



## MEETING OF THE I-81 ADVISORY COMMITTEE

July 7, 2022

1:00 P.M.

Hotel Roanoke and Conference Center  
110 Shenandoah Ave NE  
Roanoke, Virginia 24016

1. Welcome and Opening remarks – Sheppard “Shep” Miller III, Secretary of Transportation
2. Election of Chair and Vice-Chair – Sheppard “Shep” Miller III, Secretary of Transportation
3. Call to Order – Chair of the Committee
4. Discussion and approval of minutes from April 21, 2021 – Chair of the Committee
5. I-81 Corridor Improvement Program status – Dave Covington, Director, I-81 Corridor Program Delivery
6. I-81 Multimodal Improvements Plan –  
Grant Sparks, Acting Chief of Public Transportation, DRPT  
Mike McLaughlin, Chief Operating Officer, VPRA
7. Financial Overview – Laura Farmer, Chief Financial Officer
8. Infrastructure Investment Jobs Act (IIJA) Overview – Staff from Transportation Secretariat
9. Public Comment  
*\* Please limit comments to three minutes or less. Public comment by phone will follow in-person comment. A caller may be placed on hold until others who have called in earlier have had the opportunity to speak.*
10. Closing remarks and future meeting date – Chair of the Committee
11. Adjourn

**MEMBERS OF THE I-81 ADVISORY COMMITTEE**

**Voting**

Delegate Jason Ballard, District 12

Delegate Terry Austin, District 19

Delegate Tony Wilt, District 26

Delegate Bill Wiley, District 29

Senator John Edwards, District 21

Senator Creigh Deeds, District 25

Senator Todd Pillion, District 40

Chair Frank Friedman, Central Shenandoah PDC

Chair Phil North, Roanoke Valley/Alleghany PDC

Chair Hil Johnson, New River Valley PDC

Chair Dennis Morris, Northern Shenandoah PDC

Chair Willie Greene, Mount Rogers PDC

Ray Smoot, Jr., Salem District CTB Member

Tom Fowlkes, Bristol District CTB Member

Mark Merrill, Staunton District CTB Member

**Ex Officio**

Stephen Brich, Commissioner VDOT

Jennifer DeBruhl, Acting Director DRPT

IMPROVE **81**

# I-81 CORRIDOR IMPROVEMENT PROGRAM

I-81 Committee Meeting

Dave Covington, PE – VDOT I-81 Program Delivery Director

July 7, 2022

# Program Benefits



## Enhanced Safety

This program will implement a series of improvements such as lane and shoulder widening to reduce the rate and frequency of crashes along the corridor.



## Reduced Congestion

The program will reduce congestion and improve reliability by adding capacity in targeted areas of the corridor and improve speed of incident clearance to help limit travel delays.



## Economic Development

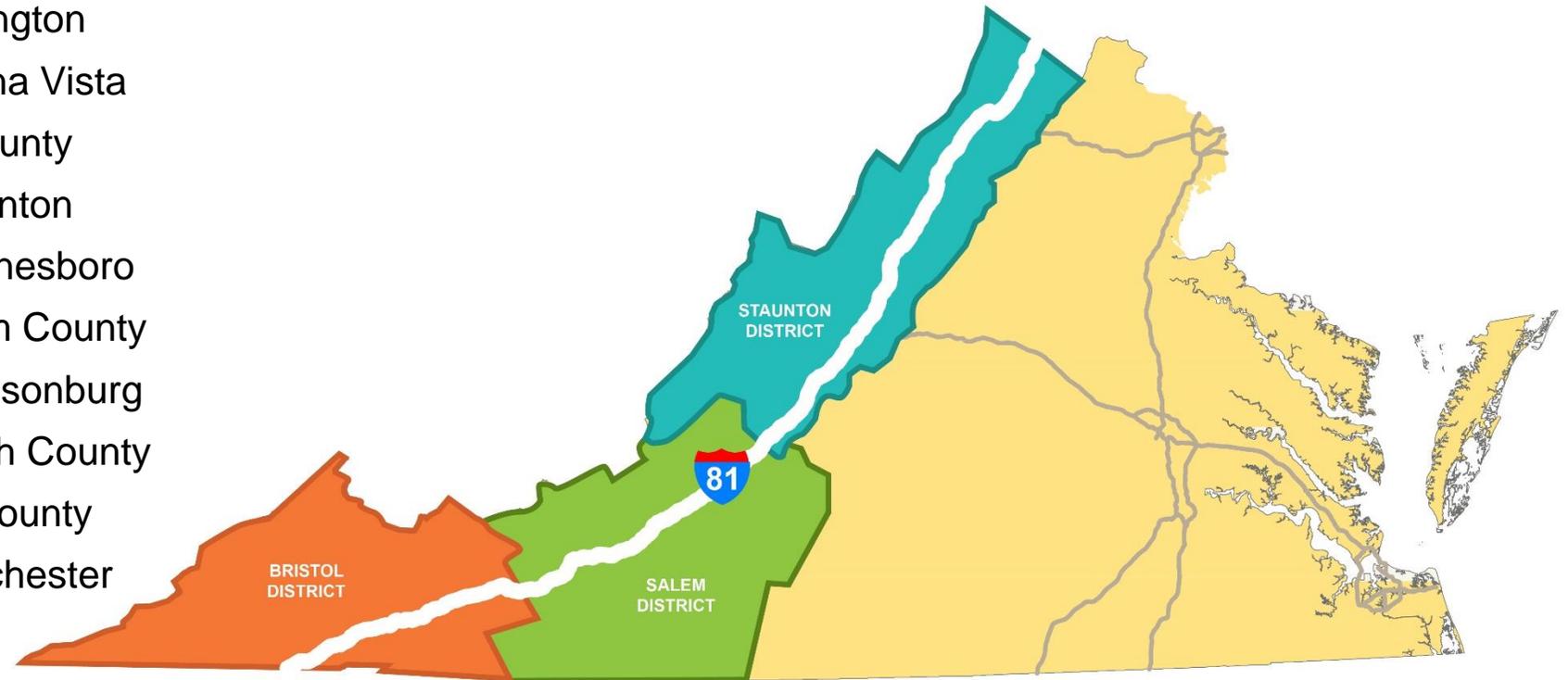
I-81 is the main corridor and key economic artery of western Virginia. These improvements will ensure that goods and services critical to our economy move safely and efficiently through and within the region.

# Planned Improvements

The **325-mile long corridor** spans three VDOT districts: **Bristol, Salem, and Staunton.**

## Localities along the corridor include:

City of Bristol	City of Lexington
Washington County	City of Buena Vista
Smyth County	Augusta County
Wythe County	City of Staunton
Pulaski County	City of Waynesboro
City of Radford	Rockingham County
Montgomery County	City of Harrisonburg
City of Salem	Shenandoah County
Roanoke County	Frederick County
City of Roanoke	City of Winchester
Botetourt County	
Rockbridge County	



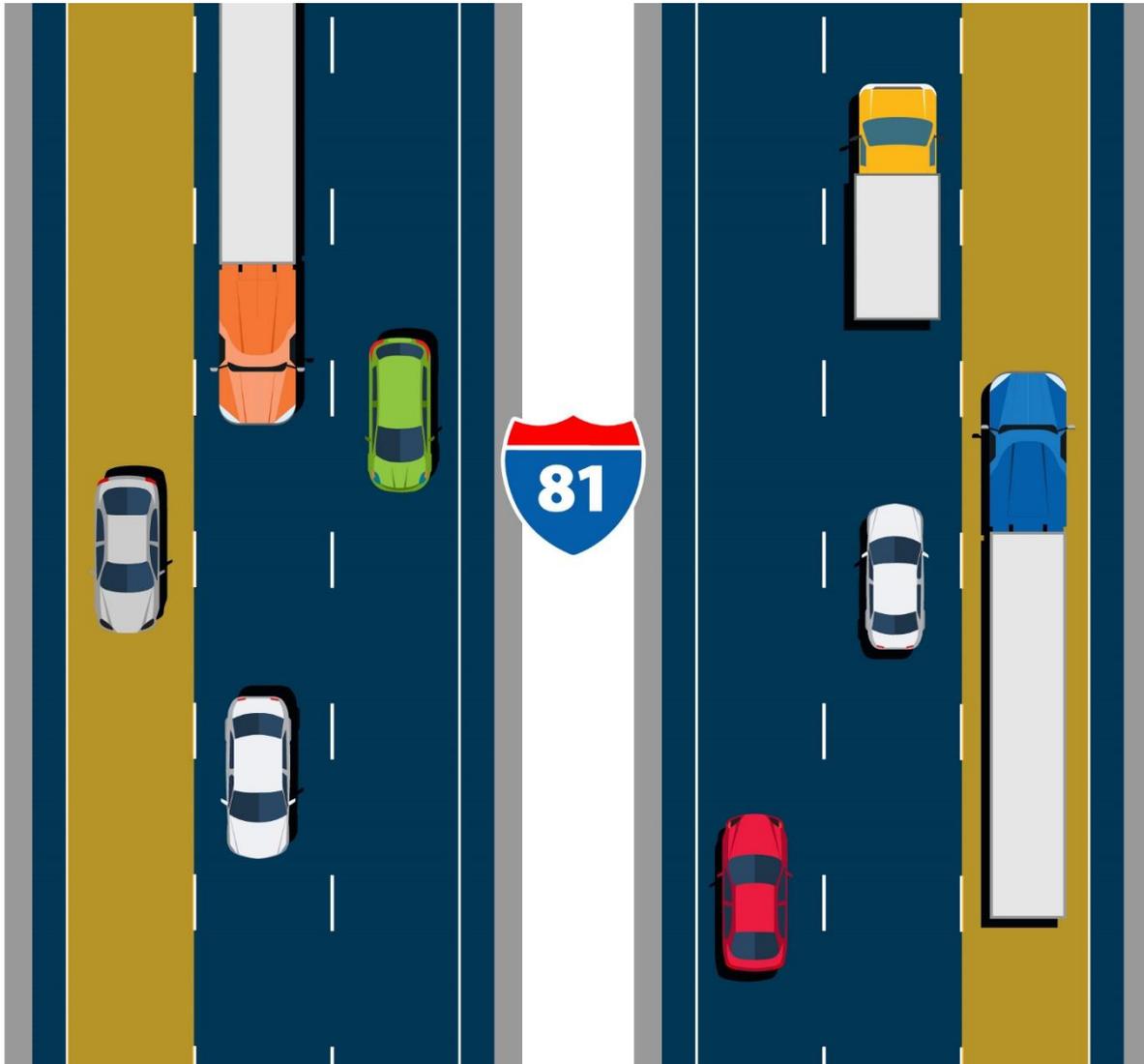
# Takeaway Scorecard

## Operational Projects

## Capital Projects

Projects	Status	Anticipated Completion
Improved Incident Clearance 	Complete	Spring 2021
Safety Service Patrol Expansion 	Complete	Summer 2019
Additional Cameras (51) 	Complete	Spring 2020
Additional Digital Message Signs (30) 	Complete	Fall 2021
Arterial Upgrades 	Underway	VDOT signals underway, Locality signals complete in 2025
Completed Projects (23) 	Complete	Spring 2022
Active Construction Projects (15) 	Underway	8 in 2022, 4 in 2023, 1 in 2024, 2 in 2026
Remaining capital projects (26) 	Upcoming Projects	All complete by 2033

