Road Transfer (RT) Program

THE HOW OF RIGHT-SIZING
the State Highway System

March 1, 2016
Robert Reed
robert.reed@la.gov
(225) 379-1852
Purpose:
This directive establishes a uniform policy to transfer the ownership of state route segments to local governments in response to their request to the Department and in compensation for the Department agreeing to provide specified valuable and equitable considerations such as improvements to state route segments as a condition of the transfer of ownership. (EDSM I.1.1.27)
Procedure:

. . The District will facilitate and receive proposals from the governing bodies of local governments to accept the transfer of ownership of certain state route segments in exchange for valuable and equitable considerations to be provided by the Department as a condition of the transfer of ownership. *(EDSM I.1.1.27)*

All coordination with the local governments (Entity) should be through the District.
EQUITABLE CONSIDERATIONS

ROAD TRANSFER CREDITS

• Credits are based on the present day value of maintaining the roadway for 40 years. Credits are provided for the roadway, bridge, traffic signal and flashing beacon maintenance.

• Credits may be applied to capital projects on any public road or bridge as determined by the local government.

• DOTD will implement the project(s) in accordance with applicable design standards and public bid laws.
BEGINS WITH A NEED FROM THE LOCAL GOVERNMENTS

- State route repairs / improvements
  - Widen
  - Add turn lane

- Local ownership and control of state route
  - Control of design / permits
  - Road diet / Street scape
  - Reduce truck traffic

- Repair / Improve local roads and bridges

- Need matching funds for a project

- Pay URAF (Utility Relocation Assistance Fund)
District forwards an inquiry to RT Program

- Entity would like a specific project on a state route, what are the options.

- What are the available “road transfer credits” for specific state route?

- Entity need $$. What state routes would they need to accept?

- Some Entities want to know the total available credit off all right-size eligible roads to explore options.
Road Transfer Program

Right-Sizing the State Highway System — A Voluntary Road Transfer Program

The State presently owns over 27 percent of the public road mileage in Louisiana; the national average is approximately 19 percent. Only nine states own a higher percentage of public road miles than Louisiana and only ten states have larger state highway systems.

An opportunity exists to significantly reduce the size of the Department of Transportation and Development (DOTD), rectify inequities in the distribution of state highway miles among parishes, and empower local governments through the right-sizing of the state highway system. Under this model, state government would be weakened and reduced whereas local government would be strengthened and have far greater autonomy.

The Road Transfer Program has been established as the means to right-size the State Highway System to achieve the national average of 19 percent state ownership of public road mileage. DOTD has identified approximately 5000 miles of state roads that do not fit the state's role in the highway network. The Program involves transferring these roads, with the money, to local governments.

Participation in the Program is voluntary. Roads will be repaired prior to transfer and the receiving local governments will be credited for 40 years of routine and capital maintenance which can be applied to any highway capital project(s). The Program may be appealing to those parishes and municipalities that have the capacity for additional day-to-day road maintenance but lack the resources for capital improvements. Local governments interested in participating need to contact their DOTD District Administrator.

Additional information on the Program is provided in the report below. Maps showing transfer roads in each parish are also provided below. Roads eligible for transfer are shown in green; those being retained by the state are shown in red.

<table>
<thead>
<tr>
<th>Type</th>
<th>Name</th>
<th>Modified</th>
<th>File Size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DOTD District Map and Contact Information</td>
<td>6/17/2014 1:06 PM</td>
<td>128 KB</td>
</tr>
<tr>
<td></td>
<td>Right-Sizing the State Highway System</td>
<td>1/14/2014 2:05 PM</td>
<td>23977 KB</td>
</tr>
</tbody>
</table>
Road Transfer Program - District 61 - Baton Rouge

Maps showing transfer roads in each parish are also provided below. Roads eligible for transfer are shown in green; those being retained by the state are shown in red.

