



County of Fairfax, Virginia

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# Transportation Funding and Improving Roadway Services Delivery

Transportation Advisory Commission  
October 5, 2010



## STUDY PROGRESS

- Finalize project scope, perform initial data collection, and gather input from Transportation Advisory Commission (TAC) (January 2010 – May 2010)
- Meet with other jurisdictions (February 2010, August 2010)
- Coordinate with VDOT, gather VDOT cost data, analyze cost data (May 2010 – September 2010)
- Develop and analyze alternatives (May 2010 – September 2010)
- Gather input from TAC**
- Develop draft report (September 2010 – November 2010)
- Present study to the Board Transportation Committee (November 30, 2010 - tentative)



## STUDY GOAL AND OBJECTIVES

- Examine ways to improve the delivery of roadway services
  - Consider different levels of responsibility the County may assume
- Examine ways to improve the funding of roadway services
  - Is there a potential to increase state funding?
  - What type of local sources may be needed?
- ***This study considered the “roadway” as multimodal – the entire right-of-way has the potential to carry pedestrians, bikes, transit, and cars***



## HOW IS ROADWAY MAINTENANCE FUNDED?

- State transportation funds are collected within the Commonwealth Transportation Fund (CTF)
- The CTF is divided into funds for maintenance and funds for construction
  - Highway Maintenance and Operations Fund (HMOF): maintenance
  - Transportation Trust Fund (TTF): highway construction, transit, ports
- State law requires that maintenance be funded prior to construction
  - Amounts from the highway construction portion of the TTF can be transferred to the HMOF to fully fund maintenance needs