# Types of Projects



## Capital Improvement Projects

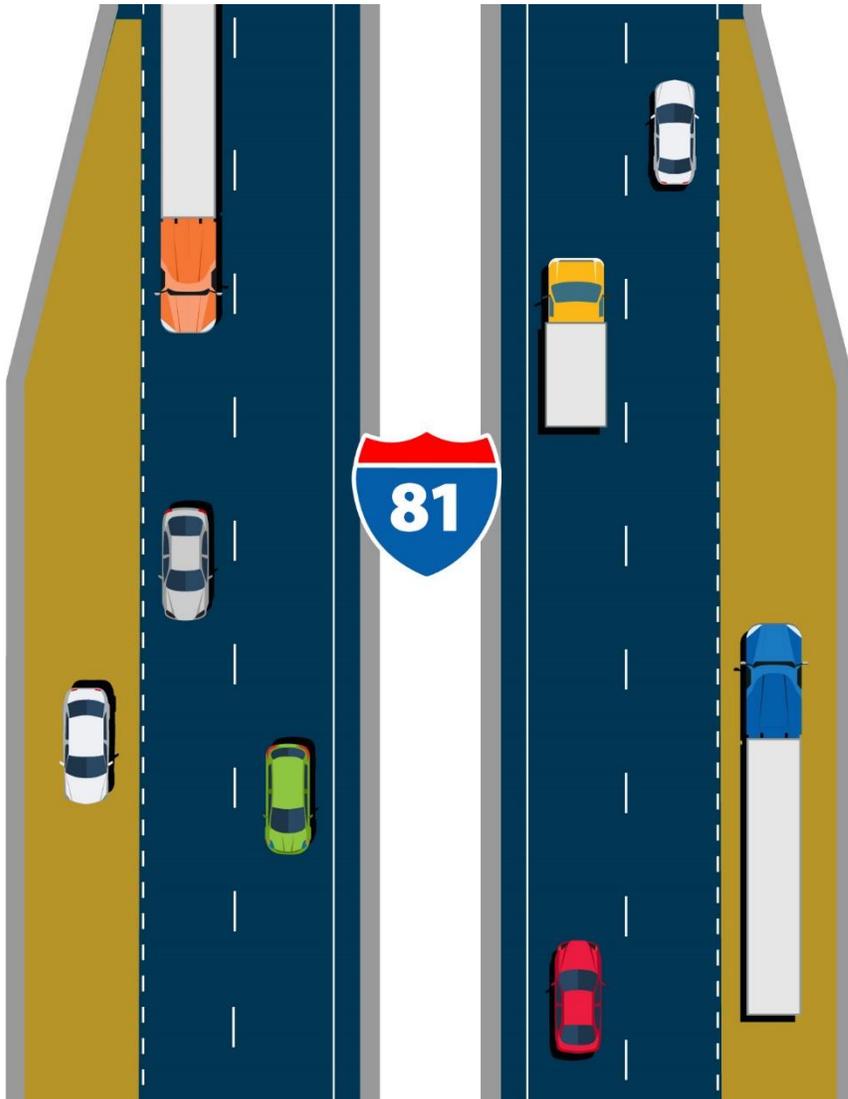
Widening

+1

**10 Improvements**

- **2 Projects Under Construction – Completion in 2026**
- **8 Future Projects – Completion by 2033 or earlier**

# Types of Projects



## Capital Improvement Projects

### Acceleration & Deceleration Extension

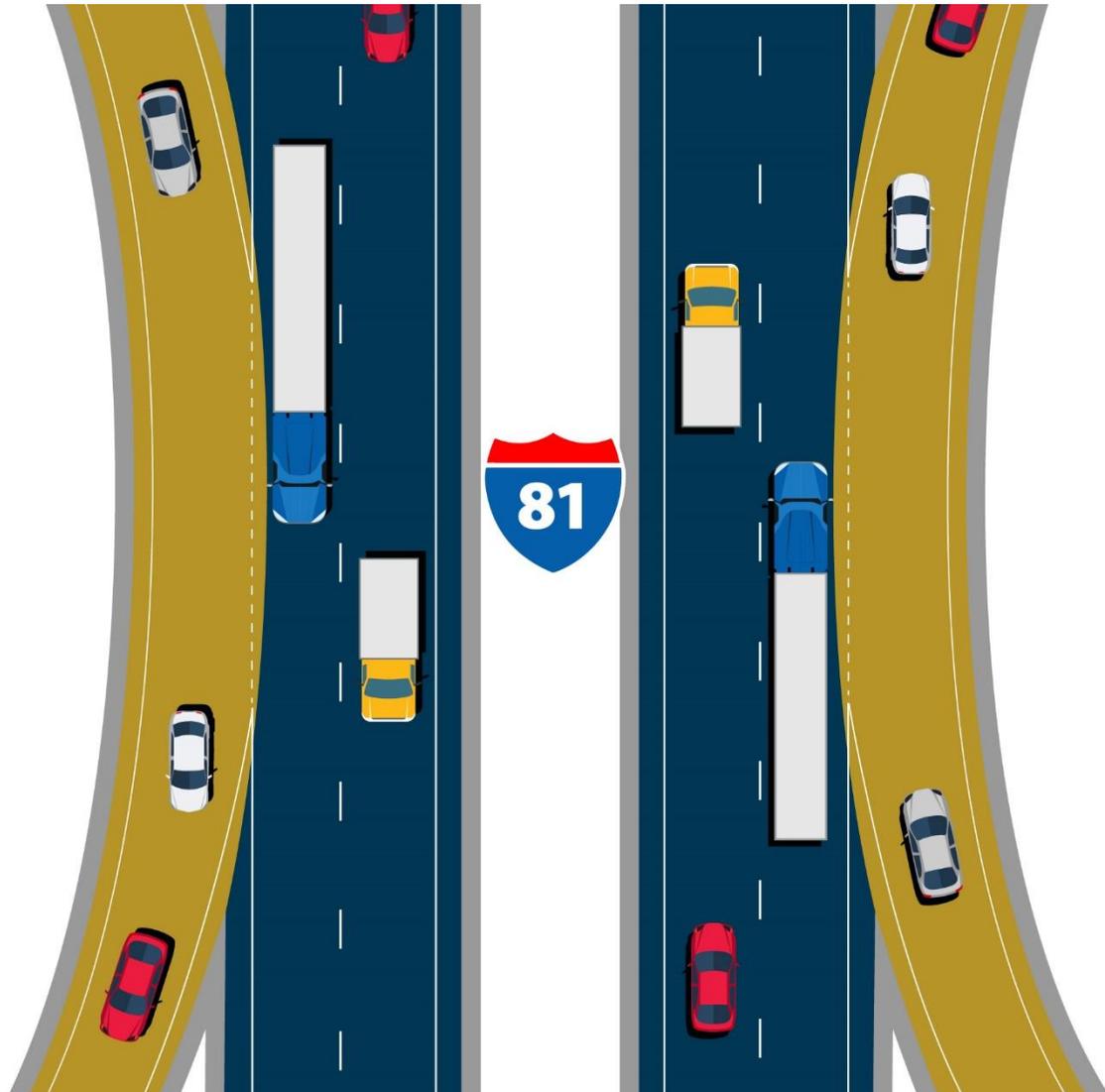


#### 36 Improvements

- 15 Projects Complete
- 11 Projects Under Construction
  - 7 Complete in 2022
  - 4 complete in 2023
- 10 Future Projects – Completion by 2033

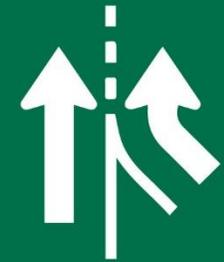


# Types of Projects



## Capital Improvement Projects

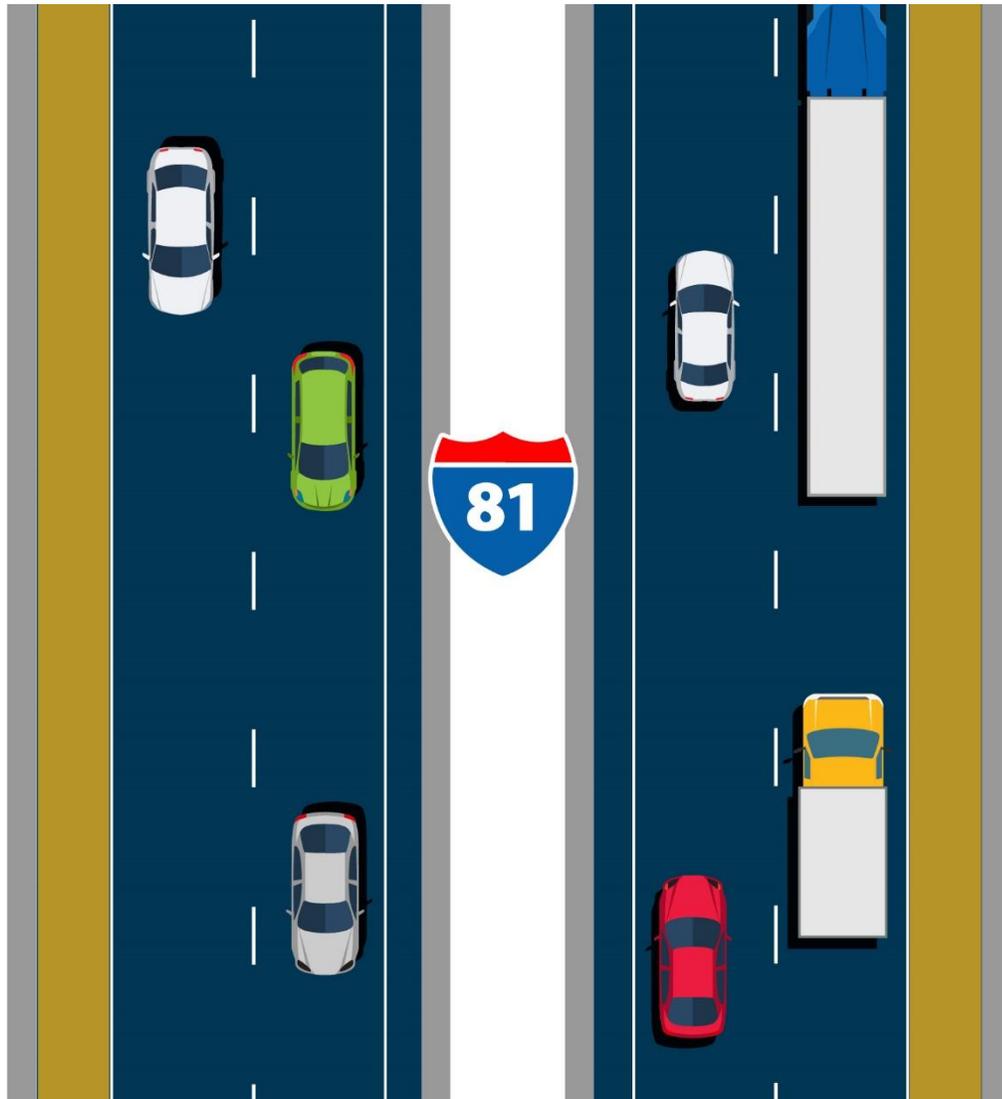
### Auxiliary Lane



#### 4 Improvements

- 1 Project Under Construction – Completion in 2022
- 3 Future Projects – Completion by 2033

