

Advance Construction

Almost all state DOTs have used advance construction (AC) to assist them in advancing their programs or specific projects. However, the level of use and the reasons for using AC varies among the states. This webinar discusses the findings of a [research brief recently published by the BATIC Institute and AASHTO](#), which reviews AC practices across the country. In this webinar, participants will hear from the authors of the research, who will introduce AC and discuss the results of the research. Webinar attendees will hear from three state departments of transportation – Virginia, North Carolina, and Delaware – each of whom have a different history and perspective on the use of AC in their state.

This research brief and webinar are the result of interest in updating the AASHTO report on the Use of Advance Construction (AC) in Financing Transportation Projects issued in 2011 with a specific focus on the states' current use of AC in light of the scheduled rescission of federal funds in 2020 and the expiration of the Fixing America's Surface Transportation (FAST) Act. AC has been a part of highway legislation since 1956, but has undergone numerous revisions over the years. This webinar will describe how and why the use of AC has evolved over the years as well as reflect on the many ways AC is used across state DOTs.

Webinar Agenda

Topic	Proposed Presenters
Welcome and Opening Remarks (0:00-0:03)	BATIC Institute
Introduction to Advance Construction (0:03-0:15) <ul style="list-style-type: none"> History of AC Methodology and findings of the research brief 	Max Inman, Mercator Advisors
AC in Virginia (0:15-0:25) <ul style="list-style-type: none"> Can you tell us about why the AC balance for VDOT has increased between 2010 to 2018? How is AC used for locally funded projects? How do you use AC to minimize the number of inactive projects? 	Wendy Thomas, Director, Federal Programs Management Division, Virginia Department of Transportation
AC in North Carolina (0:25-0:35) <ul style="list-style-type: none"> How has maintaining a relatively high balance of AC help NCDOT manage its program? How would the upcoming reauthorization impact your DOT's operations and how does that affect your AC approach? How is your state DOT planning for the rescission and how might that affect AC projects? 	Van Argabright, Director of Division of Planning & Programming, North Carolina Department of Transportation
AC in Delaware (0:35-0:45) <ul style="list-style-type: none"> What steps did you take to draw down on your AC balance and what led to that decision? How frequently do you amend the STIP to reflect AC conversions? What are the state policies that govern the DOT's use of AC? 	Lanie Thornton, Director of Finance, Delaware Department of Transportation
Q&A (0:45-0:60)	BATIC Institute