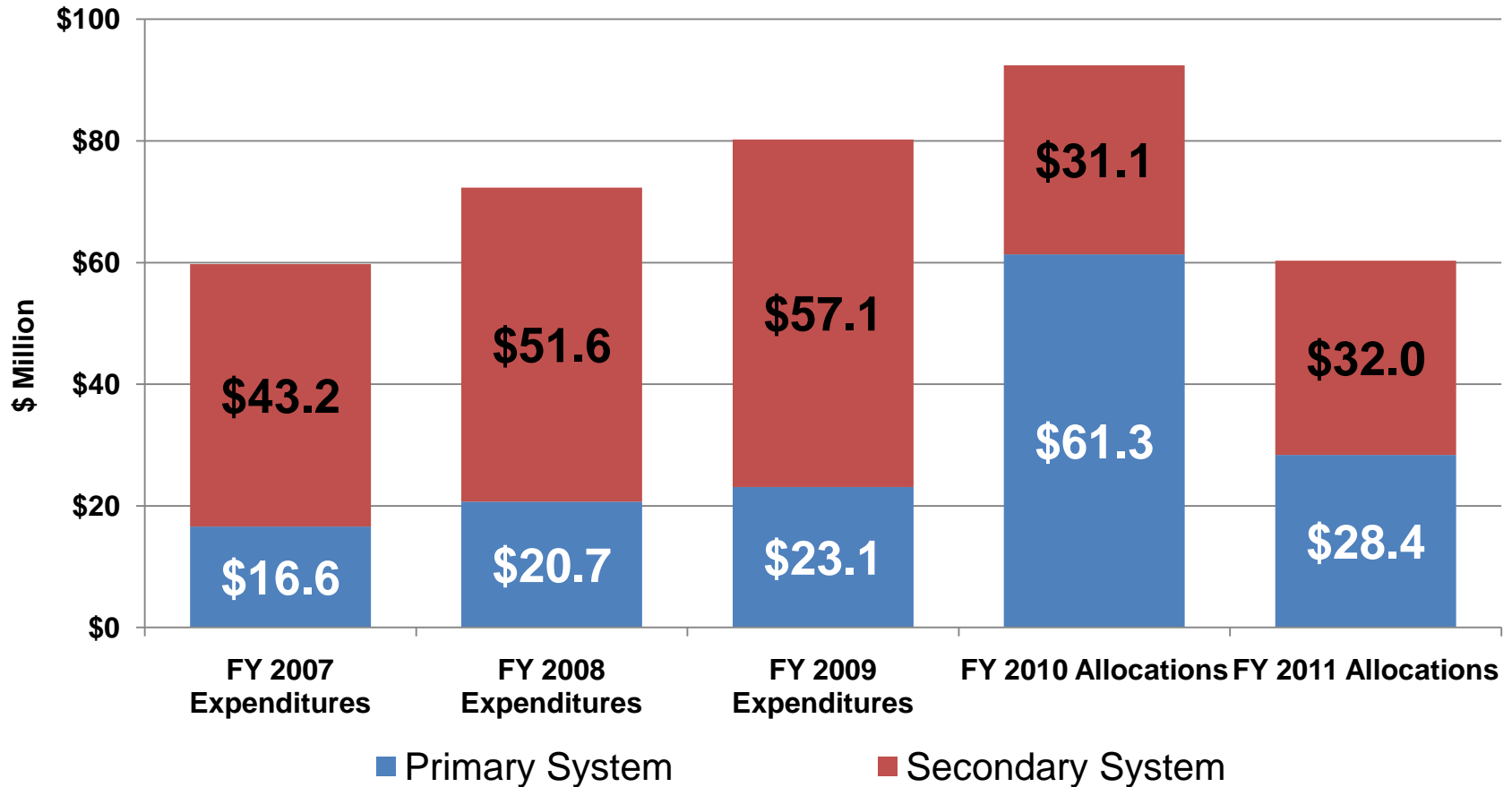


## HOW DOES VDOT FUND MAINTENANCE?

- Cities and Towns: VDOT makes annual payments for cities and towns to maintain their own roads. VDOT maintains interstates only.
  - Urban Principal and Minor Arterial Roads: \$16,576 per lane mile
  - Urban Collector and Local Roads: \$9,732 per lane mile
- Counties with Special Arrangements: VDOT makes annual payments to Arlington and Henrico counties to maintain their own secondary roads. VDOT maintains interstates and primary roads.
  - Arlington County: \$15,604 per lane mile
  - Henrico County: \$8,810 per lane mile
- All other Counties: VDOT is responsible for maintaining most other roads (interstate, primary, and secondary) in all other counties statewide.
  - *Not a set rate*