# Types of Projects



## Capital Improvement Projects

**+S** Shoulder Widening  
Curve Improvements 

### 1 Shoulder Improvement

- 1 Projects – Construction to begin in 2026

### 8 Curve Improvements

- All complete

# Types of Projects



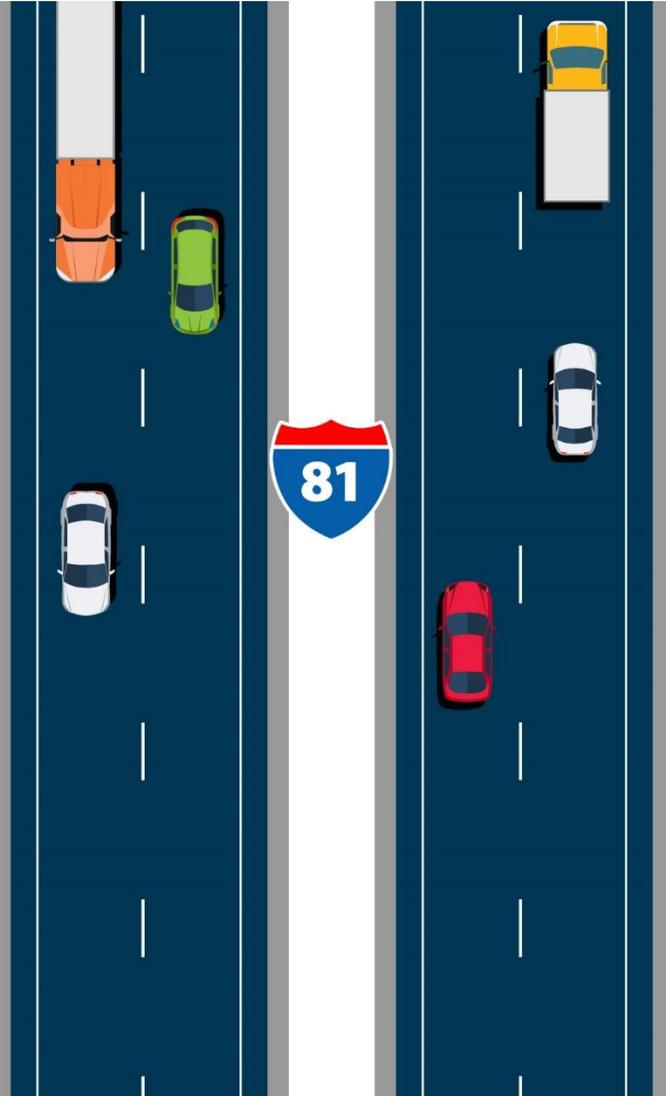
New digital message signs



New traffic cameras



Extended safety service patrols



Detour route improvements



Improved incident clearance

## Operational Improvement Projects

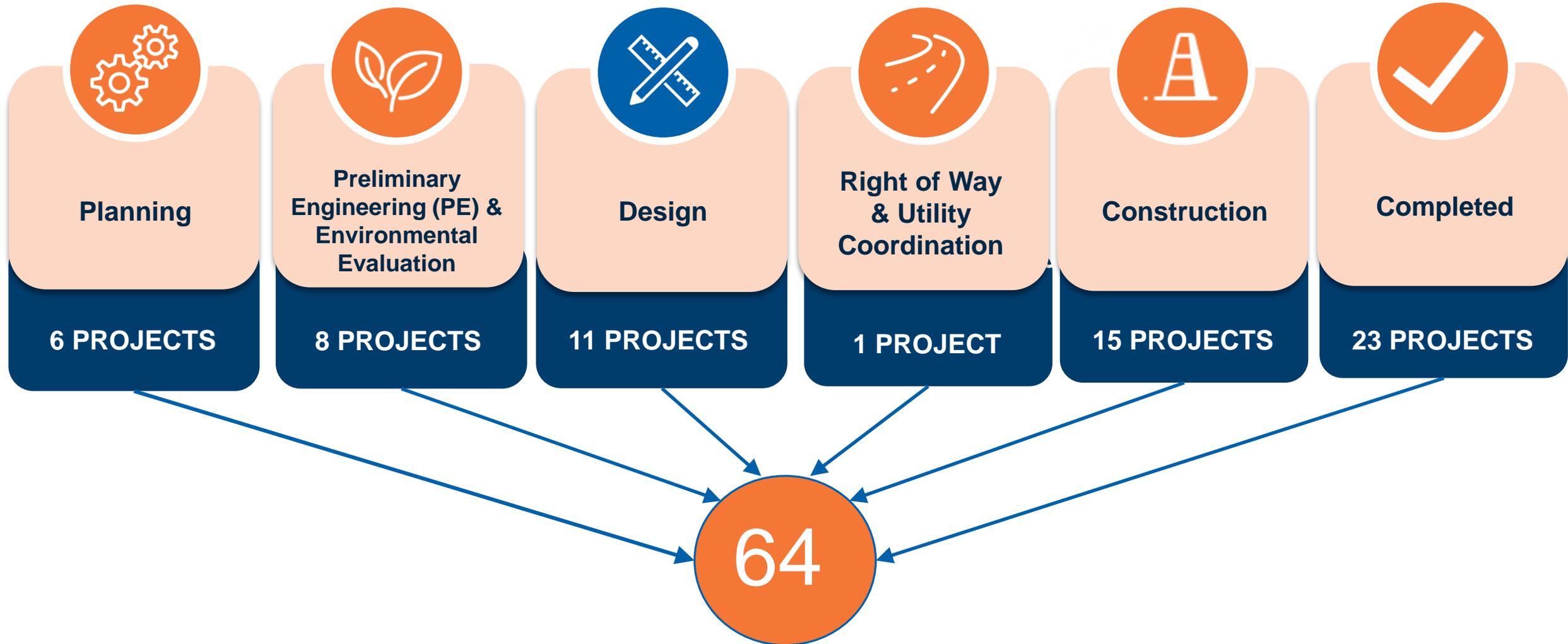
### Operational Improvements



#### 5 Improvements

- VDOT systems complete
- Locality systems will be complete by 2025

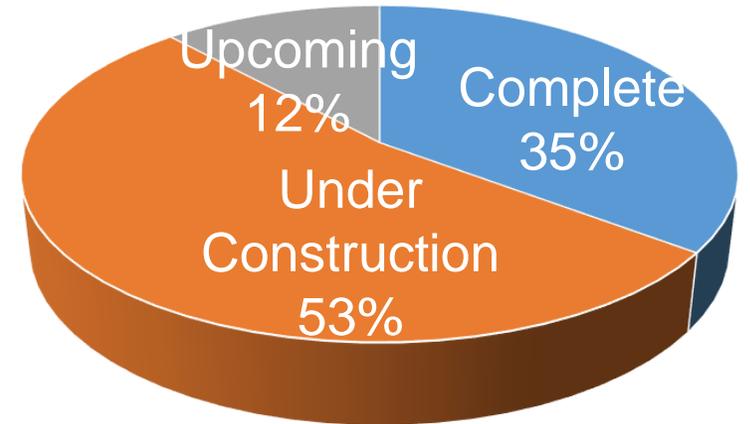
# Project Development Process (Capital Projects)



# Bristol District Project Status (Capital Projects)

## Completed Projects:

- Shoulder strengthening contract (schedule) for 5 projects
- Exit 26 SB Acceleration Lane Extension (Emory)
- Exit 26 SB Deceleration Lane Extension (Emory)
- Exit 67 Deceleration Lane Extension (South of Wytheville)
- Exit 19 Deceleration Lane Extension (Abingdon)
- Exit 84 SB Deceleration Lane Extension (North of Fort Chiswell)



## Projects Under Construction:

- Bundle project (Exit 39 NB Decel, Exit 47 SB Accel, Exit 39 SB Decel, Exit 43 SB Accel)
- Exit 39 SB Acceleration Lane Extension (Seven Mile Ford)
- Exit 47 NB Acceleration Lane Extension, single phase DB (Marion)
- Exit 17 SB Acceleration Lane Extension (Abingdon)

# Bristol District Project Status (Capital Projects)

- **Exit 39 NB Entrance Ramp – MM 40.6 NB Truck Climbing Lane**
- **Exit 54 SB Auxiliary Lane - (South of Rural Retreat)**

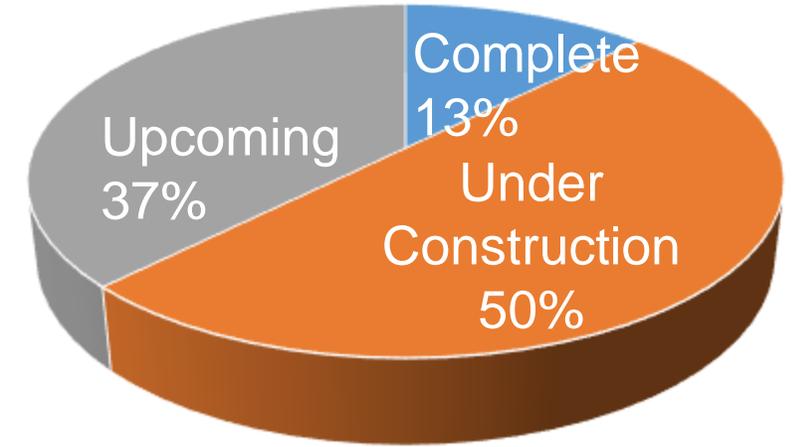
- **Upcoming Projects:**

- **Exit 72 NB Decel Extension and I-77 Exit 41 to I-81 SB Exit 72 Auxiliary Lane – Design-Build with RFQ expected next year. (Wytheville)**

# Salem District Project Status (Capital Projects)

## Completed Projects:

- Exit 89 NB Acceleration Lane Extension (Pulaski)



## Projects Under Construction:

- Exit 137 to Exit 141 Widening NB and SB (Design Build, 2 projects bundled) - Salem
- Troutville Rest Area SB Entrance and Exit Extension (2 projects) - Troutville

## Upcoming Projects:

- MM 116 to Exit 128 Widening NB Only – Construction 2027 (Christiansburg to Ironto)
- Exit 128 to Exit 137 Widening NB Only – Construction 2027 (Ironto to Salem)
- Exit 143 to Exit 150 Widening NB & SB – Construction 2026 (Roanoke to Troutville)

# Staunton District Project Status (Capital Projects)

## Completed Projects:

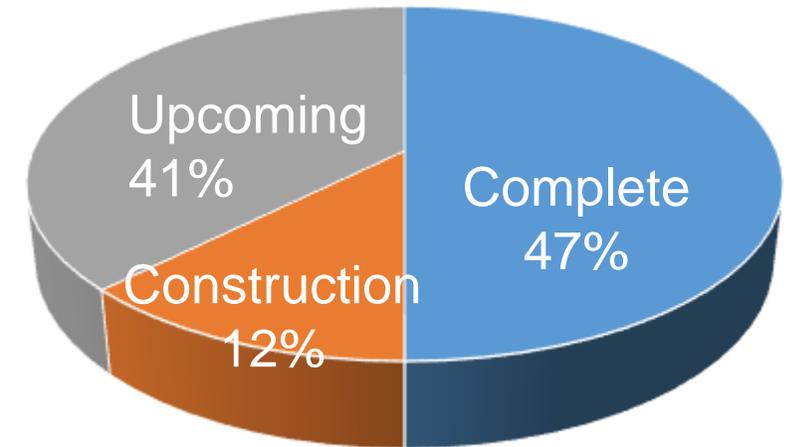
- Exit 302 NB Accel, Exit 302 SB Decel, Exit 283 SB Accel,
- Exit 269 NB Decel, Exit 279 SB Accel
- Exit 291 NB Accel, Exit 296 SB Accel, Exit 304 NB Accel

## Projects Under Construction:

- Exit 205 SB Accel, Exit 205 NB Accel (Raphine)

## Upcoming Projects:

- Exit 221 to Exit 220 SB Auxiliary Lane – Construction Fall/Winter 2023 (South of Staunton)
- Exit 221 to Exit 225 NB and SB Widening – Construction Spring/Summer 2023 (Staunton)
- Weyers Cave NB and SB Truck Climbing Lanes – Construction Spring 2025
- Exit 242 to Exit 248 NB and SB Widening – Construction Summer 2025 (Harrisonburg)
- Exit 299 to Exit 296 SB Widening – Construction Fall/Winter 2024 (Strasburg)
- Exit 313 to Exit 317 NB and SB Widening – Construction 2027 (Winchester)



# Operational Project Status (Corridor-wide)

## Completed Projects:

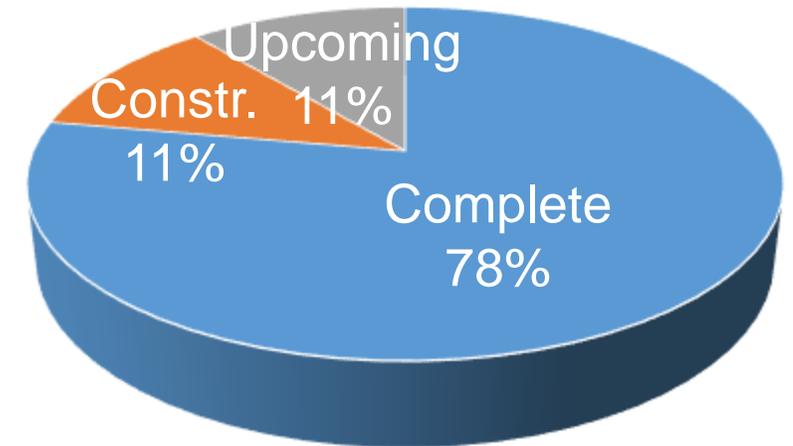
- Curve Improvements (Static And Flashing Chevron Signs)
- Safety Service Patrol Enhancements
- Lift and Tow Devices on SSP Vehicles
- Towing and Recovery Incentive Program (TRIP)
- Traffic Camera Installations (51)
- Digital Message Sign Installations (30)
- Arterial Intersection Improvements (3)

## Projects Under Construction:

- Arterial Improvements (VDOT signal system upgrades)

## Upcoming Projects:

- Arterial Improvements (Locality signal system upgrades)



# Capital Project Advancement (Funding & Delivery)

## · Bristol District **Funding** Advancement:

- Exit 81 SB Deceleration Lane Extension (\$15.5M)
- Auxiliary Lane Exit 73 to Exit 72 SB (\$21.2M)
- Exit 72 NB Deceleration Lane Extension (\$37.5M)
- Auxiliary Lane from I-77 SB to I-81 SB (Exit 40 on I-77 to Exit 72 on I-81) – (\$34.2M)
- Exit 45 NB Extend Deceleration Lane (\$24.7M)

## · Salem District **Funding** Advancement:

- Exit 128 to Exit 137 NB Widening – Funding advanced by 18 months (\$265.3M)

## · Staunton District **Delivery** Advancement:

- Staunton Area Widening advanced with decision to deliver as design-build project (delivery), accelerated by 12 to 18 months.

