



Transport
Roads & Traffic
Authority

RTA Assistance to Councils for Regional Roads

Regional Roads REPAIR Program Guidelines

September 2011

1. Program Context

1.1 The REPAIR Program is one of two programs under which the State Government assists Councils in the management of their Regional Road infrastructure. The other program is the Regional Road Block Grant Program which includes a supplementary component to replace the former 3X3 Council Determined Program.

1.2 These guidelines are to be used to establish and administer the program for the four years commencing July 2011.

2. Program Objective

2.1. The objective of the REPAIR Program is to provide additional assistance to councils to undertake larger works of rehabilitation, and development on Regional Roads to minimise the long term maintenance costs of these roads commensurate with their function and usage.

2.2 Works funded under this program must be selected on a merit basis across the Region.

3. Eligible Works

3.1 The program is aimed at works that contribute *primarily* to:

- minimise future and ongoing expenditure needed to keep the road at a satisfactory standard, and
- provide overall benefits to the community that exceed the cost of the work

In addition the works should contribute to at least one of the following:

- economic development
- integrity of communities
- road network efficiency
- regional tourism
- road safety.

3.2 The program is to target the following types of work in order of priority:

Rural Areas

- Pavement rehabilitation
- Sealing shoulders/widening
- Bridge repairs and replacement
- Provision of initial seals that contribute to minimising long term maintenance costs

Urban Areas

- Pavement rehabilitation of travel lanes
- Bridge repairs and replacement
- Development of travel lanes

3.3 *Rehabilitation* includes periodic maintenance works that extends the performance of existing road and bridge capital assets.

Development is work that develops the road system to increase capacity and/or safety, and improves performance.

Travel lanes refers to lanes fully available for travel and lanes subject to clearway, transit lane or no stopping restrictions during at least part of the day.

4. Extent of RTA Assistance

4.1. The RTA will provide a contribution of 50% of the estimated cost, of the project as agreed between the RTA and Council, or actual cost if less than the estimated cost.

4.2 The level of funding available under the Program is determined by the Government.

- 4.3 Distribution to the rural Regions will be generally on the Block Grant Formula, then generally to Regional Consultative Committee (RCC) sub groups by the same formula (unless exceptional circumstances).
- 4.4 Councils are free to use whatever funds they deem appropriate including 3X3 Council Determined Grants, to make up their 50% contribution. However, Councils are encouraged to use funds other than block grants in order to maximise the funds being applied to Regional Roads.
- 4.5 A variation to the 50% contribution rate may be approved by the RTA Local Government Liaison Committee on the Recommendation of the RCC.
- 4.6 Councils may apply to the Regional Consultative Committee for a reduction in their contribution under special circumstances such as:
- limited benefits to local ratepayers
 - significant State benefits
 - size and scale of indivisible projects eg major bridge upgrades.
- 4.7 The Regional Consultative Committee is to consider the application on its merits in relation to the significance of the work from a Regional perspective given that the additional funding will come from the committee's available funds.
- 4.8 To ensure fairness and equity in approach across the State, the RCC is to refer recommendations for variations to the Local Government Liaison Committee for approval together with supporting information.
- 4.9 The RTA's contribution under these provisions is not to exceed 80%.

5. Process to Select Projects

- 5.1 Projects for inclusion in the Program are to be selected through a consultative process using consultative committees of councils.
- 5.2 The RTA's role is to facilitate this consultative process, and recommend the selected projects to the Minister for approval.
- 5.3 The process is to involve council peer review of candidate projects and estimates, and a visible and agreed upon method of selection.
- 5.4 Consultative Committees are to agree *prior* to submission of projects, on the appropriate funding splits, selection criteria, standard format project proposal, and assessment methodology.

6. Funding Splits

- 6.1 The Consultative Committee may agree to the:
- Split of funds between development and rehabilitation projects as it is difficult for the latter to compete economically with the former.
 - Split of funds (if considered necessary) to target bridges.
 - Maximum funding limits for individual projects.
 - Maximum funding limits for individual councils in any one year
 - Split of funds (if considered necessary) between heavily urban areas (Newcastle, Wollongong) and country within the consultative group area..
- 6.2 The amount available for enhancement works is limited to 30% of the annual REPAIR allocation to the RTA Region.