<table>
<thead>
<tr>
<th>Type</th>
<th>Name</th>
<th>Modified</th>
<th>File Size</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Frontage_Roads</td>
<td>12/13/2013 5:28 PM</td>
<td>1279 KB</td>
</tr>
<tr>
<td></td>
<td>Ascension_2011_RS</td>
<td>6/11/2015 1:16 PM</td>
<td>1280 KB</td>
</tr>
<tr>
<td></td>
<td>Ascension_2011_RS_Bridge_Num</td>
<td>6/11/2015 1:16 PM</td>
<td>3120 KB</td>
</tr>
<tr>
<td></td>
<td>Assumption_2011_RS</td>
<td>6/11/2015 1:16 PM</td>
<td>1876 KB</td>
</tr>
<tr>
<td></td>
<td>District_61_2011_RS</td>
<td>6/11/2015 1:16 PM</td>
<td>2963 KB</td>
</tr>
<tr>
<td></td>
<td>EastFeliciana_2011_RS</td>
<td>6/11/2015 1:16 PM</td>
<td>2606 KB</td>
</tr>
<tr>
<td></td>
<td>Iberville_East_2011_RS</td>
<td>6/11/2015 1:16 PM</td>
<td>1646 KB</td>
</tr>
<tr>
<td></td>
<td>Iberville_West_2011_RS</td>
<td>6/11/2015 1:16 PM</td>
<td>1703 KB</td>
</tr>
<tr>
<td></td>
<td>PointeCoupee_2011_RS</td>
<td>6/11/2015 1:16 PM</td>
<td>1454 KB</td>
</tr>
<tr>
<td></td>
<td>StJames_2011_RS</td>
<td>6/11/2015 1:16 PM</td>
<td>1382 KB</td>
</tr>
<tr>
<td></td>
<td>WestBatonRouge_2011_RS</td>
<td>6/11/2015 1:16 PM</td>
<td>3556 KB</td>
</tr>
<tr>
<td></td>
<td>WestFeliciana_2011_RS</td>
<td>6/11/2015 1:16 PM</td>
<td>1382 KB</td>
</tr>
</tbody>
</table>
Road Transfer Program provides calculation of available road transfer credits, and an estimate of what will be required to bring it up to a VERY GOOD condition based on the scenario presented.

District should review the condition of the state route to be transferred, and what is required to repair the roadway to a very good condition, as well as any drainage and safety issues.

District should review project cost estimates to make sure there will be enough credits for the intended projects.
ROAD TRANSFER CREDITS

Credits are based on a combination of yearly routine maintenance and capital improvements every 10 years.

2 Lane Asphalt in Very Good condition = $442,541.60
3 Lane Composite Very Good condition = $540,113.38
4 Lane JCP in Good condition = $607,804.75
Gravel (will pave OR provide credit) = $247,901.09

Traffic Signal = $173,297.37
Flashing Beacon = $95,216.92
ROAD TRANSFER CREDITS

All use of credits must go through DOTD contracting

Credits used to pay for pre-construction services, construction, and construction engineering and inspection

Credits cannot be used to
  Reimburse the Entity for expenses
  Pay for services not through public bid

The Entity may pay using their own funds to design project to DOTD standards, but will be reviewed and let by DOTD.
AGREEMENTS

The District coordinates with the Entity on the Conditions of a road transfer agreement. Try to keep the Conditions generic.

CONDITION I – Repair the State Route
CONDITION II – Amount of Road Transfer Credits
CONDITION III – Entity Project using Credits
CONDITION IV - Entity Project using Credits remaining from III
CONDITION V - Entity Project using Credits remaining from IV

The agreements should be drafted by the Road Transfer Program to insure consistent language, but all communication and coordination with the locals is through the District.
Entity adopts a Resolution specifying the Conditions, gives the Mayor/President authority to sign a Cooperative Endeavor Agreement (CEA), and authority to execute Act of Transfer & Acceptance.

RT Program requires an original certified copy of the Resolution. Will attach a copy to the CEAs.

Mayor/President signs TWO (2) original CEAs, returns (thru the District) to the RT Program for the Secretary’s signature and date. RT Program returns ONE (1) executed CEA to the District to forward to the Entity.
Example

Bossier City

Redevelop the downtown area, and “streetscape” a portion of LA 72.

Transferred a portion of LA 72 to be streetscaped, and repaired another portion.

Will improve local streets based on the City’s design.
Madison Parish wanted to improve a local road that was used as a haul road with a calculated cost estimate, and agreed to take the mileage off the end of LA 577-Spur, that continued as a local road, to cover the cost.
City of Zachary wanted to accept a portion of LA 64 in current condition for the City to improve.

Pay URAF
Construct Roundabout
Widen LA 19
Widen PT Hudson Pride
EXECUTED CEA

Pursue the commitments that have been made

Road Transfer Credits are available
  Begin improvement projects using credits
  Pay URAF
  Projects using credits are in a priority, but can run concurrently

Transfer state routes in current condition if req’d

Begin repairs of state routes to transfer
  Routes transferred to Entity as repaired
Upon issuance of each Final Acceptance of a repair project of a state route, or local road temporarily brought into the state system, the District will request and Act of Transfer and Acceptance from DOTD Real Estate.

Entity notifies public utilities and other holders of agreement affected by the transfer.

Once recorded in the Parish courthouse, DOTD will complete form 1104 and 1103 removing from the state system.

Districts should remove route signs, discontinue maintenance and notify state police.
QUESTIONS?

Robert Reed – Road Transfer Program
(225) 379-1852  robert.reed@la.gov

Hubert Graves – Real Estate

Darhlene Major – Legal

Geoffrey Rodriguez – Legal

Dr. Eric Kalivoda – Deputy Secretary