· **Total Funding Advancement To Date: \$398.4M**

# Communications – Videos, Podcasts, Newsletters



Safety Service Patrol



Troutville Rest Area



Traffic Operations Center/  
Customer Service Center



Exit 205



Exit 137 to Exit 141  
Widening



Digital Message Signs



Wytheville Interchange  
Improvements



Harrisonburg Widening



Staunton Area  
Auxiliary Lane



Arterial Improvements



Picking the Projects



Bristol District Truck  
Climbing Lanes



Strasburg Area Widening



Troutville Rest Area  
Temporary Closure



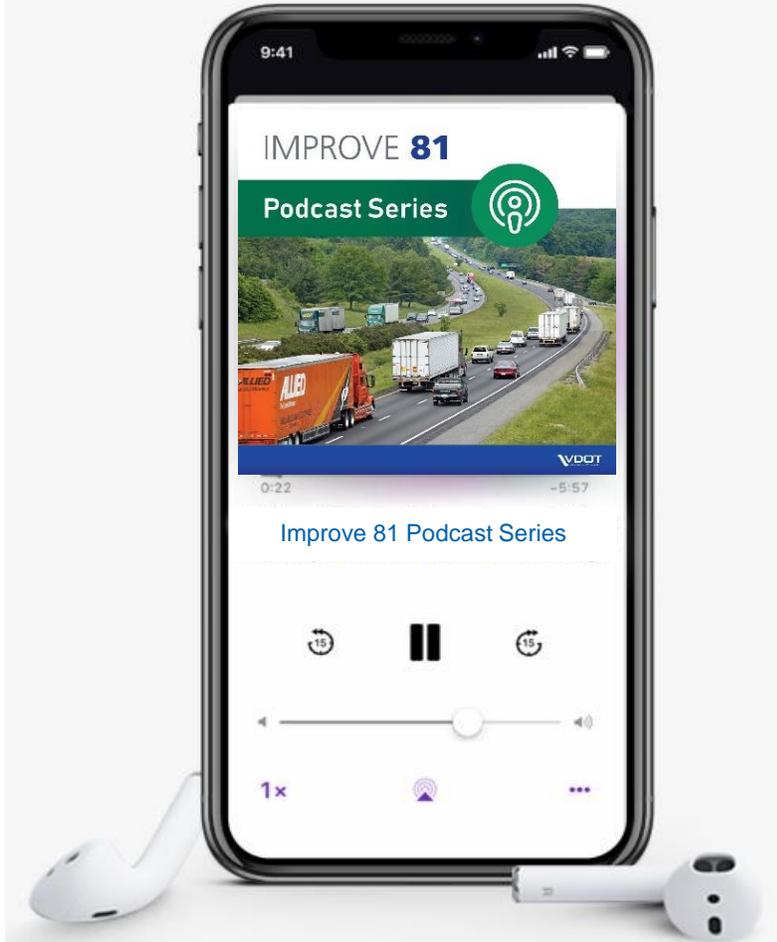
Staunton Area Widening

## Published to date

- 15 videos
- 16 podcasts
- 6 newsletters

# Program Specific Website – Learn More!

Improve81.org



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# **I-81 Multimodal Improvement Plan: Virginia Breeze**

*I-81 Advisory Committee Meeting, July 7, 2022*

**Grant Sparks, Acting Chief of Public  
Transportation**



Virginia Department of Rail and Public Transportation

# Virginia Breeze: System Overview



## VALLEY FLYER

Blacksburg — Washington, D.C.



## CAPITAL CONNECTOR

Martinsville — Richmond — Washington, D.C.



## PIEDMONT EXPRESS

Danville — Washington, D.C.



## HIGHLANDS RHYTHM

Bristol — Washington, D.C.

- State-sponsored intercity bus service that runs 7 days a week, 365 days per year
- Four (4) Virginia Breeze routes, each providing connections to rural communities
  - **Two (2) routes - Valley Flyer and Highlands Rhythm - service I-81**
- Ticket prices range from \$21 to \$60

# I-81 Virginia Breeze Service

## September 2013

- *Virginia Statewide Intercity Bus Study* identifies high-level needs for service

## December 2017

- The first Virginia Breeze route is put into service, connecting Blacksburg to Washington D.C. via I-81

## March 2020

- *Virginia Breeze I-81 Service Expansion Study* identifies unmet needs and service alternatives for connecting Bristol to Washington D.C. via I-81

## November 2021

- The 4<sup>th</sup> Virginia Breeze route – the Highlands Rhythm – is put into service



# Virginia Breeze: Highlands Rhythm

Northbound	Southbound
Departure: 11:00 AM (Bristol)	Departure: 12:50 PM (Washington D.C.)
Arrival: 6:55 PM (Washington D.C.)	Arrival: 8:30 PM (Bristol)

## Top Performing Stops

- 1) Harrisonburg
- 2) Dulles Airport
- 3) Washington D.C.
- 4) West Falls Church
- 5) Radford



# Virginia Breeze: Valley Flyer

Northbound	Southbound
Departure: 8:00 AM (Blacksburg)	Departure: 9:35 AM (Washington D.C.)
Arrival: 2:05 PM (Washington D.C.)	Arrival: 3:40 PM (Blacksburg)

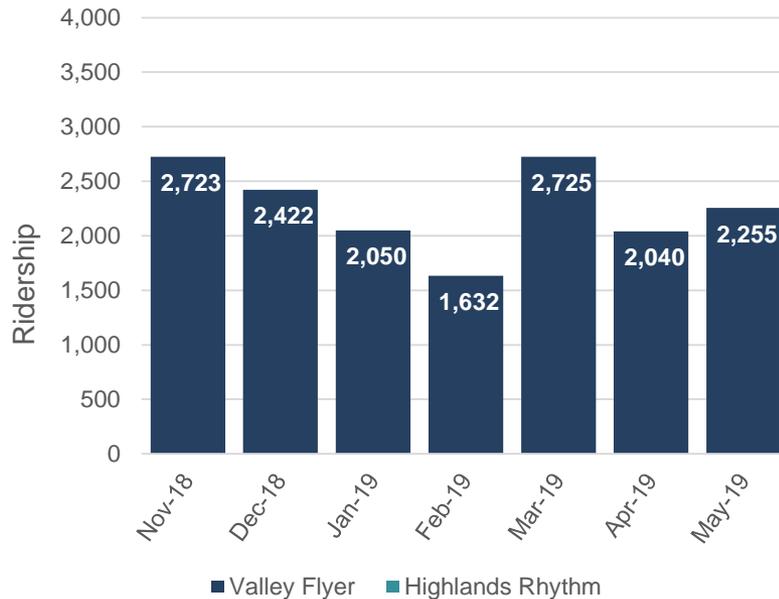
## Top Performing Stops

- 1) Blacksburg
- 2) Dulles Airport
- 3) Harrisonburg
- 4) Washington D.C.
- 5) West Falls Church

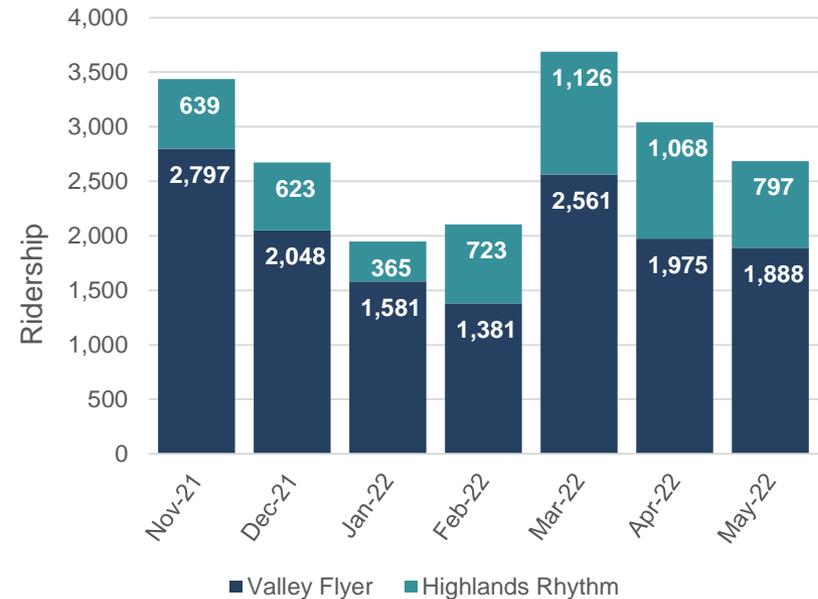


# I-81 Virginia Breeze: Performance

I-81 VA Breeze Ridership (Nov '18 – May '19)



I-81 VA Breeze Ridership (Nov '21 – May '22)



- FY22 on-time performance (calculated by stop): 85%
- FY22 farebox recovery rate (% of costs covered by fares): 52%
- More than 110,000 rides provided on these routes since December 2017
- Pre-booked tickets allow DRPT to accommodate increased ridership demand
  - December 1, 2019: Added 12 additional Valley Flyer buses to address demand

# I-81 Multimodal Funding: Transit

I-81 Multimodal Financial Plan (Transit)		
Description	Capital*	O&M (Annual)
Virginia Breeze Service Extension to Bristol**	-	\$243,000
Virginia Breeze Extension Stops	\$60,000	-
Improvements to Existing Stops	\$40,000	-

## Notes

\* Pending review of ridership levels

\*\*Includes 15% contingency, 3-years of operating funds per CTB IOEP policy (does not include farebox revenue or federal revenue)

# FY22 Budgeted Operating Revenues

FY22 Budgeted Operating Revenues (I-81 VA Breeze Service)		
Source	Amount	Percent (%)
I-81 Multimodal Transit Funding (IOEP) Bristol Ext	\$243,000	10%
FTA Funding (5311(f) and CARES)*	\$920,672	38%
Farebox Revenues	\$1,275,209	52%
<b>Total Operating Cost</b>	<b>\$2,438,881</b>	<b>100%</b>

## Notes

\* FTA CARES funds are one-time stimulus funds. Once these funds are expended, FTA 5311(f) funding will be utilized.

