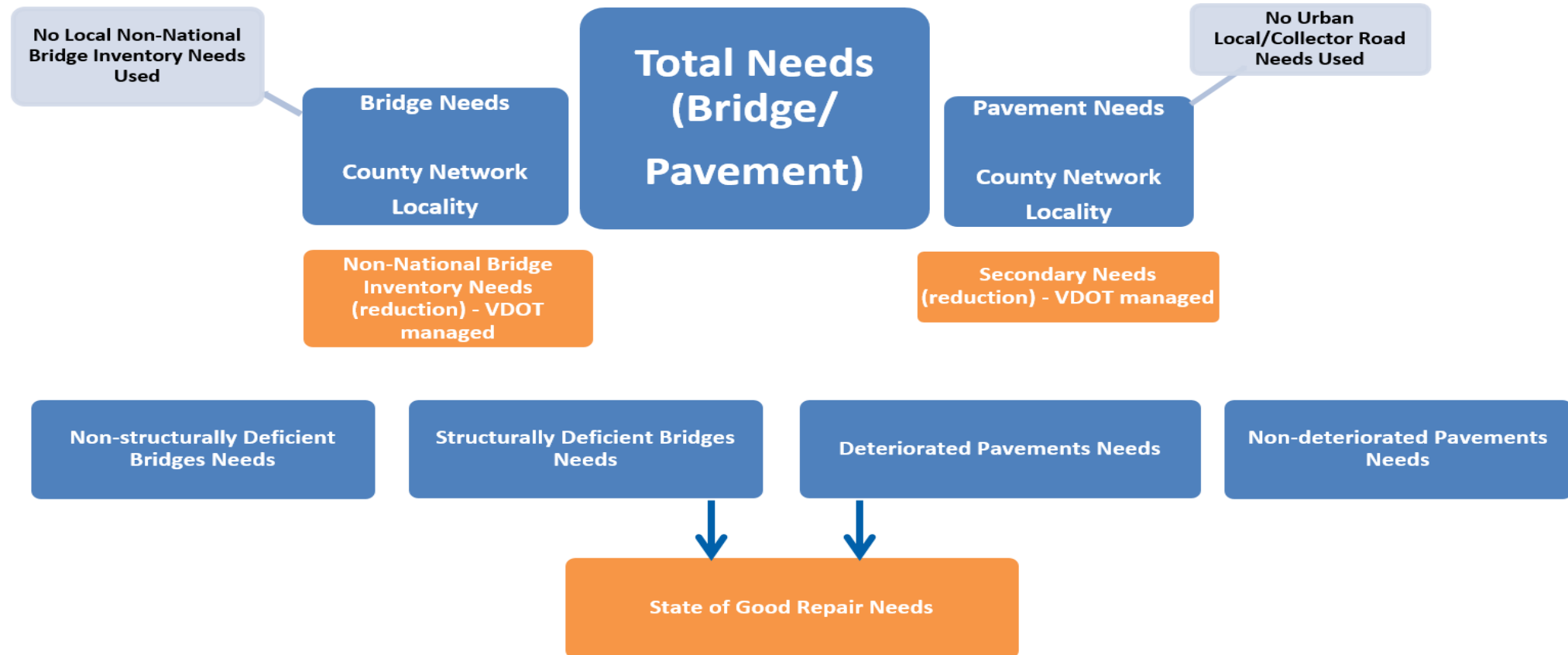
State of Good Repair Program

Three Test Requirement

Tests*	Pavement	Bridge
1	Improves the pavement condition to “fair” or better status	Removes from structurally deficient status
2	Meets definition of pavement rehabilitation and reconstruction in Federal Highway Administration’s memo dated 9/12/2005 (see link below)	Meets definition of bridge rehabilitation and replacement in Federal Highway Administration’s Bridge Preservation Guide dated August 2011 (see link below)
3	Adds or restores strength	
FHWA Memo Links	FHWA’s Memo – September 12, 2005 - Pavement Preservation Definitions FHWA's Memo - February 25, 2016 - Pavement Preservation	FHWA’s Bridge Preservation Guide – August 2011 – Maintaining a State of Good Repair Using Cost Effective Investment Strategies

