



STATE OF GOOD PROGRAM UPDATES

Distribution Percentage Change

 Garrett Moore, Chief Engineer

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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

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Three Test Requirement

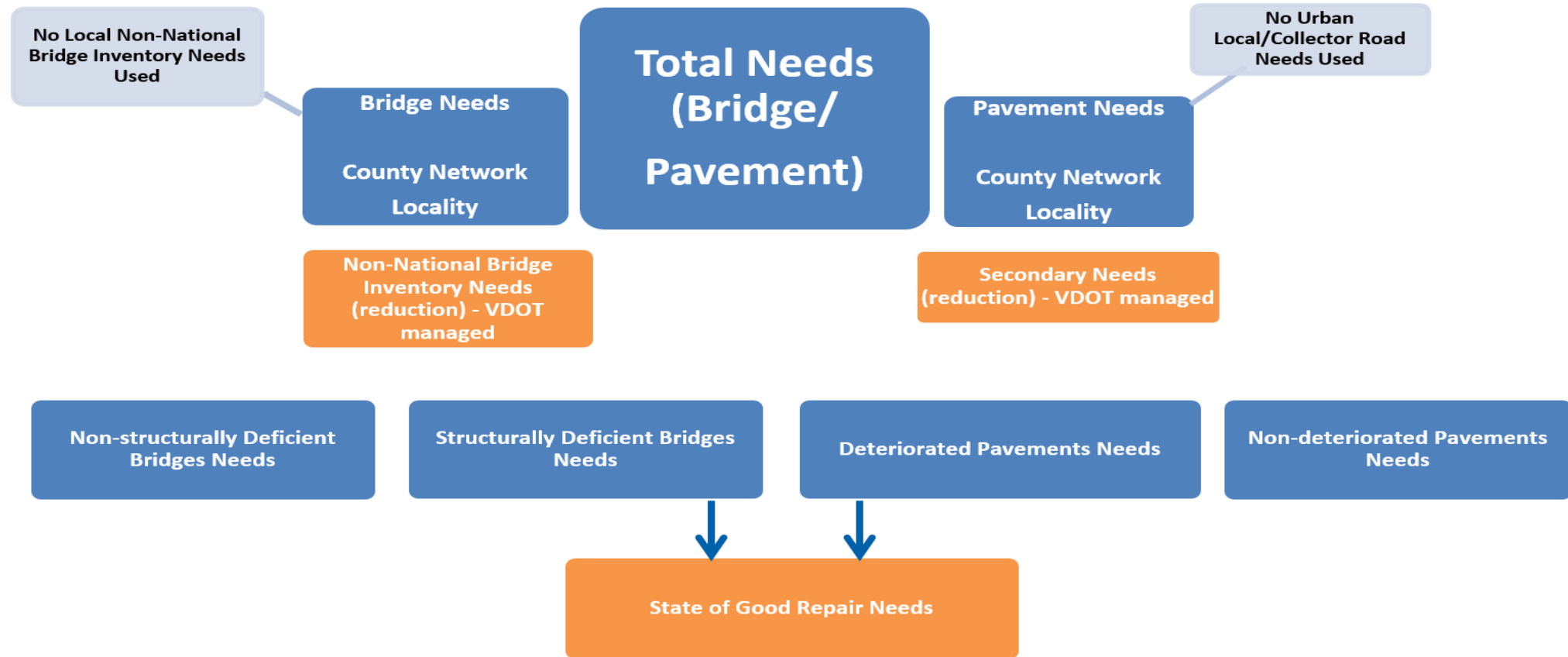
Tests*	Pavement	Bridge
1	Improves the pavement condition to “fair” or better status	Removes from structurally deficient status
2	Meets definition of pavement rehabilitation and reconstruction in Federal Highway Administration’s memo dated 9/12/2005 (see link below)	Meets definition of bridge rehabilitation 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

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Additional Requirements	Description	Completed Items	Outstanding Items
HB1887 (Chapter 684) – 2015 Acts of the Commonwealth of Virginia General Assembly – Section 33.2-358	FY 2021 (July 1, 2020) - 45% of Construction Program allocated to State of Good Repair Program		<i>State of Good Repair Program full implementation FY 2021 (July 1, 2020)</i>
HB1887 (Chapter 684) – 2015 Acts of the Commonwealth of Virginia General Assembly – Second Enactment	CTB required to approve the State of Good Repair Program priority ranking system policy by July 1, 2016	<i>CTB approved resolution June 2016</i>	
State Budget Bill – 2016 Acts of the Commonwealth of Virginia General Assembly – HB30 (Chapter 780) – Item 453(J)	Allocated funds to the State of Good Repair Program starting in FY 2017 (July 1, 2016)	<i>CTB approved resolution June 2016</i>	
CTB approved resolution June 2016	Requires updated funding distribution percentages in FY 2019 (July 1, 2018)		<i>Plan for CTB presentation in April 2018 and request approval in May 2018</i>

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

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VDOT compiles the costs to repair/improve VDOT/Localities bridges and pavements - 100% or *unconstrained needs*

**Total Needs
(Bridge/
Pavement)**

Bridge	Pavement
Definition	
All necessary and recommended repairs are completed or General Condition Rating 6 or above	Fix everything to 100% sufficient or Critical Condition Index above 60

In FY 2018 (CY 2017), Total unconstrained VDOT/Localities needs for Bridges (\$7.9 B) and Pavements (\$5.2 B) which total \$13.1 B

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Review the needs available for VDOT/Localities

Bridge Needs		Pavement Needs	
Localities	VDOT	Localities	VDOT
Only National Bridge Inventory* Needs Available	Use only National Bridge Inventory Needs	Only Primary Extension Needs Available	Use only Interstate and Primary Needs

*National Bridge Inventory includes bridges on public roadways exceeding 20 feet in length.