# Passenger Rail Update

I-81 Committee Meeting: July 7, 2022

VIRGINIA  
PASSENGER RAIL  
AUTHORITY



TRANSFORMING  
RAIL IN VIRGINIA

# Background: I-81 Funding, Roanoke Route & NRV

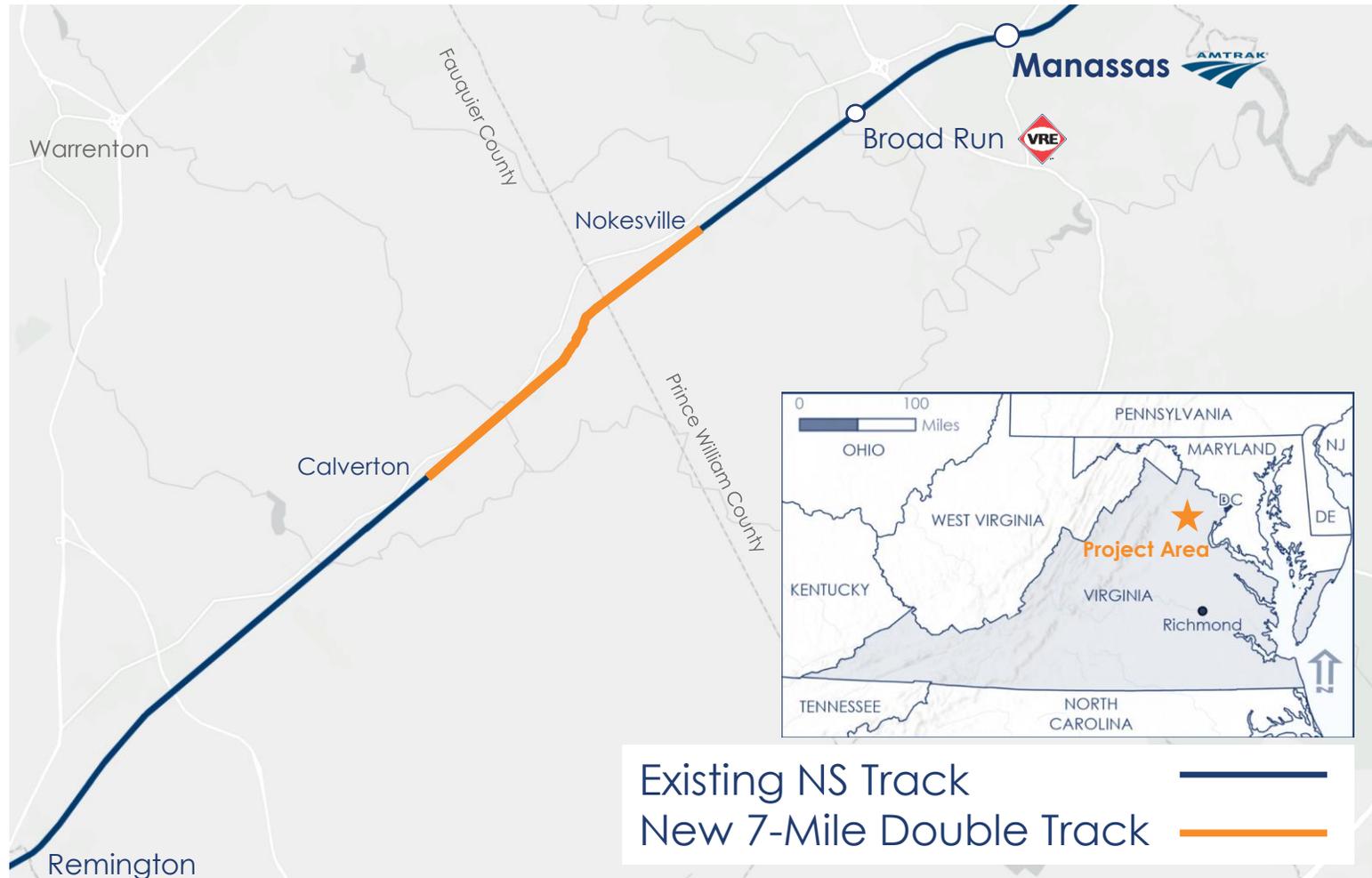
- \$100M in I-81 rail funding critical part of \$300M in western rail projects:
  - Will enable 2nd Roanoke Amtrak train & 2026 extension to New River Valley (NRV).
- Record setting 220,000+ passengers on Roanoke route in 2019; similar ridership in 2022.
- 80,000 net new rides/year forecasted on NRV to DC corridor once trains extended to NRV.
- Agreements with Norfolk Southern finalized in June, 2022.
- Virginia purchasing 28 miles of track from Salem to NRV.
- 2<sup>nd</sup> Roanoke train starts July 11, 2022.



# Rail Improvements by Norfolk Southern on Roanoke Route

## Nokesville to Calverton Double Track: \$50M

- Constructs 7 miles of double track to allow for 22 miles of continuous double track from Manassas to Remington.
- Extra capacity removes a rail bottleneck impacting passenger trains.
- Estimated completion late 2024.
- Funded partially with I-81 Funds.



# Rail Improvements by Norfolk Southern for NRV Extension

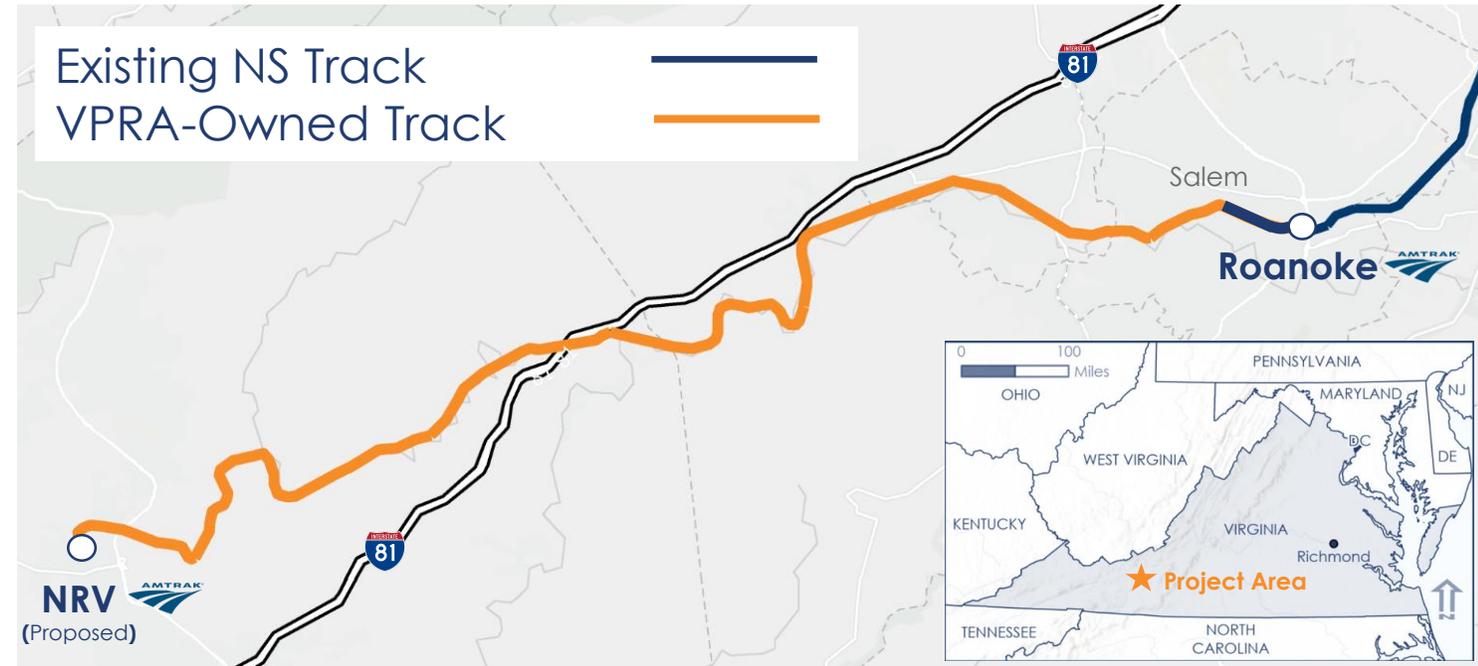
## Roanoke West Yard: \$36.5M

- Construction of tracks to allow passenger trains to bypass congested Norfolk Southern yard
- Construction estimated to be complete in 2025.
- Funded with Smart Scale grant.



# Rail Improvements by Norfolk Southern for NRV Extension

- VPRA making improvements to the 28 miles of VPRA owned track from Salem to NRV:
  - \$14.3 M for bridge enhancement & replacement
  - \$48 M to retrofit the mile-long Merrimac Tunnel for passenger egress
  - \$22.5 M for track upgrades to accommodate passenger rail service
- Funded with Commonwealth Rail Funds

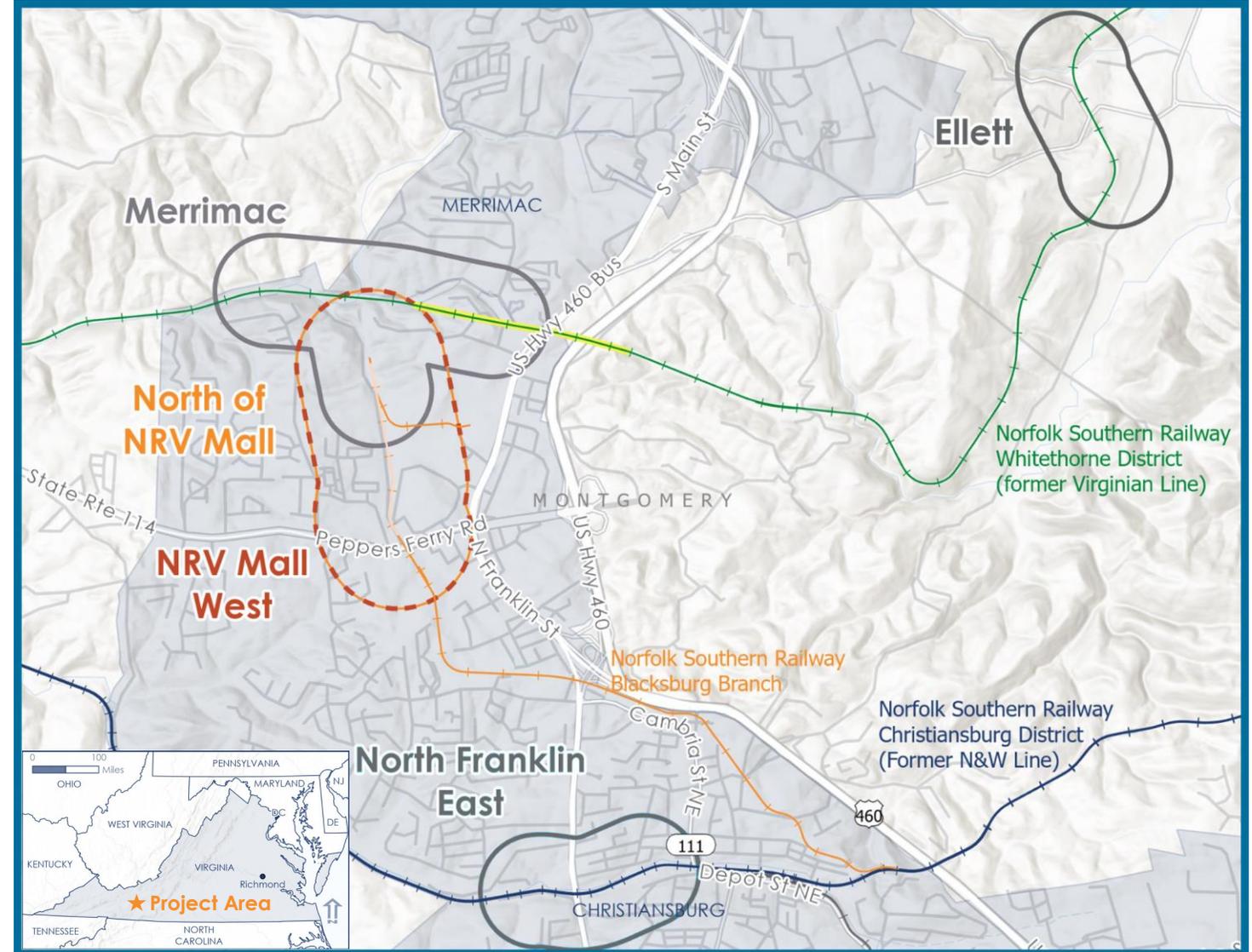


# Improvements by VPRA: NRV Station Study Area Locations

## 5 Station Sites Considered

1. North Franklin East – eliminated due to location
2. Ellett – eliminated due to cost
3. Merrimac – eliminated due to cost
4. North of NRV Mall
5. NRV Mall West

- 2,800 survey responses and 200 attendees at public meetings.
- **North of NRV Mall and NRV Mall West locations preferred by public:**
  - Utilizes existing roads and transit
  - Requires less property acquisitions
  - Lower constructability costs



# NRV Platform and Track Capital Cost Estimates\*

- The NRV Platform and related track improvements to be funded with I-81 Funds and Commonwealth Rail Funds once site selected
- Local and other funds needed to construct station house; VPRRA will help pursue federal funds

Station Alternative Sites	Offsite	Station System	Total Construction
Ellett	\$97.2M	\$80.1M	<b>\$177.3M</b>
Merrimac	\$25.5M	\$49.8M	<b>\$75.3M</b>
North of NRV Mall	\$21.4M	\$35.9M	<b>\$57.3M</b>
NRV Mall West	\$21.4M	\$34.7M	<b>\$56.1M</b>

