



VITAL INFRASTRUCTURE REPORT OVERVIEW

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Topics

General overview

October CTB recap

Report overview

VDOT recommendations

CTB Approval

General Overview

2013 - where we were

- **Recovery of system**
 - Normally highest risk first
- **Initial identification of future risks**
 - Shift from reactive to proactive

2015 – House Bill 1887

- **State of Good Repair Program**

2016 – 2017 – Actions

- **Implementation of State of Good Repair Program**
- **Further refinement of potential future risks**

2018 – language in budget bill

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

What makes a structure VITAL

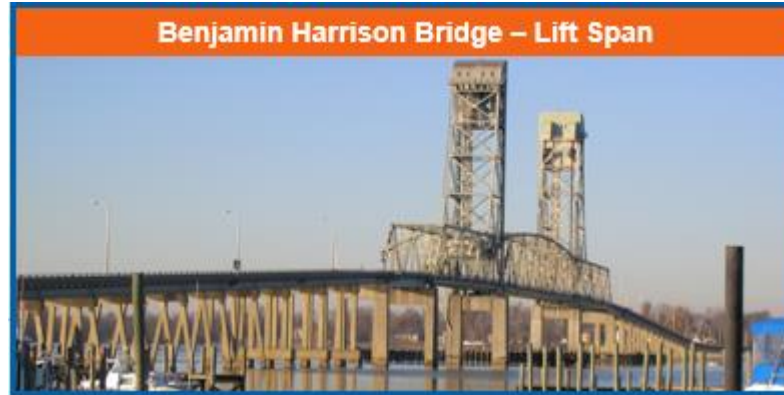
(*VITAL Infrastructure – Very Large, Indispensable, Transportation Asset List*)

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

Report Overview

Preliminary findings

VITAL Infrastructure 30-Year Plan needs

- Over \$3.6 billion in 2018 dollars
- Must be prioritized
- Will severely impact SGR Program

•VDOT must

- Review current investment strategies
- Develop a holistic programmatic approach to investment

VDOT Recommendations

CTB approve the current report as a preliminary report

VDOT will provide a more comprehensive VITAL Infrastructure report in December 2019

Next Steps

VDOT request CTB approval of report

VDOT begin review of current investments and statewide performance measures

Questions