*All three tests must be met in order to qualify

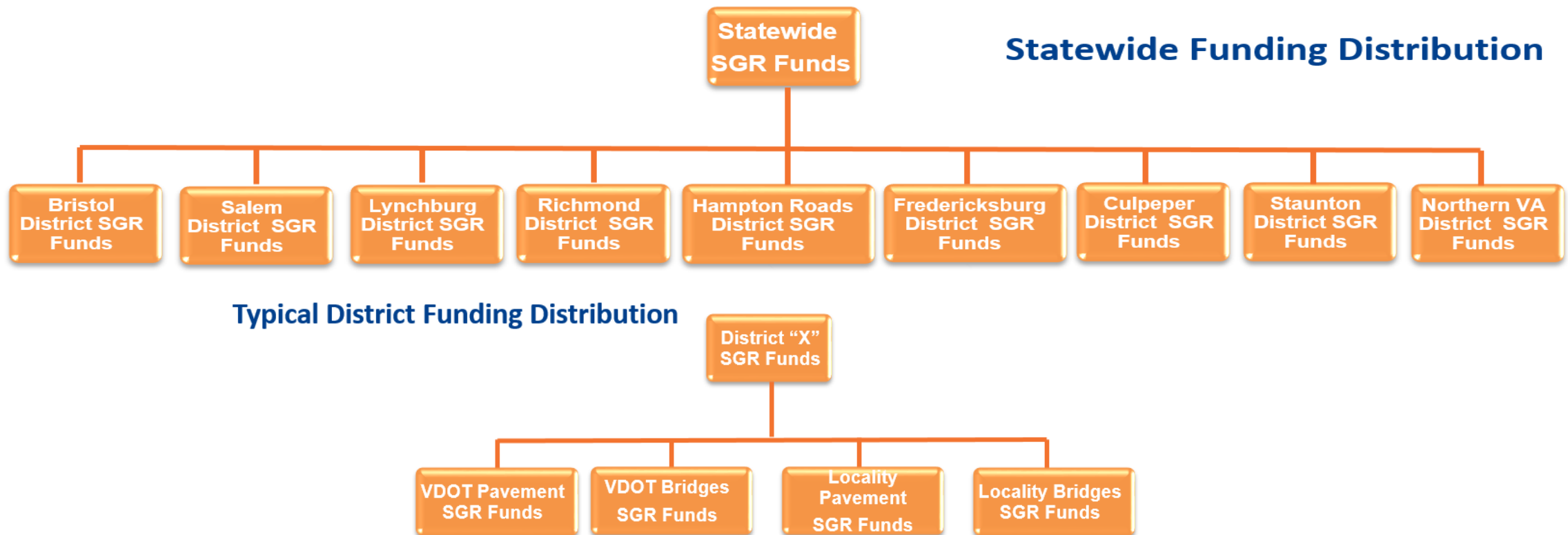
State of Good Repair Program



Fund distribution process involves several steps as the following flow chart shows

State of Good Repair Program

Based on needs and the funding limits each district receives funds in 4 areas as shown



State of Good Repair Program Primary Extension Paving Update

Funding Source Background

- CTB Formula funds applied to projects were state funds beginning in FY 2015
- CTB Formula funding sunsets in FY2020
- State of Good Repair program funding was partially implemented in Fiscal Year 2017 using state funds
- State of Good Repair funding anticipated to be fully implemented in FY 2021
- Beginning FY 2021 primary extension projects must follow the federal process
 - Funding was anticipated to be federal in FY 2019
 - Exception was granted through FY 2020 to allow localities time to prepare for additional federal contract requirements

State of Good Repair Program Primary Extension Paving Update

Primary Extension Policy Adopted June 2014

- Allows CTB to set aside a portion of the reconstruction and paving allocations for deteriorated primary extension pavements maintained by municipalities
- Maximum request of \$1M per locality per year
- Combined Condition Index (CCI) rating of less than 60
- Projects must be advertised within 6 months of allocation of funds
- Maintenance of Effort Certification – funding supplements, not replaces, the current level of funding/level of effort on the part of the locality

State of Good Repair Program

Primary Extension Paving Update

- Primary extension projects will utilize federal funding beginning FY 2021
- Changes are proposed to address the following:
 - Additional cost for projects to meet the federal requirements
 - Contract Development:
 - Safety reviews (guardrails, ADA compliance, pavement markings, shoulder drop-offs, signs, etc.)
 - Environmental studies (Environmental review process, Environmental permits, and Draft environmental document)
 - NEPA document (designated as Activity 25) as a Programmatic Categorical Exclusion (PCE)
 - Contract Administration:
 - Contract enforcement
 - Buy America, DBE goals, Davis-Bacon wage rates, etc...
 - Additional time to meet federal requirements and to obtain federal authorization

State of Good Repair Program Primary Extension Paving Update

Current Proposals

- Increase time limit from 6 months to advertise to 12 months to advertise projects
- Increase funding limit from \$1M annually per locality to \$1.5M annually per locality