## Station Systems

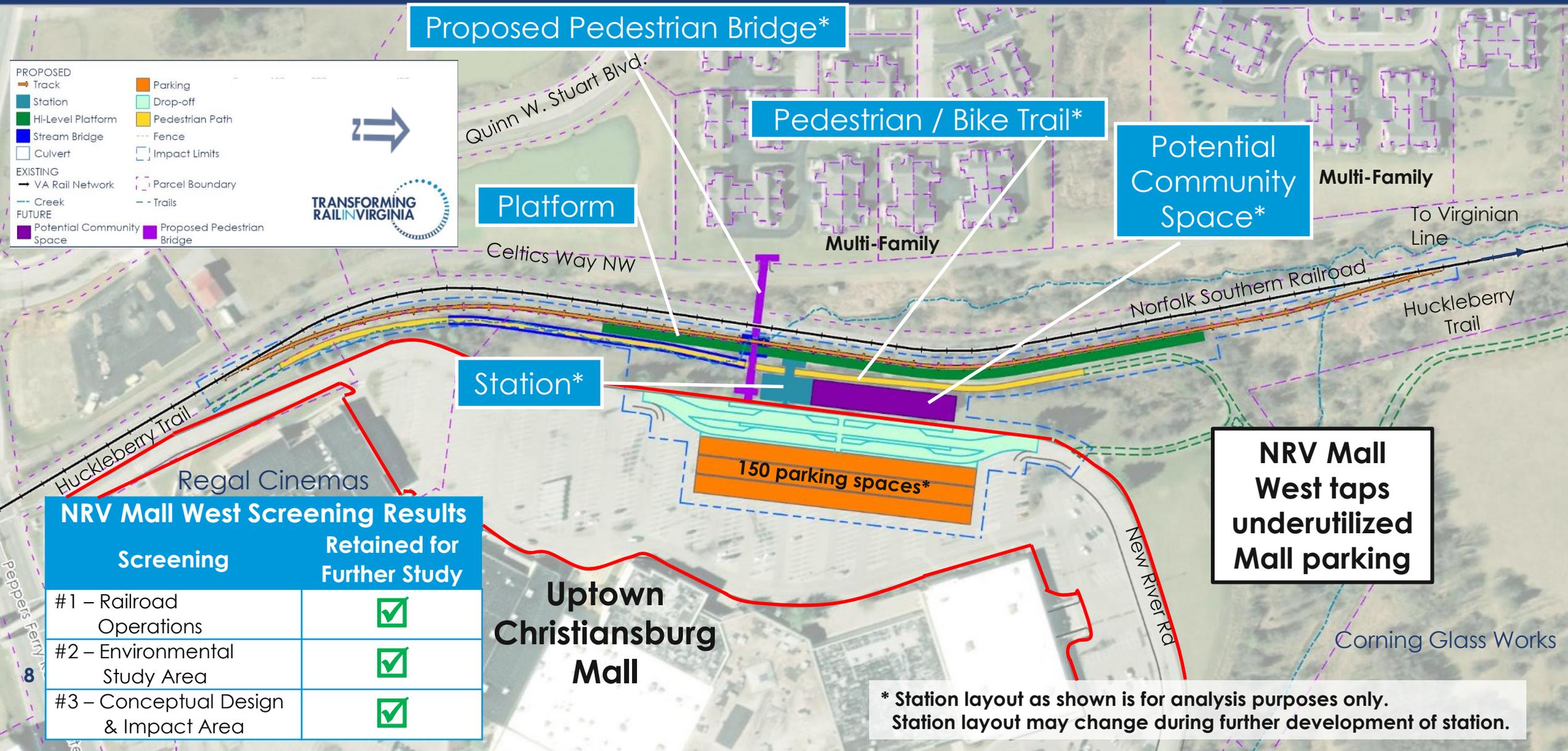
- Track
- Turnouts
- Fencing
- Platform
- Signals
- Earthwork
- Retaining walls
- Maintenance facility
- Caretaker station
- Pedestrian bridge
- Parking / drop-off area
- Staircase / elevators
- Pedestrian walkway
- Pedestrian / bike path

## Offsite

- Connecting track
- Earthwork
- Utilities
- Drainage
- Signalized intersections
- Roadway improvements
- Shared-use path

\* Costs are an order of magnitude estimate due to the number of unknown conditions at this level of study.

# NRV Mall West Station Option



Proposed Pedestrian Bridge\*

Pedestrian / Bike Trail\*

Potential Community Space\*

Platform

Station\*

150 parking spaces\*

**NRV Mall West taps underutilized Mall parking**

**Uptown Christiansburg Mall**

\* Station layout as shown is for analysis purposes only. Station layout may change during further development of station.

**PROPOSED**

- Track
- Station
- Hi-Level Platform
- Stream Bridge
- Culvert
- Parking
- Drop-off
- Pedestrian Path
- Fence
- Impact Limits

**EXISTING**

- VA Rail Network
- Creek
- Potential Community Space
- Parcel Boundary
- Trails

**FUTURE**

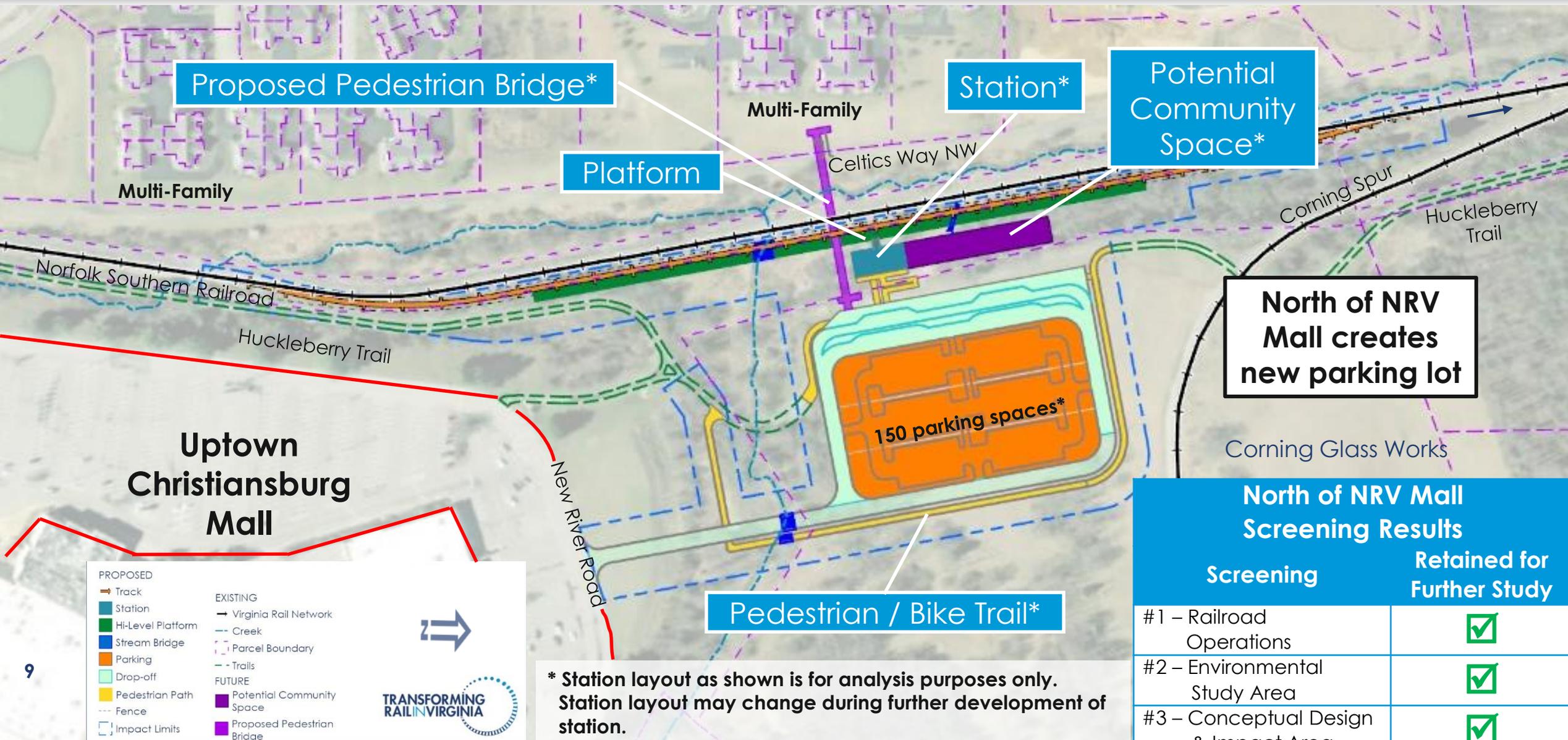
- Proposed Pedestrian Bridge

TRANSFORMING RAIL IN VIRGINIA

## NRV Mall West Screening Results

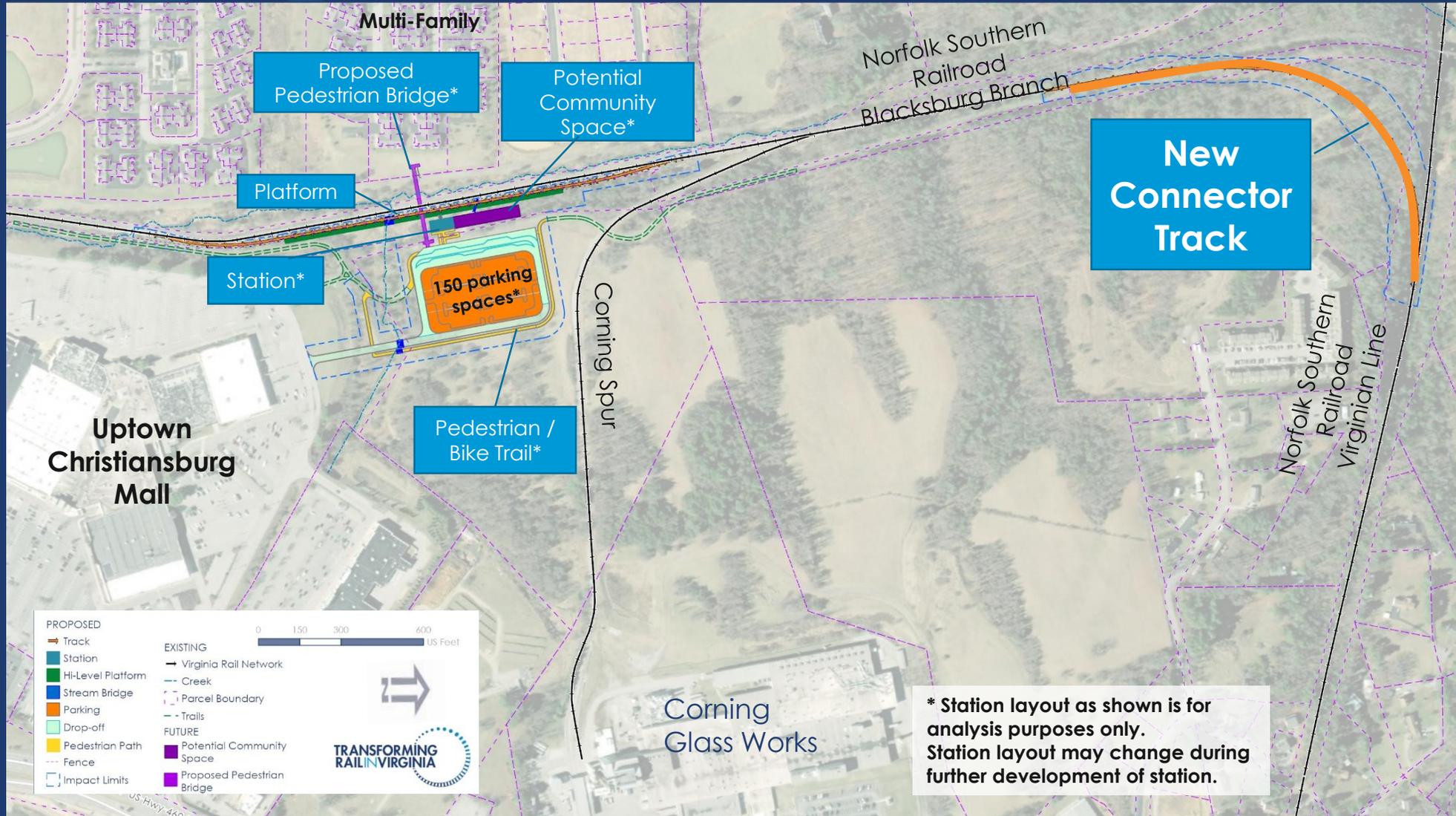
Screening	Retained for Further Study
#1 – Railroad Operations	✓
#2 – Environmental Study Area	✓
#3 – Conceptual Design & Impact Area	✓

# North of NRV Mall Station Option



# Additional Infrastructure – Mall Options

- Track connection between the Blacksburg Branch and the Virginian Line is needed to serve the Mall locations.