7. Project Selection Criteria

- 7.1 In identifying projects for funding under this program, RCCs are to give emphasis to maintaining existing road pavement and bridge assets by limiting the amounts allocated to enhancement works.

Councils proposing initial seals are to demonstrate in their applications how this will impact on the council's overall long term maintenance strategy.

RCC are to encourage larger size projects, particularly rehabilitation projects to obtain economies of scale.

Submission of joint applications by Councils is to be encouraged.

Expenditure is to be focussed on travel lanes rather than associated works on parking lanes, kerbs and gutters.

Allocations to road safety and traffic management works are to be minimised given that other RTA programs provide for these.

7.2 Projects are to be selected on a merit basis from a Regional perspective

The Consultative Committee should agree on selection criteria based on the following:

- Contribution to minimising long term maintenance costs
- Economic performance
- Significance of the road on which the work is located to more than one council area.
- Functional importance of the route on which the work is located in terms of contribution to:
 - economic development
 - integrity of communities
 - regional tourism
 - road network efficiency
 - road safety
 - Usage of the road
- Pavement / bridge condition
- Geometric / seal / bridge deficiency
- Council's ability to deliver project

7.3 Projects may extend over more than one year with annual allocations.

8. Project proposal

8.1 The Consultative Committee should agree on standard data requirements and a standard application form (A generic project proposal format is attached as a guide - Appendix A)

8.2 Councils are to submit proposals to their RTA Regional Manager using the standard application form addressing the criteria - all data to be included.

8.3 Preliminary costs to be provided on application - final estimates to be provided when selected (within 10% of preliminary costs).

9. Project Assessment

9.1 The Consultative Committee should agree on an assessment process and scoring methodology.

9.2 A technical committee of council and RTA representatives are to assess and select projects and recommend these to the Regional Manager. Cost estimates are to be scrutinised to ensure accuracy.

10. Over and Under expenditure

10.1 RTA funding for each selected project is to be fixed at 50% of the agreed estimate (or 50% of the final cost, whichever is the lesser).

10.2 Where a project is completed for more than the approved amount, council is responsible for funding the shortfall. Council may use funds from other sources but not other REPAIR Program grant funds.

10.3 If the final cost of the project is less than the approved allocation, the RTA's share of the funds will be available for reallocation through the consultative committee.

10.4 If it becomes likely that Council will not complete the funded project by 30 June in the financial year that funds are made available, then Council must notify the RCC as soon as possible and not later than 30 April. The RCC is to reallocate the funds to either:

- accelerate payment to other works in progress or completed, or
- bring forward other programmed works by other councils.

I0.5 If a council fails to spend its approved allocation by 30 June and has not given prior notice of this likelihood to the RCC, then Council will forgo the outstanding funds for that project.

I1. Program Structure

I1.1 RCCs may develop a multi year program up to a maximum of four years commencing with the 2007/08 financial year.

I1.2 Multi year programs are to be reviewed and confirmed each year.

I2. RTA Administration Requirements

I2.1 RTA and Council are to enter an agreement whereby RTA agrees to fund the project to 50% (or variation approved by the LGLC) approved of the agreed estimate and council agrees to undertake the project, in accordance with the RTA manual "*Arrangements with Councils for Road Management*".

I2.2 RTA is to undertake a final inspection of the work to assure that the program objectives have been met. The RTA may undertake random audit at any time.

(Separate form for each project)

Tick one box only for each selection.

PROJECT DETAILS

1. Council _____ Council Reference No. _____

2. Location *(Please specify this year's location only. Future years' details are optional)*

Road Number: _____ Road Name: _____

Project Start: _____ (km) Project End: _____ (km)

From/Origin (*town or place name*): _____

(Please also include the name of the feature from where the start and end chainage for this project are measured –e.g. the feature should be a major intersecting road or a bridge abut. #1).