VDOT initiatives to assist localities with federalizing paving contracts

- Construction Division will be providing a federal paving contract template with all required federal provisions for locality use
- VDOT could advertise/administer District wide contracts for locality SGR paving segments
- Localities could Federalize an existing contract and include the Primary Extension Routes in that contract
- Localities may use existing contracts if they were procured with federal aid contract provisions

State of Good Repair Program Primary Extension Paving Update

Next Steps:

- Seek necessary approvals for proposed changes
- Call for applications will be made in October
- VDOT will communicate new options to assist localities and revised limits

State of Good Repair Program Local Bridge Update

- Pre-Scoping Efforts for Below
 - Cross Section of Existing Bridge Deck
 - Cross Section of Existing Approach Roadway Section
 - Concept Cross Section of Proposed Bridge Deck
 - Concept / Site Plan
 - Showing limits of approach work
 - Showing general limits of proposed bridge
 - If applicable, other items such as significant MOT, ROW, Utility Impacts, etc.
 - Project Cost Estimate (to establish allocations / budget)

Questions?

Contacts

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Network for Success **Local Programs Workshop**



Urban Maintenance Program Overview

Yolanda Newton
Local Assistance Division
Local Systems Policy Manager

Urban Maintenance Program Overview

- There are currently 84 municipalities in the urban system as defined under Sections [33.2-362](#) and [33.2-319](#) of the *Code of Virginia*.
- A municipality qualifies for the urban program by satisfying any of the following requirements:
 - All cities regardless of population;
 - All incorporated towns of more than 3,500 population according to the latest U.S. Census or by evidence of population;
 - Six incorporated towns (Chase City, Elkton, Grottoes, Narrows, Pearisburg, and Saltville) which maintained streets under (repealed) Section 33.1-80
 - The towns of Wise, Lebanon, and Altavista pursuant to Section 33.2-358

Urban Maintenance Program Overview

- The Code of Virginia establishes the eligibility criteria of localities for receiving funds for street maintenance payments and apportionments for highway construction work.
- These localities are responsible for maintenance and operation of their highway systems.
- The Code also provides for the Commonwealth Transportation Board to allocate such funds to the municipalities for construction projects.

Urban Maintenance Program Overview

- Eligibility Requirements for Maintenance Payments:
 - Urban street acceptance criteria established in Code Section 33.2-319
 - CTB approves mileage additions/ deletions
- Payment - General
 - Payments based on moving lane miles (available to peak-hour traffic)
 - CTB approves payment amounts to localities
 - Localities annual growth rate is based upon the base rate of growth for VDOT's maintenance program
 - Payments to localities made quarterly

Urban Maintenance Program Overview

- Urban (84 Cities and Towns)
 - FY20 Overall Urban Budget ≈ \$ 387M
 - Payment Rates:
 - Principal and Minor Arterial Roads = \$ 21,689 per lane mile
 - Collector Roads and Local Streets = \$ 12,735 per lane mile
 - Arterial Lane Miles: 5,698
 - Collector/ Local Miles: 20,184
- Overweight Permit Fee Revenue ≈ \$ 179,780
 - Equivalent to \$ 6.87 per lane mile
- Continue \$1M to Chesapeake to address additional costs associated with movable bridges (payments began 2005)

Urban Maintenance Program Overview

Eligible Maintenance Activities

Acceptable items:

1. Costs to implement and continue these procedures
2. Payroll additives and applicable overhead charges
3. Expenditures for training in maintenance or bridge inspection work
4. Bridge inspection costs for bridges on all public streets
5. Replacement, maintenance and energy costs for traffic signals
6. Maintenance and energy costs for roadway lighting
7. Cost to maintain features within right-of-way such as sidewalks, bikeways etc.
8. Use of municipal prison labor as long as there is a work order system sufficient to document the work is an eligible activity on an eligible street
9. Operation of intelligent and other traffic control and surveillance systems to monitor and control traffic
10. Traffic calming devices which meets VDOT standards
11. Storm drainage replacement for undersized culverts
12. Minor pavement widening where tractor trailers run off the pavement or intersection radii need to be increased to accommodate turning movements

Urban Maintenance Program Overview

Eligible Maintenance Activities

Acceptable items (Continued):

13. Reconstruction or replacement of roadbeds or sidewalks where deteriorated beyond repair
14. Plant mix overlays for streets previously only surface treated
15. Higher grade materials, such as traffic signs and paint, than originally used
16. High intensity pavement marking devices on roadways
17. Traffic control devices upgrading and replacement
18. Barriers or guardrails to protect traffic control cabinets when the barrier or guardrail is immediately adjacent to the cabinet

Unacceptable items:

1. Parking meter costs
2. All costs on ineligible streets, except for bridge inspection costs
3. Follow-up repairs to utility cuts
4. All non-highway related items
5. Municipality's share (contribution) on construction projects

Refer to Appendix E of the Urban Manual

http://www.virginiadot.org/business/resources/local_assistance/Urban_Construction_and_Maintenance_Program_Urban_Manual.pdf

Questions?