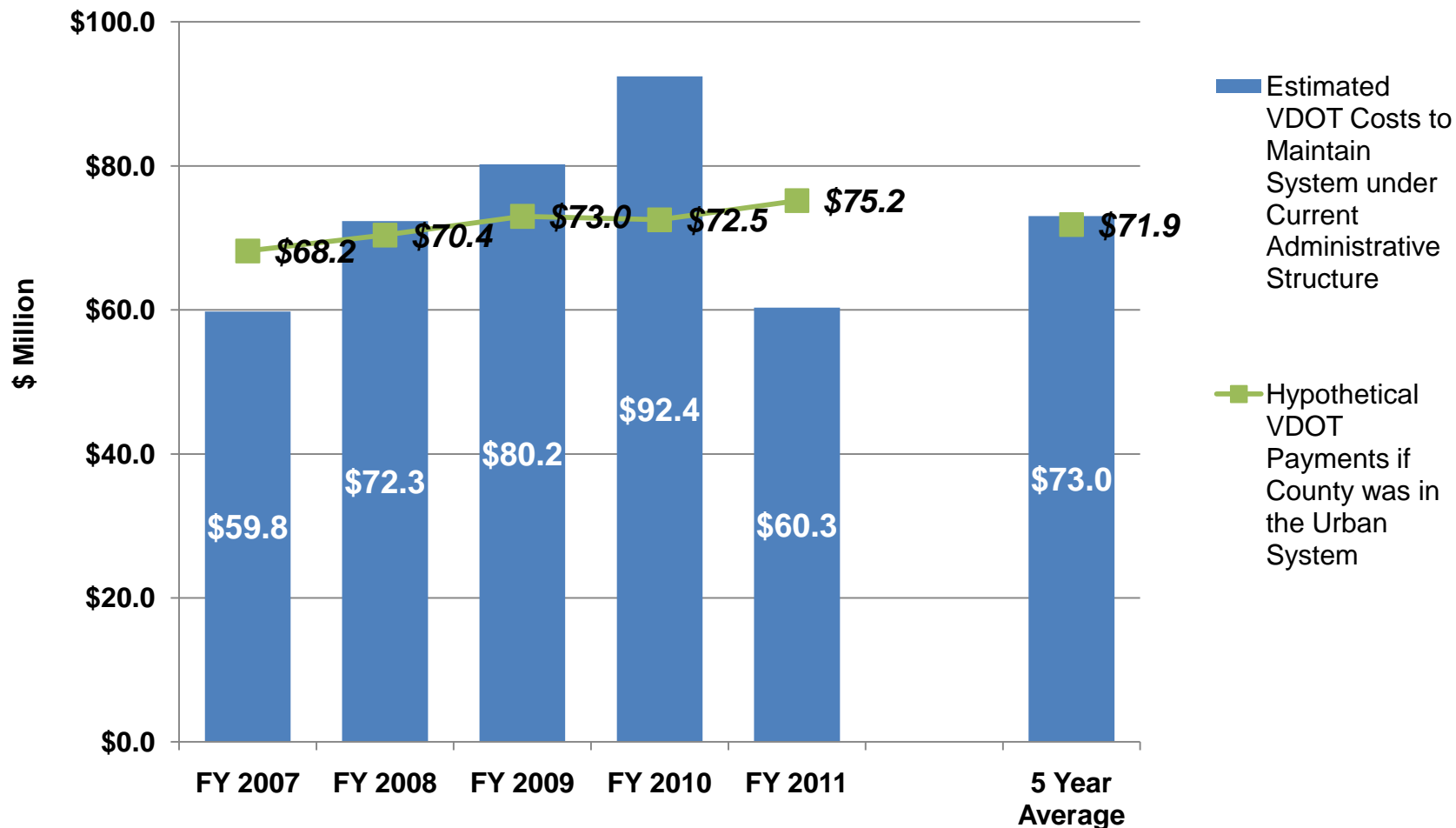


## ESTIMATED VDOT COSTS TO MAINTAIN FAIRFAX COUNTY PRIMARY AND SECONDARY SYSTEMS



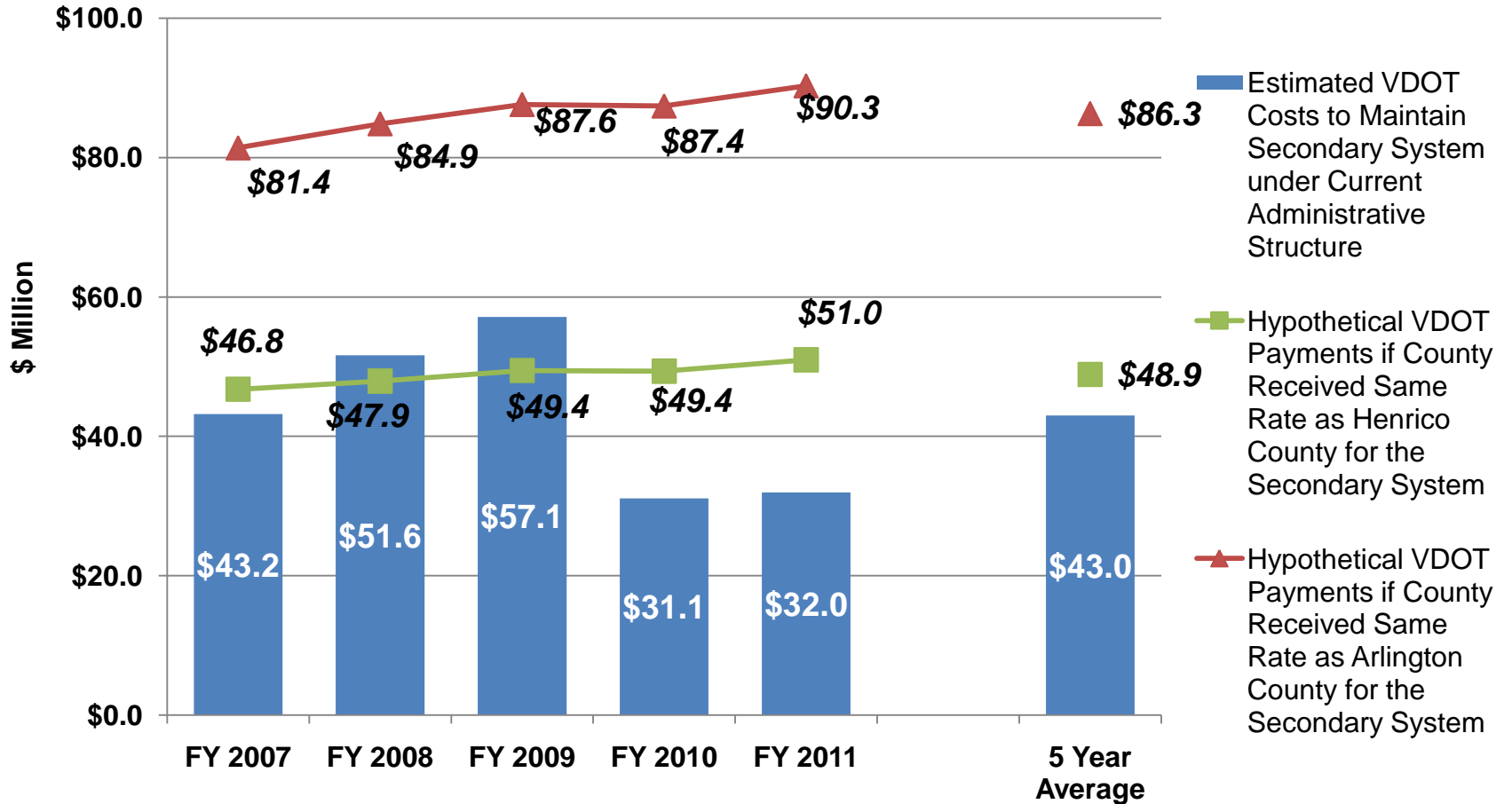


## FUNDING COMPARISON: CURRENT STRUCTURE VS CITIES AND TOWNS STRUCTURE





## FUNDING COMPARISON: CURRENT STRUCTURE VS STRUCTURE IN ARLINGTON AND HENRICO COUNTIES





## POTENTIAL BENEFITS OF GREATER COUNTY INVOLVEMENT

- Overall funding level
- Enhanced influence in transportation decision-making
- Improved responsiveness and accountability
- Increased flexibility in establishing priorities and standards



## ALTERNATIVES

- Enhance selected maintenance activities
  - Provide additional funding to VDOT
  - Assume responsibility for select activities
- Assume responsibility for the secondary road system under VDOT's devolution guidelines
  - Maintenance only
  - Construction only
  - Maintenance and construction
  - Maintenance, operations, and construction
- Assume responsibility of primary and secondary roads within selected geographic areas (Urban Transportation Service Districts)
- Assume responsibility of entire primary and secondary system within the County



## CONSIDERATIONS

- ✓ Public Expectations
- ✓ The condition of the road system
- ✓ Start up and reoccurring costs to include, facilities, equipment, labor and materials
- ✓ Levels of Service
- ✓ The appropriate form of government
- ✓ Payments / Revenues
- ✓ Experiences of other jurisdictions that maintain their roadway systems
  - The majority of other jurisdictions supplement VDOT's maintenance payment



