



# VITAL INFRASTRUCTURE REPORT OVERVIEW

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# Topics

**Budget Language report – Chapter 2 (2018)**

**What makes a structure VITAL**

**Other state DOTs' practices**

**State of Good Repair Program Funding scenarios**

**Other options**

**Next steps**

# Chapter 2 (2018) Requirements for Virginia's Large & Unique Bridge and Tunnel Structures

## CTB Report by December 2018

Overall condition

Funding needs

Recommendations for addressing funding within the State of Good Repair Program

## Assess the Impact of

Establishing a set-aside from the State of Good Repair Program

Limited use of allowing district minimum cap waiver ( § 33.2-369(B))

Other options the Board identifies

# 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

# What makes a structure VITAL

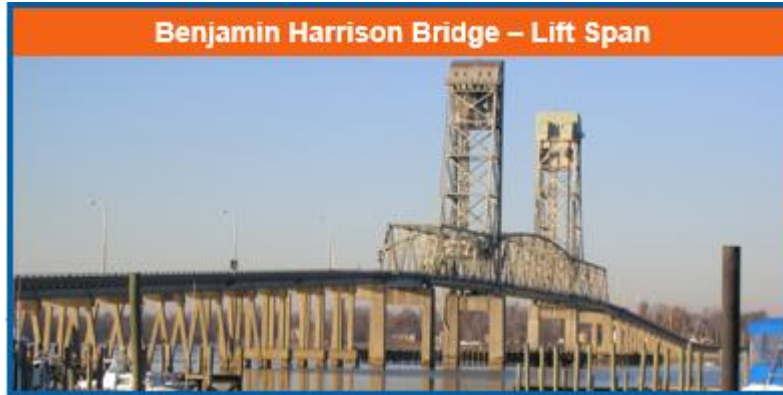
(*VITAL Infrastructure – Very Large, Indispensable, Transportation Asset List*)

## Tunnels



Unique components and operational needs

## Movable Bridges



## Large, Complex Structures



Reviewed entire inventory for all bridges  
All segmental post-tensioned  
Complex structures over 2,000 feet in length

# What makes a structure VITAL

## Risk

Fracture Critical  
Safety

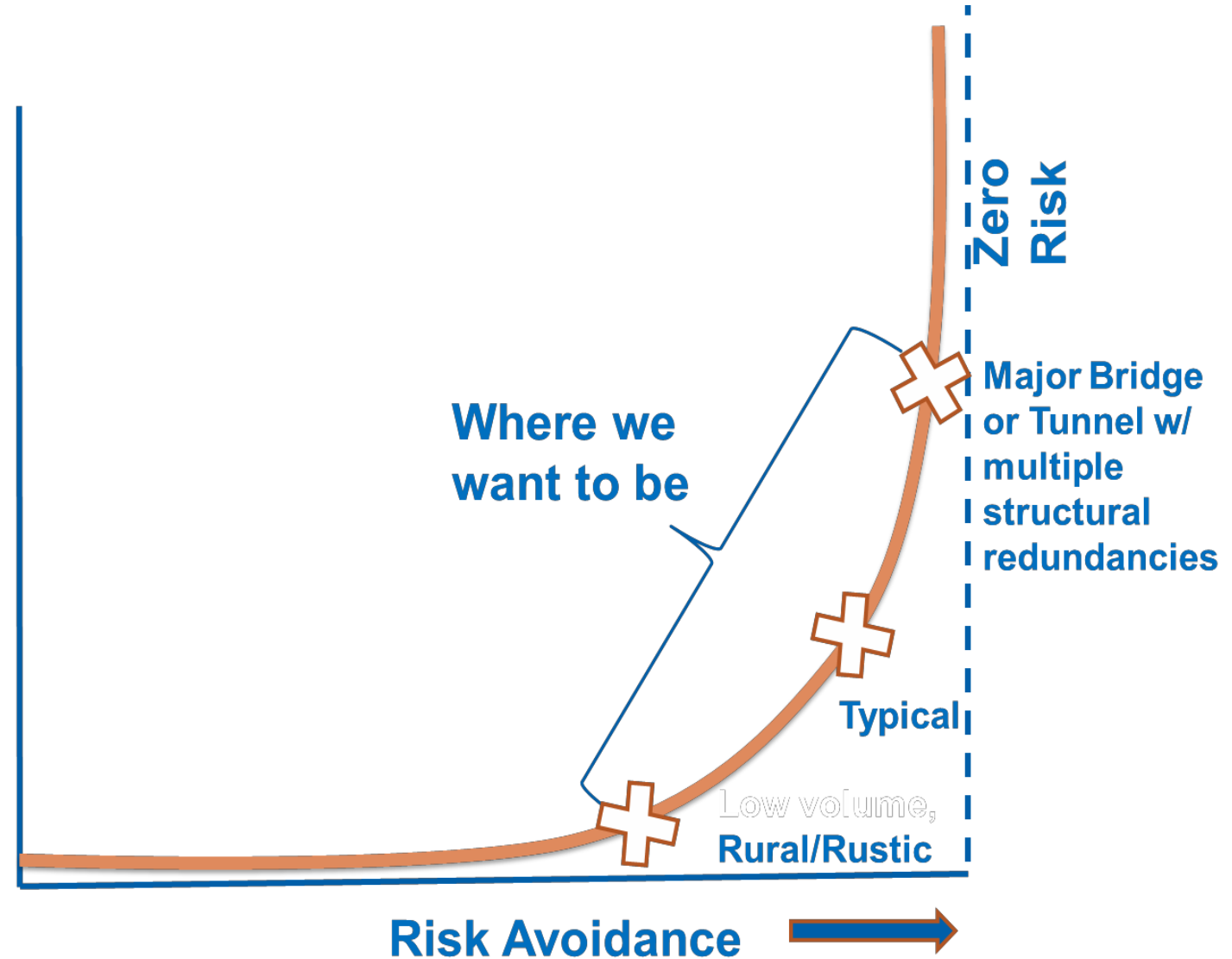
## Complexity

## Maintenance Cost

## Importance

Long Detours  
High Traffic  
Economic Significance  
(Shipping and Vehicular)  
Access to Critical Facilities  
(Military and Ports)

↑  
Cost



# Other State DOTs' Practices

## Public-Private Partnership

PennDOT – small bridge program

## Fuel Tax Increase

South Carolina – dedicated funding for infrastructure maintenance and 10-year plan

## Tolling provides dedicated funding

New Jersey

Rhode Island



# State of Good Repair Funding Scenarios

## 1. Off the Top (VITAL Infrastructure - First)

Prior to distribution of available amounts to the districts

## 2. From the Host District's Existing State of Good Repair Program distribution for VITAL Infrastructure

Reduces funding available for pavements and bridges in the host district

## 3. Include VITAL Infrastructure Needs in the State of Good Repair Program distribution

1. Keep districts percentages (minimum and maximum)
2. Remove maximum and minimum district percentages

# Other Options

**Fund needs through the Maintenance Program – reduces amount available for construction**

**Establishment of a reserve fund to smooth annual budgetary impacts**

**Use of debt financing – would require a dedicated revenue**

# Next Steps

**Finalize the VITAL Infrastructure report**

**Share findings with the CTB**

**Present in CTB December Workshop**

**Request approval in CTB December Action Meeting**

# Questions