Network for Success **Local Programs Workshop**



Street Additions and Deletions Street Inspections UMIS / RIMS Update

John Leonard
Local Assistance Division
Urban Program Manager

Street Additions/Deletions and Bicycle/Transit Only Lane Conversions

- Municipalities receiving maintenance payments may adjust their mileage inventory annually to reflect additions, deletions, bicycle / transit only lane conversions, annexations, mergers or incorporations that occur during the year.
- Mileage adjustments are reported via a U-1 form and must include a resolution from the governing body and a sketch map showing the changes.
- The U-1 must be submitted to the VDOT District Office no later than February 1 to be eligible for payment the next fiscal year (July 1st)
- Refer to Chapter 2.5.3 of the Urban Manual

http://www.virginiadot.org/business/resources/local_assistance/Urban_Construction_and_Maintenance_Program_Urban_Manual.pdf

Annual Inspections of Arterial Routes

- VDOT is required to conduct an annual visual inspection of arterial routes for localities receiving maintenance payments
- Purpose of the visual inspections (windshield survey) is to identify deficiencies and expedite corrective actions
- Inspection Requirements:
 - Inspections include all roads and streets which are functionally classified as principal arterial and minor arterial
 - Required to be completed annually and results sent to VDOT's LAD
 - Should meet the Department's minimum Standards of Maintenance (identified in Appendix F of VDOT's Urban Manual)
 - Inspections should identify obvious deficiencies and safety concerns
 - Corrective action or a plan of action that addresses each deficiency should be presented and made available via the U-5 form
 - Deficiencies should be re-inspected within 6 months of the annual inspection
 - **Safety issues should be corrected immediately**

Annual Inspections of Arterial Routes

- Urban Manual Appendix F – Standards of Maintenance – Intended for General Guidance
 - Pavement – Maintained as near as practical to originally constructed, reconstructed or improved condition
 - Items to report as deficient:
 - Potholes
 - Cracks (extreme cracking)
 - Other pavement distress (i.e. rutting)
 - Pavement markings (markings are not faded; markings have not lost reflective quality)
 - Utility cut settlement

Annual Inspections of Arterial Routes



Annual Inspections of Arterial Routes

- **Urban Manual Appendix F – Standards of Maintenance – Intended for General Guidance**

- Drainage – All drainage facilities shall be maintained to (a) provide safety and protection to the traveling motorist, (b) provide reasonably adequate drainage of the roadway surfaces, shoulders, and any other incidental drainage items, and (c) preserve the structural integrity of the roadway.
 - Items to report as deficient:
 - Drainage issues that do not comply with the above requirement (i.e. ponding water, drop inlet collapse)



Annual Inspections of Arterial Routes

- Shoulders and Curb and Gutter – Should have uniform slope that will conduct water away from pavement
 - Items to report as deficient:
 - Low shoulder
 - Ponding water
 - Curb and gutter (severe damage)



Annual Inspection of Arterial Routes

- Urban Manual Appendix F – Standards of Maintenance – Intended for General Guidance – continued
 - Roadside – Maintained in a reasonably safe manner
 - Items to report as deficient:
 - Vegetation – embankment erosion; view of signs and other roadway features obstructed
 - Sidewalk – unsafe or not ADA compliant



Annual Inspection of Arterial Routes

- Traffic Control and Safety – Traffic control devices should be maintained and functioning properly
 - Items to report as deficient:
 - Noticeable traffic control issue (i.e. Traffic lights not functioning properly or bulb not working)
 - Safety issue (i.e. faded pavement markings, damaged road signs)



Annual Inspection of Arterial Routes

- Structures – Maintained as near as practical to originally constructed, reconstructed or improved condition
 - Items to report as deficient:
 - Structure not maintained properly (i.e. exposed rebar)
 - Safety issue



- Urban Manual Chapter 2.8.1 and Appendix F will be updated in the near future to provide clearer guidance