## ADMINISTRATIVE, LEGISLATIVE and COST IMPLICATIONS OF ALTERNATIVES

- Functions, responsibilities, payments differ for different arrangements
- Code of Virginia – Establishes Requirements for Some Alternatives
  - Assumption of Secondary system maintenance
  - Conversion to City status
  - Urban Transportation Service District
- Requirements for Other Alternatives Subject to VDOT – County Agreement



## ADVANTAGES AND DISADVANTAGES

<b><i>Enhanced Selected Maintenance Activities: Provide Funding to VDOT for Selected Maintenance Activities</i></b>	
Advantages	Disadvantages
<ul style="list-style-type: none"><li>• Minimal new administrative tasks for County</li><li>• Low cost relative to other options, low start up costs</li><li>• No change to current roles and responsibilities for VDOT and County</li></ul>	<ul style="list-style-type: none"><li>• Requires increased auditing of VDOT expenditures</li><li>• May not improve responsiveness and accountability</li></ul>

<b><i>Enhanced Selected Maintenance Activities: Assume responsibility from VDOT of Selected Maintenance Activities</i></b>	
Advantages	Disadvantages
<ul style="list-style-type: none"><li>• County control over maintenance priorities and schedules for selected activities</li><li>• May improve responsiveness and accountability</li><li>• Low cost relative to other options, low start up costs</li></ul>	<ul style="list-style-type: none"><li>• VDOT standards and permitting required</li><li>• Potential County liability for County activities</li><li>• Potential for unclear roles and responsibilities between VDOT and County</li><li>• Requires enabling legislation</li></ul>



