



Street Maintenance Funding

City road maintenance payments need to return to equal footing with VDOT's own maintenance payments. These amendments are a good start.

Amendments

SB30: Lucas [456#4s](#); Marsden [456#6s](#); Saslaw [456#5s](#)

Background

- The amendments are in response to the recommendation by the Joint Legislative Audit and Review Commission (JLARC) in its November 2021 report on Transportation Infrastructure and Funding that additional funding is needed to improve the pavement and bridge condition of local roads. In summary, JLARC stated that "Locally maintained roads are in poorer condition than those maintained by VDOT."
 - Only 67 percent of locally maintained primary pavements are in adequate condition, compared with 83 percent of those maintained by VDOT.
 - While comparable data is unavailable for locally maintained secondary roads, local public works staff uniformly report that their secondary roads are not in as good condition as their primary roads.
- JLARC reported that fiscally stressed localities have a harder time maintaining their local roads because of greater competing local needs and fewer revenue resources. As a result, localities with higher fiscal stress rely almost entirely on city road maintenance payments to maintain their roads while localities with lower fiscal stress may supplement these state payments.
- For years local road maintenance funding grew at a slower rate than maintenance payments for VDOT-maintained roads because language in the Appropriations Act tied the growth of local and state maintenance payments to one another. While this stopped further erosion of local maintenance payments, it did nothing to address the growing differences between state and local maintenance payments.

What these amendments would accomplish

These identical budget amendments increase funding for financial assistance to city road maintenance by \$30 million in each year of the biennium.

Why VML supports these amendments

These budget amendments are intended to begin bringing city road maintenance payments back up to equal footing with VDOT's own maintenance payments. The \$60 million for the biennium is just a down payment on what is ultimately needed.

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