Towards (*town or place name*): _____

3. Location Sketch *(attach sketch of site of work)*

4. Project Description *(Scope of work to be clearly defined - e.g. widen shoulders 1m both side, 150mm overlay total width etc.).*

5. Nature of Project Rehabilitation or Development

Note:

Rehabilitation - is work which extends the life of the existing road assets.

Development - is work that develops the road system to increase capacity and/or safety, and improves performance.)

6. Total Project Cost *(Council and RTA shares)* \$ _____

7. Project Duration *(includes EIS, REF, design, construction)* _____ weeks

8. Construction Time Earliest possible start date _____

9. Funding Profile Funds sought from RTA in: 2011/2012 \$ _____

2012/2013 \$ _____

2013/2014 \$ _____

2014/2015 \$ _____

10. Financial

Commitment

Will Council provide funds to meet 50% of *Total Project Cost*? Yes No

Maximum amount of Council's funds *(ie. Council's share)* available in 2011/2012 is \$ _____

11. ASSESSMENT CRITERIA

Criteria	Scale	Points
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1. Road Network Efficiency.

Supports freight connections to rail at _____ (town name) for _____ (type of freight)	No <input type="checkbox"/>	0
	Yes <input type="checkbox"/>	2
Supports school bus route to _____ or public transport to _____	No <input type="checkbox"/>	0
	Yes <input type="checkbox"/>	2
Supports regional tourism - <i>(Road provides the most direct linkage for significant flows of tourists between <u>local</u> tourist origins and destinations and the nearest State Road):</i> From _____ To _____	No <input type="checkbox"/>	0
	Yes <input type="checkbox"/> Regional tourist Listed Route	1
	Yes <input type="checkbox"/> TASAC Route	2

2. Actual Road Usage

AADT Rural AADT _____ Measured in _____ (year) or estimated <input type="checkbox"/> <i>(Provide the latest counts if available)</i> OR	< 25 <input type="checkbox"/>	0
	25 to < 100 <input type="checkbox"/>	1
	100 to < 250 <input type="checkbox"/>	2
	250 to < 500 <input type="checkbox"/>	3
	500 to < 750 <input type="checkbox"/>	4
	750 to 1000 <input type="checkbox"/>	5
	> 1000 <input type="checkbox"/>	6
AADT Urban (60 km/h or under) AADT _____ Measured in _____ (year) or estimated <input type="checkbox"/> <i>(Provide the latest counts if available)</i>	< 500 <input type="checkbox"/>	0
	500 to < 1000 <input type="checkbox"/>	1
	1000 to < 2000 <input type="checkbox"/>	2
	2000 to < 3000 <input type="checkbox"/>	3
	3000 to < 4000 <input type="checkbox"/>	4
	4000 to < 5000 <input type="checkbox"/>	5
	> 5000 <input type="checkbox"/>	6

Heavy Vehicles AADT _____ (axle pairs) Measured in _____ (year) or estimated <input type="checkbox"/> <i>(Provide the latest counts if available)</i>	< 25 <input type="checkbox"/>	0
	25 to < 50 <input type="checkbox"/>	1
	50 to < 100 <input type="checkbox"/>	2
	100 to 200 <input type="checkbox"/>	4
	> 200 <input type="checkbox"/>	6
Road Train or B Double usage <i>(Must be on an approved route not trials)</i>	None <input type="checkbox"/>	0
	B Doubles <input type="checkbox"/>	1
	Road Trains (includes B-Doubles) <input type="checkbox"/>	2