Arterial Inspections

INSPECTION ARTERIAL REPORT
Datetime: 10/15/2018 3:31:17 PM

VIRGINIA DEPARTMENT OF TRANSPORTATION
LOCAL ASSISTANCE DIVISION
ARTERIALS FOR ANNUAL INSPECTION

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Lynchburg

Segment Id	Street Name	From Street	To Street	Ln Miles	NHS	1	2	3	4	5	6	Comment or Action Plan	Safety Issue?
513182	FLORIDA AVE	Main St (Lynchburg C	Grace St (Lynchburg	0.78									
513181	FLORIDA AVE	Grace St (Lynchburg	-0.70 Campbell Ave (Lynchb	2.06									
513180	FLORIDA AVE	-0.70 Campbell Ave (Lynchb	Campbell Ave (Lynchb	1.40									
513595	FORT AVE	Park Ave (Lynchburg	Campbell Ave (Lynchb	0.32									
513594	FORT AVE	Campbell Ave (Lynchb	Wadsworth St (Lynchb	0.48									
513593	FORT AVE	Wadsworth St (Lynchb	Wythe Rd (Lynchburg	0.86									
513592	FORT AVE	Wythe Rd (Lynchburg	Oakridge Blvd (Lynch	0.88									
513591	FORT AVE	Oakridge Blvd (Lynch	Overlap Rte; Memoria	0.16									
513581	FORT AVE	Overlap Rte; Memoria	New Hampshire Ave (L	1.04	X								
513582	FORT AVE	Overlap Rte; Memoria	New Hampshire Ave (L	0.44	X								
513590	FORT AVE	New Hampshire Ave (L	Perrymont Ave (Lynch	1.08	X								
513589	FORT AVE	Perrymont Ave (Lynch	Randolph Ln (Lynchbu	0.76	X								
513588	FORT AVE	Randolph Ln (Lynchbu	Lindsay St (Lynchbur	1.28	X								
513587	FORT AVE	Lindsay St (Lynchbur	Fort Ave (Lynchburg	0.65	X								
513586	FORT AVE	Fort Ave (Lynchburg	Sandusky Dr (Lynchbu	1.64	X								
513585	FORT AVE	Sandusky Dr (Lynchbu	Long Meadows Dr (Lyn	1.28	X								
513584	FORT AVE	Long Meadows Dr (Lyn	Fenwick Dr (Lynchbur	0.64	X								
513583	FORT AVE	Fenwick Dr (Lynchbur	Graves Mill Rd (Lync	0.64	X								
513735	GRAVES MILL RD	Graves Mill Rd (Lync	0.07 Ramp to Lynchburg NB	0.68									
513736	GRAVES MILL RD	0.07 Ramp to Lynchburg NB	0.25 Ramp to Lynchburg NB	0.72									
513737	GRAVES MILL RD	0.25 Ramp to Lynchburg NB	Old Graves Mill Rd (0.80									
513738	GRAVES MILL RD	Old Graves Mill Rd (Maint Bdy Bedford Cn	4.04									
512695	GREENVIEW DR	Maint Bdy Campbell C	E Overbrook Rd (Lync	0.63									
592013	GREENVIEW DR	Maint Bdy Campbell C	Greenview Dr (Lynchb	0.74									

Deficiency Legend:
1: Pavement (a) Potholes (b) Cracks (c) Other Pavement Distress [i.e.rutting] (d) Pavement Markings (e) Utility Cut Settlement
2: Shoulders and Curb and Gutter (a) Low Shoulder (b) Curb & Gutter
3: Roadside (a) Sidewalks (b) Vegetation
4: Drainage (a) Drainage Issues
5: Traffic Control and Safety (a) Traffic Control Issue (b) Safety Issue
6: Structures (a) Structure Maintenance (b) Structure Issues

RIMS/UMIS Georeferencing Project Update

UCP – Urban Conversion Project

- A project was initiated in 2008, referred to as the Urban Conversion Project (UCP).
- The project was intended to replace a manual Urban Maintenance Inventory System (UMIS) and allow the urban street data to be georeferenced. Combining the VDOT Urban Maintenance Inventory System (UMIS) into a geospatial layer with a centerline dataset on the Roadway Network System.
- The UCP project was intended to correct defects that would make segments un-mappable.
- We are now reaching the final stages of this effort. The remaining effort is focused on fixing the remaining segments whose mileage doesn't match the GIS measured mileage, or those which were placed incorrectly.

RIMS/UMIS Georeferencing Project Update

UCP – Urban Conversion Project

- January – began with approximately 17,000 segments affected by a mileage difference greater than 0.03 +/- . Most adjustments are for sections where the mileage doesn't match the length of the road. We either have to extend or reduce the mileage to properly reflect the road.
- Today – We have approximately 200 more complex mileage adjustments left to review. Most of these are problems with the orientation of the centerlines or errors in the maps. We are working with Maintenance Division on many of these.
- Future – It will take about 3 – 6 months to enter the changes in UMIS and RIMS.
 - Localities should see a letter detailing their exact adjustments in the coming months.
 - All UMIS segments will be included as a GIS layer and available on a public facing map