## ADVANTAGES AND DISADVANTAGES

<b><i>Assume Responsibility for Various Functions of the Secondary Road System under VDOT Devolution Guidelines</i></b>	
Advantages	Disadvantages
<p><u><i>Maintenance Only Option</i></u></p> <ul style="list-style-type: none"> <li>• County control over maintenance priorities and scheduling</li> </ul> <p><u><i>Construction Only Option</i></u></p> <ul style="list-style-type: none"> <li>• County control over construction priorities and scheduling</li> </ul> <p><u><i>Maintenance, Construction and Operations Option</i></u></p> <ul style="list-style-type: none"> <li>• Full control over the entire Secondary system including signals and traffic operation activities</li> <li>• Ability to set standards and grant permits</li> </ul> <p><u><i>All Options</i></u></p> <ul style="list-style-type: none"> <li>• May improve responsiveness and accountability</li> </ul>	<p><u><i>Maintenance Only and Construction Only Options</i></u></p> <ul style="list-style-type: none"> <li>• VDOT standards and permitting required</li> <li>• No County control over signals and traffic operations activities</li> </ul> <p><u><i>All Options</i></u></p> <ul style="list-style-type: none"> <li>• High start up costs for County</li> <li>• Unlikely to result in increased funding from VDOT</li> <li>• Auditing and reporting requirements</li> <li>• Potential County liability for County activities</li> <li>• Unclear roles and responsibilities between VDOT and County when secondary roads cross primary roads</li> </ul>



## ADVANTAGES AND DISADVANTAGES

<b><i>Assume Responsibility for Primary and Secondary Road System within Certain Geographic Areas</i></b>	
<b>Advantages</b>	<b>Disadvantages</b>
<p><u><i>County control over all functions within areas:</i></u></p> <ul style="list-style-type: none"><li>• Setting maintenance priorities</li><li>• Scheduling</li><li>• Setting standards and granting permits</li></ul> <p><u><i>Flexibility to increase maintenance responsibilities only in areas where citizens desire</i></u></p> <p><u><i>Costs can be controlled by limiting size of areas to assume responsibilities</i></u></p> <p><u><i>May improve responsiveness and accountability within areas</i></u></p>	<ul style="list-style-type: none"><li>• Potential inefficiencies if multiple areas established</li><li>• Potential service inconsistencies in different areas</li><li>• Potential County liability for County activities</li><li>• Unclear roles and responsibilities between VDOT and County if too many areas are created</li><li>• Potentially high start up costs for County, depending on size of area.</li></ul>



## ADVANTAGES AND DISADVANTAGES

<b><i>Assume Responsibility for Primary and Secondary Road System for the Entire County</i></b>	
<b>Advantages</b>	<b>Disadvantages</b>
<p><u><i>County control over all functions within areas:</i></u></p> <ul style="list-style-type: none"><li>• Setting maintenance priorities</li><li>• Scheduling</li><li>• Setting standards and granting permits</li><li>• Coordination of land use and transportation</li></ul> <p><u><i>Roles and responsibilities between VDOT and County are simplified</i></u></p> <p><u><i>May improve responsiveness and accountability within areas</i></u></p>	<ul style="list-style-type: none"><li>• High cost to County (ongoing and start up) regardless of state funding level</li><li>• Unlikely to receive maintenance reimbursement from VDOT at urban rates for the entire County</li><li>• May require enabling legislation or change to City form of government</li><li>• Auditing and reporting requirements</li><li>• County assumes all liability.</li></ul>



## OPTIONS FOR ENHANCING FUNDING / REVENUES

- State maintenance funding
  - Not likely to increase
  - Changing administrative structure does not necessarily increase funding
- Potential existing local funding sources
  - Real estate taxes
  - Personal property taxes
  - Other general fund sources
  - Transportation would compete against other essential public services
  - Difficult to raise any of these in current economic climate
- Potential local sources requiring voter approval
  - Meals tax
  - Income tax for transportation: current provisions not suitable for funding maintenance
  - General obligation bonds: not suitable for maintenance



## OPTIONS FOR ENHANCING FUNDING / REVENUES

- Potential new local sources that would require new legislation from General Assembly
  - Taxes and fees to originally be raised by Northern Virginia Transportation Authority (NVTA)
  - Increased sales tax
  - Increased motor fuels tax
- Tax districts
  - Service districts
  - Urban transportation service districts
  - Transportation improvement districts: not suitable for maintenance
- User fees and other private sources
  - Tolls
  - Public private partnerships
  - Proffers: not suitable for maintenance