3. Road Condition

Roughness Measured in _____ (year) or estimated <input type="checkbox"/>	<100 <input type="checkbox"/>	0
	100 to <110 <input type="checkbox"/>	1
	110 to <120 <input type="checkbox"/>	2
	120 to <130 <input type="checkbox"/>	4
	130 to <140 <input type="checkbox"/>	6
	140 to <150 <input type="checkbox"/>	7
	>150 <input type="checkbox"/>	8
	Unsealed <input type="checkbox"/>	5
Rutting Date of survey _____ <i>(Based on RTA ROCOND 90 Manual Guidelines)</i>	0, S1, S2 <input type="checkbox"/>	0
	S3, M1, M2 <input type="checkbox"/>	2
	M3, X1, X2 <input type="checkbox"/>	4
	X3 <input type="checkbox"/>	6
	Unsealed <input type="checkbox"/>	5
Edge Failures (Please attach photos.) Date of survey _____	Edge Dropoff < 50 mm deep <input type="checkbox"/> Edge Break < 200 mm wide	0
	50mm< Edge Dropoff < 75 mm deep <input type="checkbox"/> 200 mm< Edge Break< 300 mm wide	2
	Edge Dropoff > 75 mm deep <input type="checkbox"/> 200 mm< Edge Break< 300 mm wide	3
	Edge Dropoff > 75 mm deep <input type="checkbox"/> Edge Break > 300 mm wide	4

4. Geometric safety or seal deficiency

<p>Rectifies existing seal or formation width deficiency (<i>these points are <u>not</u> applicable for <u>unsealed</u> roads</i>)</p> <p>Actual seal width _____ m Route desired width _____ m</p> <p>Actual formation width _____ m Route desired width _____ m</p>	Seal		Formation	
	> 6.5m <input type="checkbox"/>	0	> 8.5m <input type="checkbox"/>	0
	6.0 to 6.5m <input type="checkbox"/>	1	8.0 to 8.5m <input type="checkbox"/>	1
	5.5 to 6.0m <input type="checkbox"/>	2	7.5 to 8.0m <input type="checkbox"/>	2
	<5.5m <input type="checkbox"/>	3	<7.5m <input type="checkbox"/>	3
<p>Rectifies geometry or safety deficiency (<i>excluding width and type of surface</i>)</p> <p>Nature of deficiency _____</p> <p><i>(e.g. Major: Over 20% length of the project, correction improves design speed by 20 km/h or results in the centre line being moved at least 3m at the mid-point of a horizontal curve; Minor: If superelevation is improved by at least 3 % over 20% length of project).</i></p> <p><i>Please provide longitudinal sectional drawings.</i></p>	No <input type="checkbox"/>			0
	Minor part of project <input type="checkbox"/>			2
	Major part of project <input type="checkbox"/>			4
<p>Unsealed road serving community with no alternative sealed access</p> <p>Name of community _____</p> <p>Population of _____ in _____ (year)</p> <p>Source of data _____</p>	Adjacent rural residents or			
	Population < 20 <input type="checkbox"/>		1	
	20 to < 50 <input type="checkbox"/>		2	
	50 to < 100 <input type="checkbox"/>		3	
	100 to 150 <input type="checkbox"/>		4	
<p>Seals missing seal link between towns (% of gap represents the % of the unsealed section to be sealed as part of the project)</p> <p>Seal _____ km out of a gap of _____ km between _____ and _____ (town or place names)</p>	< 10% of gap <input type="checkbox"/>		0	
	10% to < 40% <input type="checkbox"/>		2	
	40% to < 70% <input type="checkbox"/>		3	
	70% to 100% <input type="checkbox"/>		4	

5. Economic performance

Benefit Cost Ratio _____ (to be calculated using SIMCBA and result sheet attached) <i>Note: For initial seal projects, a justified first principles approach may be more appropriate as SIMCBA is based on sealed road economic parameters.</i>	NK or < 1 <input type="checkbox"/>	0
	1 to 1.5 <input type="checkbox"/>	1
	>1.5 to 2 <input type="checkbox"/>	2
	>2 <input type="checkbox"/>	3
Total points		

NOTES:

- All projects proposed for funding must demonstrate the following criteria prior to being considered for points under the assessment schedule:
 - Supports economic development
 - Supports integrity of communities
 - Supports road safety
- Priority of Proposals with total points differing by one point may be decided by the Technical Sub-Committee on the basis of overall network strategy and project deliverability.
- Councils which have received an allocation for projects with higher point scores will be considered last for additional projects where points are equal.
- Project which receives no funds in a financial year shall have three points added to each similar project on the same road resubmitted in the following financial year provided such project manage to secure at least 17 points. Points shall accumulate.

Name: _____ Position: _____

Signature: _____ Date: _____