RIMS/UMIS Georeferencing Project Update



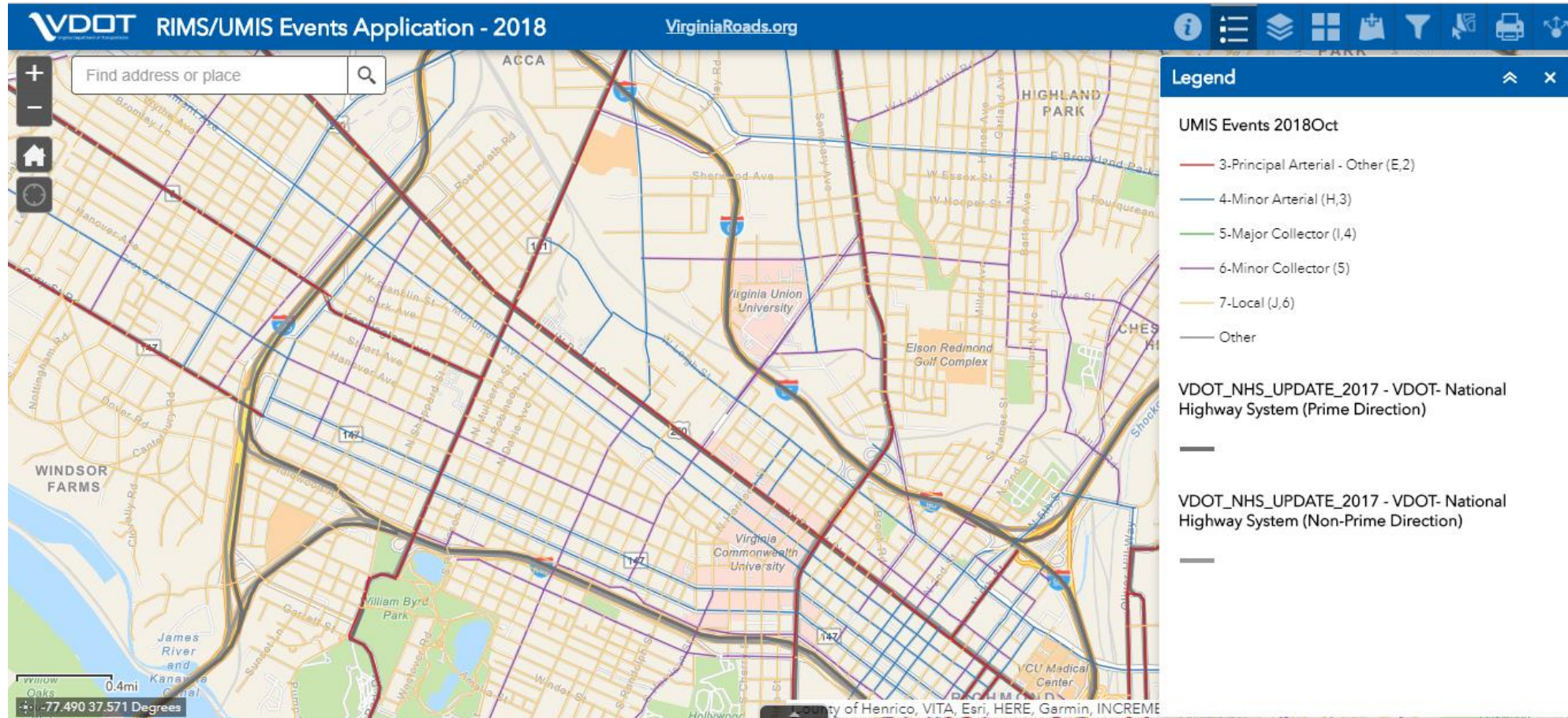
RIMS/UMIS Georeferencing Project Update



RIMS/UMIS Georeferencing Project Update

Public UMIS Map

<http://vdot.maps.arcgis.com/apps/webappviewer/index.html?id=966db05d0c0744b389d7791b9fb987c8>



Questions?

Network for Success

Local Programs Workshop



Urban Maintenance Program Overview

Weldon Cooper Finance Report

Yolanda Newton
Local Systems Policy Manager
Local Assistance Division

Stephen Kulp
Research Specialist
Weldon Cooper Center

Urban Maintenance Program Overview

Weldon Cooper Finance Report

- The Survey information is utilized to meet both state and federal data reporting requirements
- The Survey is sent to each municipality in January each year
- Each municipality is required to submit its completed survey to the Weldon Cooper Center by March 15th annually
- Financial Accounting, Reporting and Certification of Expenditures is outlined in Chapter 2.7.1 of the Urban Manual

http://www.virginiadot.org/business/resources/local_assistance/Urban_Construction_and_Maintenance_Program_Urban_Manual.pdf

