



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Transportation in Virginia

July 7, 2022



Bipartisan *Infrastructure Investment and Jobs Act* (IIJA)

- On November 6, 2021, Congress passed IIJA, a five-year reauthorization of the FAST Act coupled with broader infrastructure investments beyond traditional surface transportation programs.
- **Goals**
 - To maximize formula increases despite inflation and supply chain issues
 - To successfully pursue discretionary opportunities throughout the Commonwealth
 - The Youngkin Administration is committed to supporting applications for federal funding, viewing this historic level of federal funds as an opportunity to leverage Commonwealth resources
 - Our support includes technical assistance to localities or agencies in drafting competitive applications and providing letters of support for IIJA project applications
- **Mission**
 - To get “more than our fair share” of IIJA funds and ensure that the Commonwealth’s infrastructure is best in class

What IIJA Means for Virginia

- **Overall IIJA Funding Highlights**
 - **\$1.2 trillion in total spending**
 - \$550 billion in new spending (above baseline)
 - \$470 billion (from approximately 170 funding streams) in new formula funds
 - \$180 billion (from approximately 110 funding streams) in new competitive grant opportunities
- **Over the life of the bill from FY2022 to FY2026, Virginia will receive approximately \$10.5 billion**
 - With funding from the Departments of Homeland Security, Commerce, Energy, Interior, Agriculture, Health and Human Services and Transportation, the Environment Protection Agency, and Federal Communications Commission
- **Total formula funds from USDOT to Virginia**
 - FAA (\$385 million); FMSCA (\$54 million); FTA (\$1.2 billion); and FHWA (\$7.8 billion)

IIJA – Summary of Additional Statewide Federal Funding

New Programs and Increased flexible federal funding for formula allocation <i>(in millions)</i>	IIJA Implementation Period							
	2022	2023	2024	2025	2026	2027	2028	
Discretionary Distribution by CTB								
Bridge Rehabilitation and Replacement	\$107.4	\$123.8	\$115.6	\$115.6	\$115.6	\$ -	\$ -	
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program	45.3	36.9	37.7	38.4	39.2	40.0	40.8	
Carbon Reduction Program (Statewide/MPO)	38.4	32.5	33.1	33.8	34.5	35.2	35.9	
Electric Vehicles	21.3	15.7	21.3	21.3	21.3	-	-	
Construction Formula Distribution								
Increased funding available to allocate via Construction Formula – Includes released federal funding not needed for GARVEE Debt Service <i>Based on June 2021 SYFP Assumptions to IIJA Assumptions</i>	173.0	198.6	207.9	223.2	242.6	262.9	N/A	

IIJA Initial Direct Impact to Interstate 81

- **Bridge Rehabilitation and Replacement Projects**
 - **Salem District, Botetourt County**
 - I-81 over Route 640 - \$7.4 million
 - I-81 over Route 670 - \$6.2 million
- **Increased funding available to allocate via Construction Formula**
 - **20% of additional funding is available to Interstate Operations and Enhancement Program (IOEP)**
 - Of this share for IOEP, 43.7% is provided to Interstate 81 Corridor Improvement Program (Share based on ratio of Vehicle Miles Traveled (VMT) on I-81 for trucks to total truck VMT on all Interstate highways)
 - Over FY 2022 – 2028 period, approximately \$114 million more funding available for the Corridor
- **These additional funds allow projects to advance sooner**

Other New Federal Program Areas

- **Work is underway in three new program areas**
 - Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) grant program
 - Carbon Reduction Program (Statewide/MPO)
 - Electric Vehicles
- **Competitive Grant Opportunities during IIJA authorization period**
 - RAISE
 - PROTECT Grants
 - INFRA
 - Bridge Investment Program
 - MEGA
 - Rural Surface Transportation Grant Program

Transforming Rail in Virginia – Western Rail Initiative

- **Unlocking Long Bridge bottleneck for future passenger service growth**
- **Second Amtrak daily round trip to Roanoke (July 11, 2022)**
- **Extension of two daily Amtrak roundtrips to New River Valley (NRV) by 2026**
- **Purchase of Virginia Line from Norfolk Southern for passenger service to NRV**

Opportunities for BIL funds in the I-81 Rail Corridor

- **All federal rail funds are discretionary which will help build the capacity necessary for existing service reliability and future service**
- **Long Bridge**
 - Applied for \$300M in Mega and INFRA funds – May 2022
 - Applying for Core Capacity FTA funds with Virginia Railway Express
 - Funding Strategy Meetings with FRA/USDOT: Fed-State Partnership, CRISI, Mega, etc.
- **Norfolk Southern Capacity Improvements are funded with VPRA Commonwealth Rail Funds**
- **NRV Station and Infrastructure Improvements**
 - Fed-State Partnership, CRISI
- **Bedford Station Planning (DRPT)**
 - CRISI

Bristol Rail Corridor Development

- **Corridor Identification and Development Program or Corridor ID Program - facilitates the development of intercity passenger rail corridors**
- **Framework that will help guide future federal project development work and capital investments**
- **Awaiting notice from FRA soliciting proposals**
- **DRPT is working with Tennessee DOT to submit a joint proposal for continued planning in the corridor from the New River Valley through Bristol**



Opportunities to Support Transit Connections

- **FY21 Bus and Bus Facilities**
 - DRPT assisted Central Shenandoah PDC with an application for their transfer facility in the City of Staunton
 - Project was awarded nearly \$1M in discretionary funding in early 2022
- **FY22 Bus and Bus Facilities / Low-No Emissions Grants were due to FTA on May 31st**
 - DRPT applied on behalf of Harrisonburg and supported an application from Blacksburg Transit for funding
- **DRPT is already working with transit systems in the I-81 Corridor to prepare applications for FY23 discretionary funding**
 - WinTran – facility improvements