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Separate needs based on status – final result State of Good Repair Needs

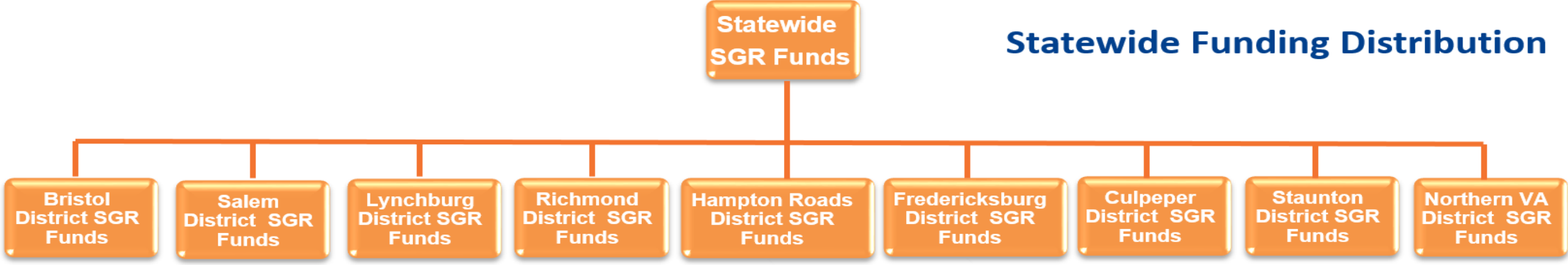
National Bridge Inventory Needs (VDOT/Localities)		Interstate, Primary and Primary Extension Pavement Needs (VDOT/Localities)	
Non-structurally Deficient Bridge Needs	Structurally Deficient* Bridge Needs	Deteriorated** Pavement Needs	Non-deteriorated Pavement Needs
	State of Good Repair Needs		

*Structurally deficient – if one or more major bridge components (deck, superstructure, substructure or culvert) is deficient.

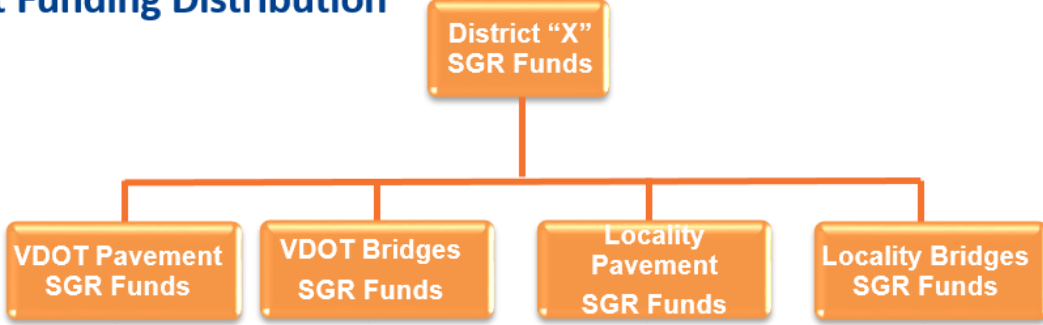
**Deteriorated – if pavement has a critical condition index of less than 60 or poor.

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



Typical District Funding Distribution



State of Good Repair Percentages Original Used in FY 2017 and FY 2018*

District	FY 2017 (Based on previously proposed distribution)	VDOT			Localities		
		Pavement	Bridge	Total	Pavement	Bridge	Total
Bristol	11.70%	21%	64%	85%	2%	13%	15%
Salem	12.10%	21%	67%	88%	3%	9%	12%
Lynchburg	7.60%	29%	63%	92%	5%	3%	8%
Richmond	17.40%	25%	65%	90%	4%	6%	10%
Hampton Roads	14.80%	7%	38%	45%	25%	30%	55%
Fredericksburg	12.10%	18%	77%	95%	2%	3%	5%
Culpeper	6.00%	25%	45%	70%	3%	27%	30%
Staunton	7.90%	13%	76%	89%	4%	7%	11%
Northern Virginia	10.60%	27%	61%	88%	11%	1%	12%

*Chart used VDOT input that was adjusted in the legislative process

State of Good Repair Percentages – Update Baseline* - FY 2019 and FY 2020

District	FY 2019 Update	VDOT			Localities		
		Pavement	Bridge	Total	Pavement	Bridge	Total
Bristol	12.53%	18%	60%	78%	2%	20%	22%
Salem	11.40%	25%	59%	84%	6%	10%	16%
Lynchburg	6.39%	22%	63%	85%	9%	6%	15%
Richmond	17.50%	17%	71%	88%	4%	8%	12%
Hampton Roads	17.50%	3%	37%	40%	26%	34%	60%
Fredericksburg	11.66%	11%	85%	96%	1%	3%	4%
Culpeper	6.39%	26%	40%	66%	3%	31%	34%
Staunton	10.23%	27%	64%	91%	6%	3%	9%
Northern Virginia	6.39%	24%	65%	89%	10%	1%	11%

*First actual baseline used derived fully from current needs