Urban Maintenance Program Overview

Weldon Cooper Finance Report

- In accordance with Virginia Code Section 33.2-319, VDOT makes maintenance payments to all cities and towns eligible under this section for Principal and Minor Arterial Roads and Collector Roads and Local Streets that are maintained to a standard satisfactory to VDOT
- Legislation was enacted in the 2004 General Assembly session that established annual reporting requirements for localities receiving maintenance payments
- To meet reporting requirements, VDOT requires localities to submit a Weldon Cooper Road, Street and Highway Finance Survey to identify how maintenance payments were spent

Urban Maintenance Program Overview

Weldon Cooper Finance Report

- **Locality must report ALL expenditures for maintenance activities on eligible routes**
- **Maintenance activities include expenditures for:**
 - Pavement
 - Traffic control devices & operations
 - Drainage
 - Structures & bridges
 - Engineering
 - Emergency snow and ice removal
 - Other emergency services, other traffic services (roadside), and general administration and miscellaneous
- **Construction expenditures include**
 - Capital outlay activities
 - Right-of-way
 - Engineering (where separable)
 - Construction

Weldon Cooper Finance Survey

FY2016 Highway Finance Survey

Roanoke City

Submit Date: 04/13/2017 - 16:22

VDOT Receipts

VDOT Receipts for 2016
VDOT carryover from 2015

\$14,328,381.88

Total VDOT receipts

\$14,328,381.88

Expenditures

Eligible

Total

Maintenance

1. Pavement	\$5640651.00	\$10042327.00
2. Drainage	\$1068548.00	\$1093342.00
3. Structures & bridges	\$2498634.00	\$4158068.00
4. Traffic control devices	\$1400784.00	\$1402614.00
5. Other:	\$2,924,448.00	\$3564183.00

Road, street, and highway services

1. Traffic control operations	\$138599.00	\$169024.00
2. Emergency snow and ice removal	\$704769.00	\$859474.00
3. Other emergency services	\$109510.00	\$133549.00
4. Engineering	\$674541.00	\$730711.00
5. Other traffic services (roadside)	\$3097334.00	\$3534346.00

General administration and misc.