\* Station layout as shown is for analysis purposes only. Station layout may change during further development of station.



# Amtrak Service Expansion

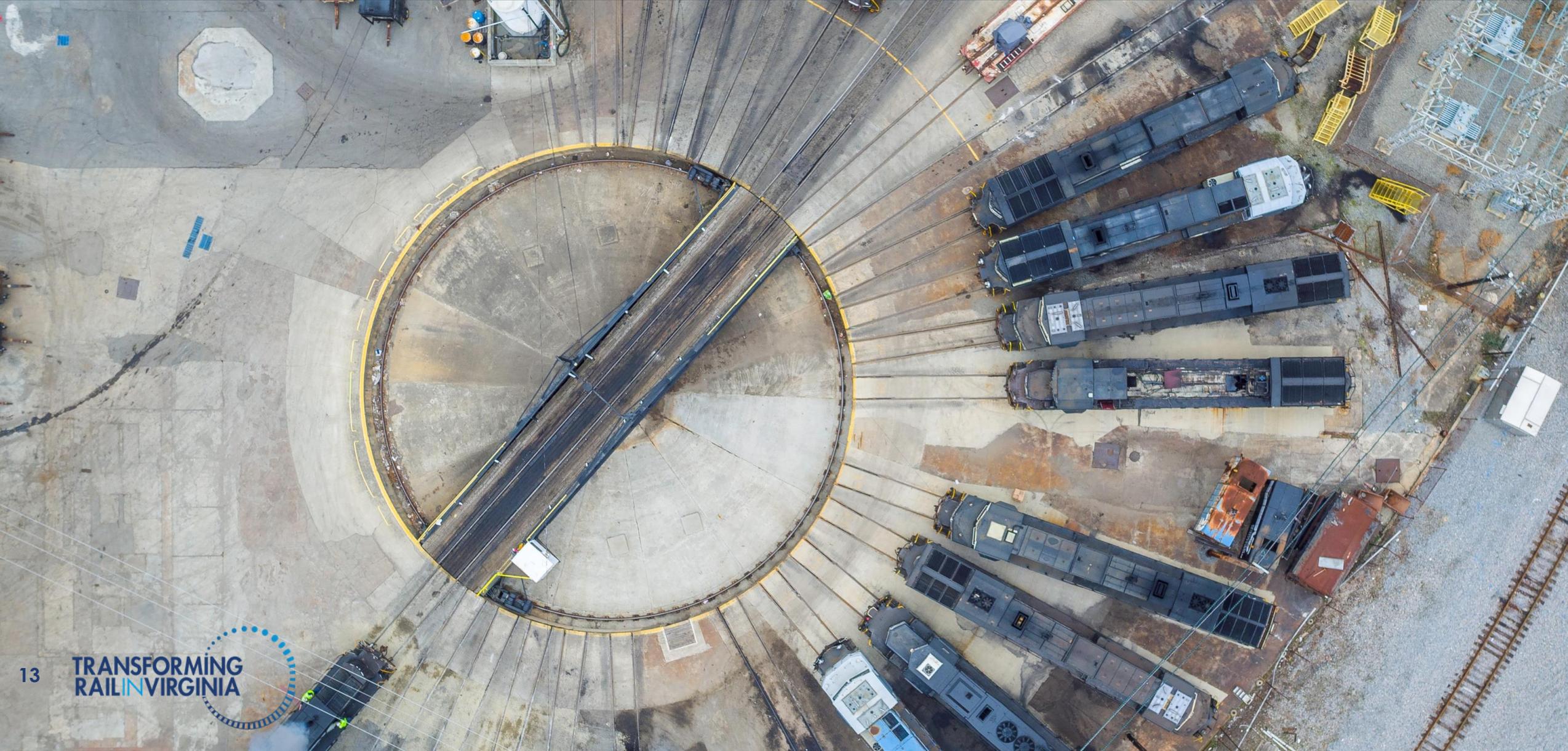
- **Service Expansion:** One additional round trip on Roanoke route to the Northeast Corridor
- **Start Date:** July 11, 2022

Roanoke Service		
Northbound		
Roanoke		Washington D.C.
Departure		Arrival
6:32 AM	→	11:34 AM
<b>4:35 PM*</b>	→	<b>9:35 PM*</b>
Southbound		
Washington D.C.		Roanoke
Departure		Arrival
5:00 PM	→	10:06 PM
<b>8:05 AM*</b>	→	<b>12:56 PM*</b>

\* Denotes new roundtrip



# Questions?



# I-81 Corridor Finance Update

 Laura Farmer  
Chief Financial Officer

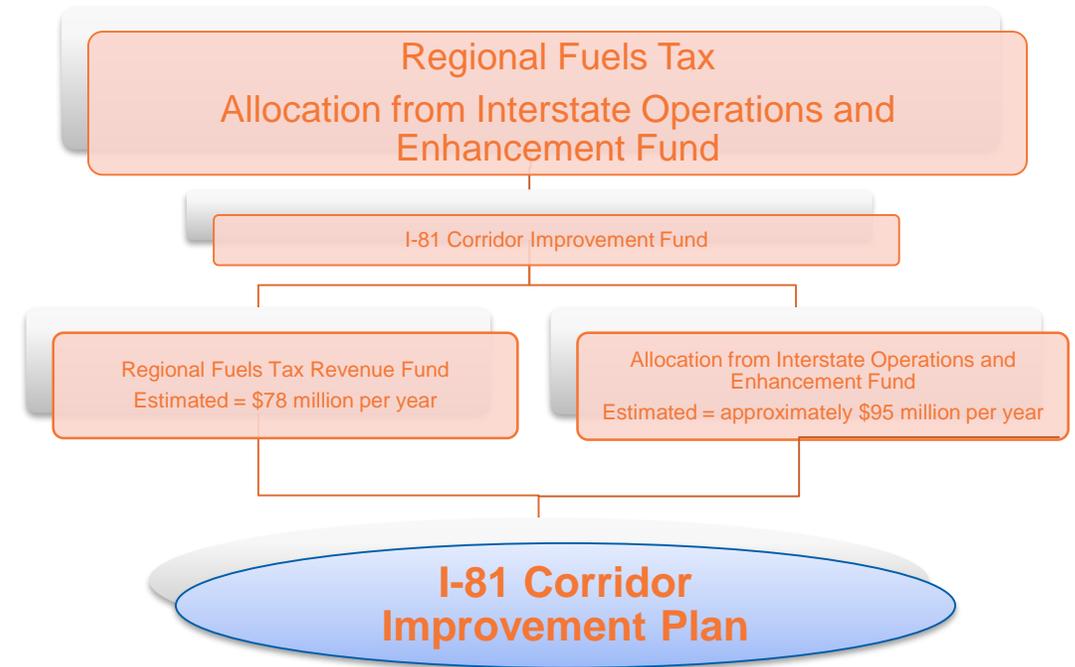
July 7, 2022

# Legislative Background

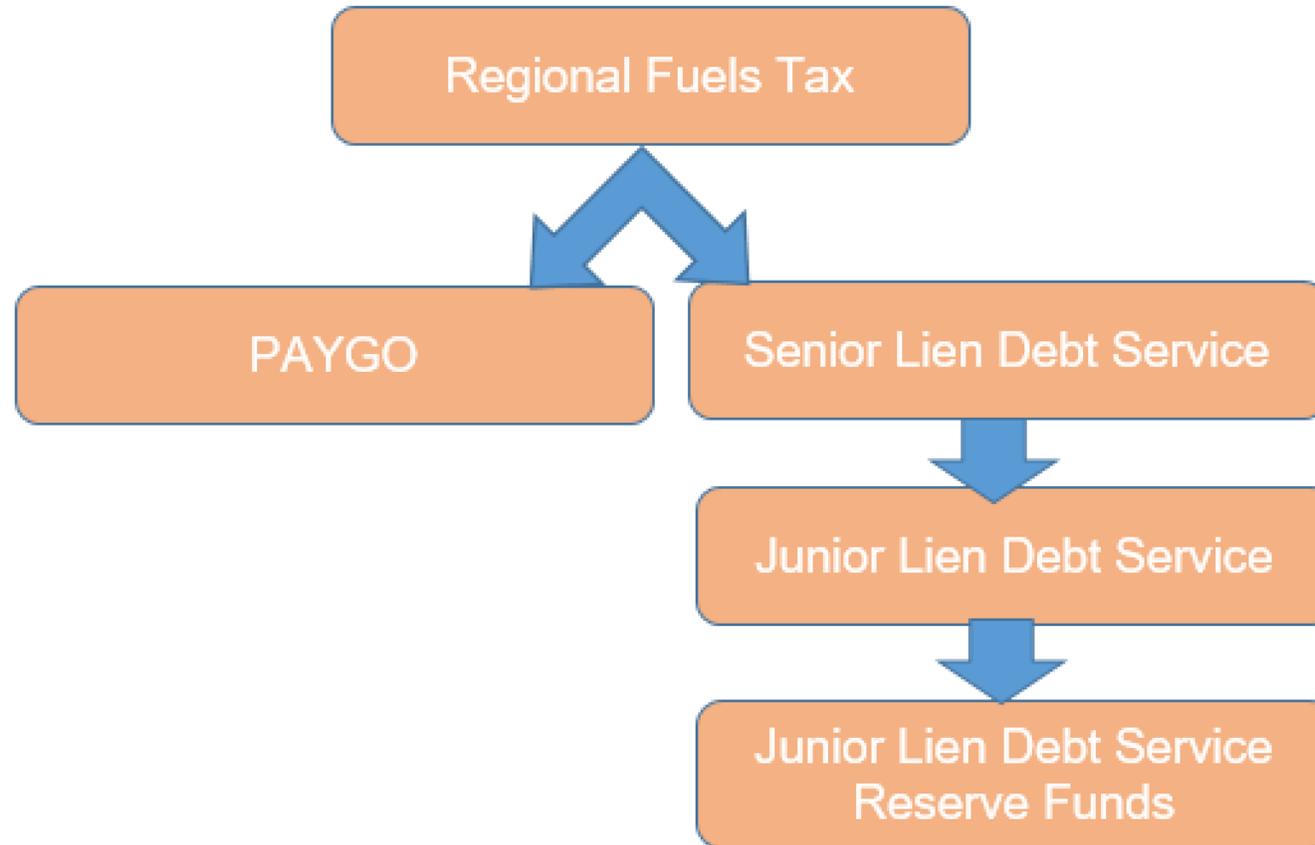
- **Chapters 837 and 846 (HB 2718 and SB 1716, 2019 Session)**
  - Created the Interstate 81 Corridor Improvement Program and Fund
  - Provided new transportation revenues to support the interstate highways and specifically I-81
- **Chapters 1230 and 1275 (HB 1414 and SB 890, 2020 Session)**
  - Authorized the sale and issuance of bonds with an aggregate principal amount not to exceed \$1 billion
  - Changed the localities contributing to fuel tax revenue for I-81 Fund to those through which I-81 passes or cities wholly encompassed by a county through which I-81 passes
  - Provided allocated funding through the Interstate Operations and Enhancement Program (IOEP)

# Funding Sources and Structure

- **Dedicated funding for the I-81 Program is deposited in the I-81 Corridor Improvement Fund and includes:**
  - Regional Fuels Tax along the I-81 Corridor
  - Share of statewide revenues from allocation of the IOEP
- **Regional Fuels Tax**
  - July 1, 2019 through June 30, 2020, additional 2.1% tax on gasoline and diesel sold by a distributor to a retail dealer
  - Effective July 1, 2020, changed to a per gallon rate subject to annual CPI-U adjustment
  - May be leveraged for debt service and paygo
- **Allocation from IOEP**
  - I-81 receives allocation equal to ratio of Vehicle Miles Traveled (VMT) on I-81 by vehicles Class 6 or higher to total VMT on all Interstate highways
  - May provide funding only for paygo