\$10000.00 \$10000.00

Capital outlay

1. Rights-of-way		\$0.00
2. Engineering (where separable)		\$0.00
3. Construction		\$0.00

Total

\$18267818 \$25697638.00

Weldon Cooper Survey Summary

CITY/TOWN	MAINTENANCE PAYMENT	MAINTENANCE EXPENDITURES					ROAD, STREET AND HIGHWAY SERVICES EXPENDITURES					GENERAL ADMIN AND MISC	TOTAL MAINTENANCE EXPENDITURES	CAPITAL OUTLAY EXPENDITURES			TOTAL LOCAL EXPENDITURES
		PAYMENT	DRAINAGE	STRUCTURES & BRIDGES	TRAFFIC CONTROL DEVICES	OTHER	TRAFFIC CONTROL OPERATIONS	EMERGENCY SNOW/ICE REMOVAL	OTHER EMERGENCY SERVICES	ENGINEERING	OTHER TRAFFIC SERVICES			RIGHT OF WAY	ENGINEERING (WHERE SEPARABLE)	CONSTRUCTION	
BEDFORD	1,402,484.24	600,163.04	122,410.00	4,850.00	282,454.27	93,957.07	60,453.11	35,895.87	0.00	83,287.52	89,220.00	77,464.08	1,450,154.96	0.00	0.00	184,709.00	1,634,863.96
BLACKSBURG	3,275,880.84	1,288,168.00	194,068.00	2,890.00	396,788.00	61,050.00	284,345.00	626,610.00	21,418.00	181,293.00	53,020.00	269,453.00	3,379,103.00	0.00	0.00	45,458.00	3,424,561.00
CHRISTIANSBURG	3,446,380.10	3,586,848.00	1,196,667.00	5,000.00	0.00	259,675.00	285,692.00	351,559.00	0.00	40,789.00	0.00	43,478.00	5,769,708.00	22,761.00	419,525.00	486,752.00	6,698,746.00
GALAX	1,920,536.02	452,021.00	29,162.00	0.00	126,085.00	1,035,248.00	39,634.00	16,137.00	0.00	2,050.00	23,894.00	173,617.00	1,897,848.00	0.00	0.00	0.00	1,897,848.00
MARTINSVILLE	3,297,731.56	1,629,799.70	386,520.93	20,000.00	352,719.11	152,655.17	212,170.84	36,265.29	118,845.72	0.00	336,055.82	404,712.00	3,649,744.58	0.00	0.00	0.00	3,649,744.58
NARROWS	382,805.39	109,181.00	32,219.00	13,236.00	31,708.00	52,092.00	3,045.00	9,886.00	0.00	0.00	127,335.00	32,195.00	410,897.00	0.00	0.00	90,000.00	500,897.00
PEARISBURG	501,708.80	236,000.00	87,924.00	0.00	49,823.00	43,615.00	0.00	30,509.00	15,782.00	0.00	9,370.00	31,817.00	504,840.00	0.00	0.00	0.00	504,840.00
PULASKI	2,031,443.41	593,008.80	50,264.77	0.00	143,526.82	4,714.93	81,069.86	27,808.00	0.00	361,927.00	827,047.59	0.00	2,089,367.77	0.00	0.00	0.00	2,089,367.77
RADFORD	2,240,295.16	14,734.00	0.00	0.00	71,397.00	0.00	0.00	31,582.00	0.00	0.00	0.00	155,659.00	273,372.00	0.00	0.00	0.00	273,372.00
ROANOKE	14,849,842.36	4,003,325.00	1,615,144.00	4,233,386.00	1,253,303.00	2,473,581.00	123,705.00	585,215.00	41,486.00	427,613.00	3,206,707.00	10,000.00	17,973,465.00	0.00	0.00	0.00	17,973,465.00
ROCKY MOUNT	1,409,382.42	1,034,214.00	66,895.00	67,926.00	0.00	0.00	54,535.00	33,788.00	0.00	4,239.00	114,363.00	110,972.00	1,486,932.00	0.00	0.00	0.00	1,486,932.00
SALEM	4,155,512.10	2,607,031.41	152,347.48	52,823.22	759,014.04	0.00	0.00	241,717.65	0.00	0.00	243,556.25	298,772.51	4,355,262.56	0.00	150,623.48	187,177.58	4,693,063.62
VINTON	1,197,705.80	447,961.77	360,790.73	2,700.00	65,199.61	0.00	0.00	21,674.05	0.00	0.00	144,578.09	278,940.23	1,321,844.48	0.00	0.00	0.00	1,321,844.48
TOTAL SALEM	40,111,708.20	16,602,455.72	4,294,412.91	4,402,811.22	3,532,017.85	4,176,588.17	1,144,649.81	2,048,646.86	197,531.72	1,101,198.52	5,175,146.75	1,887,079.82	44,562,539.35	22,761.00	570,148.48	994,096.58	46,149,545.41

<http://www.virginiadot.org/business/local-assistance-programs.asp#Urban Highways>

Urban Maintenance Program Overview

Weldon Cooper Finance Report

Weldon Cooper Q&A

- Q. Why are VDOT receipts reported on the Weldon Cooper Survey less than what we actually received?
- A. The receipts included in the survey do not include permit fee revenue. The permit fee revenue is calculated into the total payment each locality receives quarterly. VDOT is currently determining if permit fee revenue should be included in the receipts reported on the survey.

Urban Maintenance Program Overview

Weldon Cooper Finance Report

Weldon Cooper Q&A

- Q. What expenditures should be included in the eligible column and the total column of the survey.
- A. Work performed using maintenance payments and local funds on eligible segments should be included in the eligible column. The total column should include expenditures on eligible and ineligible segments from any funding source.

Urban Maintenance Program Overview

Weldon Cooper Finance Report

Weldon Cooper Q&A

- Q. Can maintenance payments be used to purchase equipment such as dump trucks?
- A. Equipment may be purchased using maintenance payments but should be prorated based on the amount of time the equipment will be used for maintenance work.

Urban Maintenance Program Overview

Weldon Cooper Finance Report

Weldon Cooper Q&A

- Q. Can carryforward amounts roll over from year to year to plan for a future maintenance?
- A. Maintenance payments are intended to be spent during the fiscal year in which the payments are made and may include encumbered contractual obligations. Any remaining balances will automatically be carried forward for use in the next fiscal year. A written explanation of unexpended maintenance payments must be provided on the Weldon Cooper Survey.

Urban Maintenance Program Overview

Weldon Cooper Finance Report

Weldon Cooper Q&A

- Q. How is the information gathered on the Weldon Cooper Survey used?
- A. The survey information is used to certify that none of the payments received have been expended for items other than maintenance or reconstruction on eligible streets as defined in Chapter 2.2 of the [Urban Manual](#). This online survey also provides data to VDOT that fulfills both the state reporting requirements and the annual Federal Highway Administration form [FHWA-536](#) requirements. The pavement expenditure data is used to determine the percentage of funds spent on pavement over the past 3 years. If a locality spends 25% of their maintenance payments over the past 3 years they will receive an additional 15 points at scoring of their primary extension applications.

Questions?

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