# Planned Use of Regional Fuels Tax



# Revenue Performance and Projections

Interstate 81 Improvement Fund (in millions) - Actual Receipts for FY 2020 - 2021 and Projections for FY 2022-2028

Source	FY 2020	FY 2021	FY 2022*	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	Total
Regional Fuels Tax	\$69.8	\$71.4	\$75.5	\$78.8	\$80.0	\$80.7	\$81.4	\$83.2	\$85.2	<b>\$706.0</b>
Interstate Operations and Enhancement Program	22.6	71.3	98.5	95.9	101.3	110.1	109.2	107.6	107.8	<b>824.3</b>
Interest Income	0.7	0.7	0.5	0.5	0.5	0.5	0.5	0.5	0.5	<b>4.9</b>
<b>Total</b>	<b>\$93.1</b>	<b>\$143.4</b>	<b>\$185.1</b>	<b>\$175.2</b>	<b>\$181.8</b>	<b>\$191.3</b>	<b>\$191.1</b>	<b>\$191.3</b>	<b>\$193.5</b>	<b>\$1,535.2</b>

\*FY 2022 regional fuels tax collections as of May 31, 2022 were \$68.7 million

Project Expenditures through May 31, 2022 – From fund balance and bond proceeds	\$ 102.5
Fund Balance at May 31, 2022	\$293.4
Bond Proceeds Balance at May 31, 2022	\$ 77.7

# I-81 Corridor Program –Project Costs

- **Program of projects originally had estimated costs totaling \$2.87\* billion over life of program, with projects implemented in phases through 2038**
- **Based on current revenue assumptions and debt model, estimated costs total \$2.70\* billion, with projects implemented in phases through 2033**
- **The program remains:**
  - **Comprised of operational and capital improvements**
  - **No single project exceeds 11% of the Program**
  - **Projects are independent of each other**

\* Preliminary and subject to change

# I-81 Corridor Program – Comparison of Project Costs

## Original Project Costs

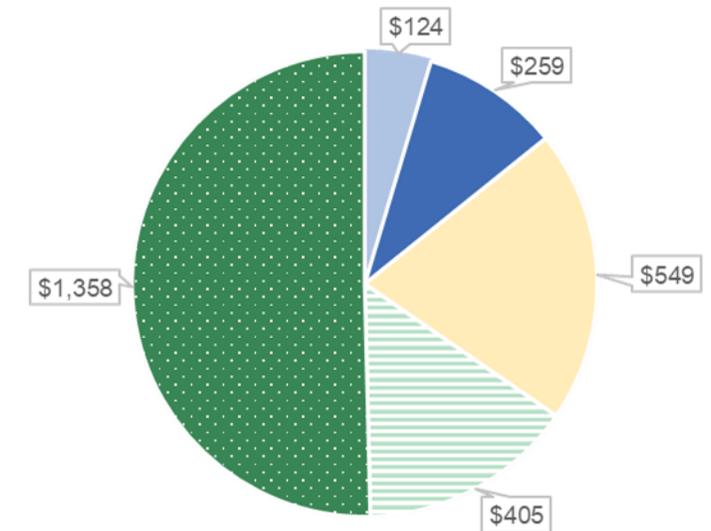
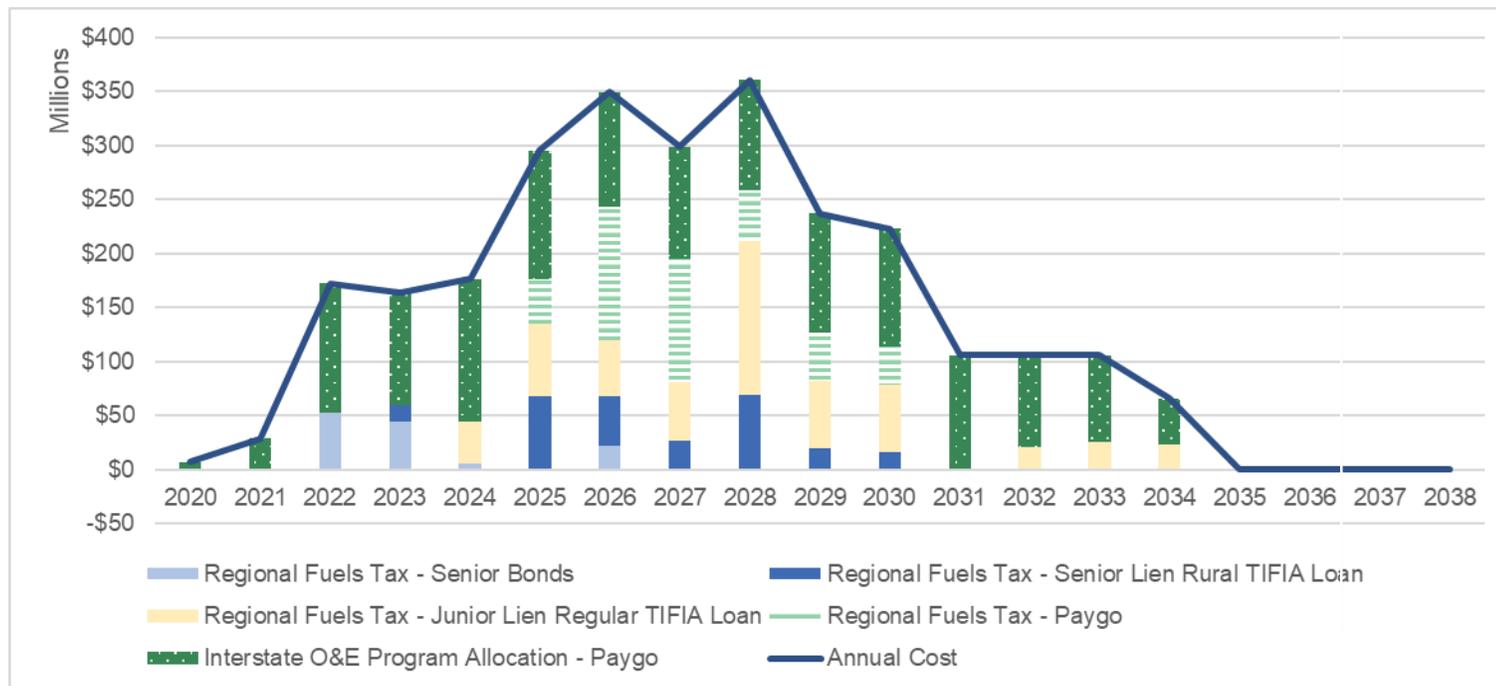
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	Total
<i>in millions</i>																				
<b>Operational Improvements</b>	\$11	\$16	\$12	\$45	\$43	\$38	\$39	\$39	\$39	\$14	\$14	\$15	\$15	\$15	\$16	\$16	\$17	\$17	\$18	\$441
<b>Capital Improvements</b>																				
Rural Projects	\$1	\$2	\$29	\$26	\$36	\$87	\$64	\$114	\$114	\$45	\$21									\$540
Regular Projects	\$2	\$1	\$58	\$58	\$58	\$168	\$244	\$180	\$218	\$154	\$154	\$84	\$84	\$121	\$77	\$77	\$77	\$37	\$37	\$1,889
sub-total	\$3	\$3	\$87	\$85	\$95	\$255	\$308	\$294	\$333	\$199	\$175	\$84	\$84	\$121	\$77	\$77	\$77	\$37	\$37	\$2,429
<b>Total</b>	\$14	\$19	\$100	\$130	\$138	\$293	\$347	\$333	\$372	\$213	\$189	\$98	\$99	\$136	\$93	\$93	\$94	\$55	\$55	\$2,870

## Current Project Costs

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total
<i>in millions</i>															
<b>Operational Improvements</b>	\$4	\$12	\$45	\$40	\$38	\$34	\$39	\$26	\$38						\$276
<b>Capital Improvements</b>															
Rural Projects	\$1	\$7	\$36	\$59	\$61	\$103	\$62	\$82	\$80	\$19	\$19				\$529
Regular Projects	\$3	\$10	\$93	\$70	\$88	\$169	\$257	\$254	\$288	\$204	\$204	\$105	\$105	\$40	\$1,889
sub-total	\$4	\$18	\$128	\$128	\$149	\$272	\$319	\$336	\$368	\$223	\$223	\$105	\$105	\$40	\$2,419
<b>Total</b>	\$8	\$30	\$173	\$168	\$187	\$306	\$358	\$362	\$406	\$223	\$223	\$105	\$105	\$40	\$2,695

# Preliminary Funding by Year and Source

- Well-balanced funding mix of paygo and multi-lien debt
- TIFIA loans are shown based on expected cash flow draws with loans committed in advance
- Healthy cash liquidity maintained (preliminary minimum target of \$25 million)



# Debt Issuance Plan

- The I-81 Regional Fuels Tax revenues will support all debt issued
- Will not impact debt capacity of the Commonwealth
- Similar to bond programs implemented by NVTAA and HRTAC backed by regional revenues
- Mixture of municipal bonds and Transportation Infrastructure Financing Innovation Act (TIFIA) loans over the life of the program

	2021 Bonds	2022 TIFIA Loans	Future Financings	Total
<i>Funded Costs (in \$MM)</i>				
Senior Lien Bonds	\$102	\$0	\$22	\$124
Senior Lien Rural TIFIA Loan	\$0	\$15	\$244	\$259
Junior Lien Regular TIFIA Loan	\$0	\$83	\$467	\$549
<b>Total</b>	<b>\$102</b>	<b>\$98</b>	<b>\$733</b>	<b>\$932</b>

\* Preliminary and subject to change

# Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan

- **Proposed structure allows for maximized TIFIA program benefits**
  - Rural loan – allows for financing of up to 49% of project costs at one-half 30-year U.S. Treasury rate
  - Regular/non-rural loan – allows for financing of up to 33% of project costs at 30-year U.S. Treasury rate
- **Repayment term – 35 years after substantial completion**
- **Flexible payment structure**
- **Flexible draw period of up to one-year post substantial completion**

**TIFIA Program allows VDOT to advance projects with the use of debt financing**

# Project Status in SYIP – I-81 Corridor Plan

- **Two of the originally prioritized projects remain to be added to future SYIPs, pending sufficient allocations to fully fund them within the six year window:**
  - **UPC 116196 Add northbound lane from MM 116 to MM 128 (2019 estimate: \$236 million)**
  - **UPC 116281 Widen to 3 lanes northbound and southbound from MM 313 to MM 317 (2019 estimate: \$223 million)**
- **Current revenue projections support completing the original I-81 program by 2033**

# Potential for Additional Projects in the Plan

- **The Corridor Plan initially identified 106 projects for consideration and prioritized 64 projects for funding**
- **Additional projects from the original list could be amended to the Corridor Plan so that the Department is positioned to add projects to the SYIP as revenues support them**
- **Current revenue projections support the completion of additional projects estimated at \$1.0 - \$1.3 billion by 2040**
- **By CTB Policy, Corridor Plans must be developed for each interstate corridor with dedicated funding by 2025 and updated every four years thereafter**

# Additional Projects

VDOT has begun concept refinement for the next five major capital improvement projects that were identified in the I-81 CIP, but not included in the funding program that address delay, crashes and accessibility to jobs

District	Location	VDOT Preliminary Cost Estimates	
		Low Range*	High Range*
Salem	Southbound widening between Exits 137 and 128	\$232.0	\$292.0
Staunton	Northbound widening MM 190 – Exit 195	\$105.0	\$133.0
Staunton	Northbound widening between Exits 298 and 300	\$51.0	\$62.0
Salem	Northbound/southbound realignment of S-curves in Botetourt (MM 167- Exit 168)	\$180.0	\$220.0
Staunton	Southbound widening Exit 195 – MM 190	\$98.0	\$123.0
<b>Total Cost</b>		<b>\$666.0</b>	<b>\$830.0</b>

\*Costs are in millions and 2022 dollars



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	
<b>Discretionary Distribution by CTB</b>								
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	-	-	
<b>Construction Formula Distribution</b>								
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

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- **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

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- **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 31<sup>st</sup>**
  - 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