



**EESI**

Environmental and  
Energy Study Institute

***Materials will be available at:***

**[www.eesi.org/031325camp](http://www.eesi.org/031325camp)**

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**The Process and Path Forward  
for a Bipartisan Surface  
Transportation Bill  
Congressional Climate Camp**

Thursday, March 13, 2025

# About EESI



## **Nonpartisan Educational Resources for Policymakers**

A bipartisan Congressional caucus founded EESI in 1984 to provide nonpartisan information on environmental, energy, and climate policies



## **Direct Assistance for Equitable and Inclusive Financing Program**

In addition to a full portfolio of federal policy work, EESI provides direct assistance to utilities to develop “on-bill financing” programs



## **Commitment to Diversity, Equity, Inclusion, and Justice**

We recognize that systemic barriers impede fair environmental, energy, and climate policies and limit the full participation of Black, Indigenous, people of color, and legacy and frontline communities in decision-making



## **Sustainable Solutions**

***Our mission is to advance science-based solutions for climate change, energy, and environmental challenges*** in order to achieve ***our vision of a sustainable, resilient, and equitable world***

# Policymaker Education



## Briefings and Webcasts

Live, in-person and online public briefings, archived recordings, and written summaries

## Climate Change Solutions



Bi-weekly newsletter with everything policymakers and concerned citizens need to know, including a legislation and hearings tracker



## Fact Sheets and Issue Briefs

Timely, objective coverage of environmental, clean energy, and climate change topics



## Social Media (@EESlonline)

Active engagement on Bluesky, Facebook, LinkedIn, X, and YouTube





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## Congressional Climate Camp

4

**Navigating Climate Information for Effective Policy-Making**

Recording available @ [eesi.org](https://eesi.org)

**Understanding the Budget and Appropriations Process**

Recording available @ [eesi.org](https://eesi.org)

**Clean Manufacturing in America**

Recording available @ [eesi.org](https://eesi.org)

**The Process and Path Forward for a Bipartisan Surface Transportation Bill**

**Today!**

Sign up for our *Climate Change Solutions* newsletter here: [eesi.org/signup](https://eesi.org/signup)

Briefing RSVP here: [eesi.org/2025climatecamps](https://eesi.org/2025climatecamps)



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# What did you think of the briefing?

**Please take 2 minutes to let us know at:**

[www.eesi.org/survey](http://www.eesi.org/survey)

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Thursday, March 13, 2025



# Smart Growth America

Improving lives by improving communities

## Surface Transportation Reauthorization Primer

The Process and Path Forward for a Bipartisan Surface Transportation Bill  
(13 March 2025)



# Presenter



**Benito O. Pérez, AICP CAPP**  
Policy Director  
Transportation for America  
[benito.perez@t4america.org](mailto:benito.perez@t4america.org)



# Smart Growth America

Improving lives by improving communities



**Transportation  
for America**



National Complete  
Streets Coalition



State  
**Smart Transportation  
Initiative**

**LOCUS**  
Responsible Real Estate  
Developers & Investors

**FBCI** Form-Based  
Codes Institute

“We envision a country where no matter where you live, or who you are, you can enjoy living in a place that is healthy, prosperous, and resilient.”



# What We Do



Technical Assistance



Advocacy



Thought Leadership

## Guiding principles for transportation investment

The time has come to elevate the national conversation about transportation beyond the cost—we need a vision for what we expect to accomplish.

America's federal transportation program does not address basic needs, and more money alone poured into this broken federal program will not suffice. Billions of dollars are spent without clear desired outcomes, and there is far too little accountability for accomplishing anything measurable and tangible.

We need to reform the 70-year-old federal program to reflect today's needs and ensure a focus on fixing our existing system first, on improving safety, and on accountability.

Learn more: [t4america.org/platform](https://t4america.org/platform)

### PRINCIPLE #1

## Design for safety over speed

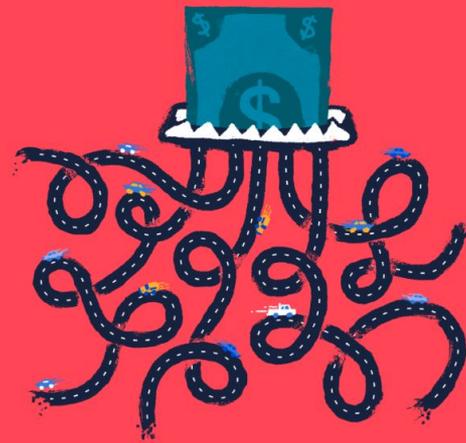
Any serious effort to reduce deaths on our streets and roads requires slower speeds. Federal funding should require approaches and street designs that put safety first.



### PRINCIPLE #2

## Fix it first

If your house has a leaky roof, you fix that before remodeling your kitchen. The federal transportation program should do the same and prioritize existing maintenance needs ahead of building new things which require decades of additional repair costs.



### PRINCIPLE #3

## Invest in the rest

For 60 years we've invested hundreds of billions of dollars in highways. Now it's time to **invest in the rest** to create a complete transportation network so more Americans can safely travel by foot, bike, bus, or train.



*Who are we designing for?*





*Vehicles, or People?*

# No two communities are the same



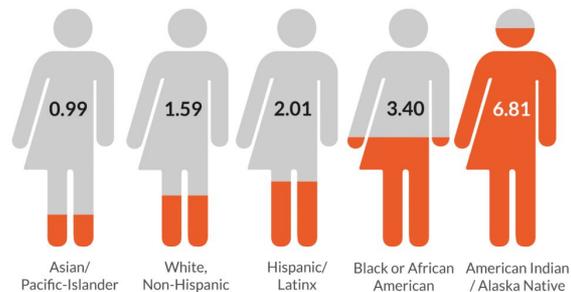


# Ongoing Transportation Challenges

- Safety
- Lack of Mobility Choice
- Accessibility
- Climate Change & Resiliency



Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



Source: National Highway Traffic Safety Administration, 2024 Fatality Analysis Reporting System.





**We design for 9-to-5 downtown work trips.**



metrobus

10:56 AM

3224

Why Renters Insurance?  
Because landlords don't cover your stuff.



BUS STOP  
100192

| Line | Destination | Next Stop | Time |
|------|-------------|-----------|------|
| 1    | ...         | ...       | ...  |
| 2    | ...         | ...       | ...  |
| 3    | ...         | ...       | ...  |
| 4    | ...         | ...       | ...  |
| 5    | ...         | ...       | ...  |
| 6    | ...         | ...       | ...  |
| 7    | ...         | ...       | ...  |
| 8    | ...         | ...       | ...  |
| 9    | ...         | ...       | ...  |
| 10   | ...         | ...       | ...  |

TURNING VEHICLES 

STOP FOR 

NO STANDING OR PARKING  
METRO BUS STOP

ONE WAY







# What is reauthorization?



### Expect extensions

The federal transportation program has operated on a **short-term extension a third of the time** since 1997.

**23 yrs** of normal authorizations

**7.5 yrs** of extensions

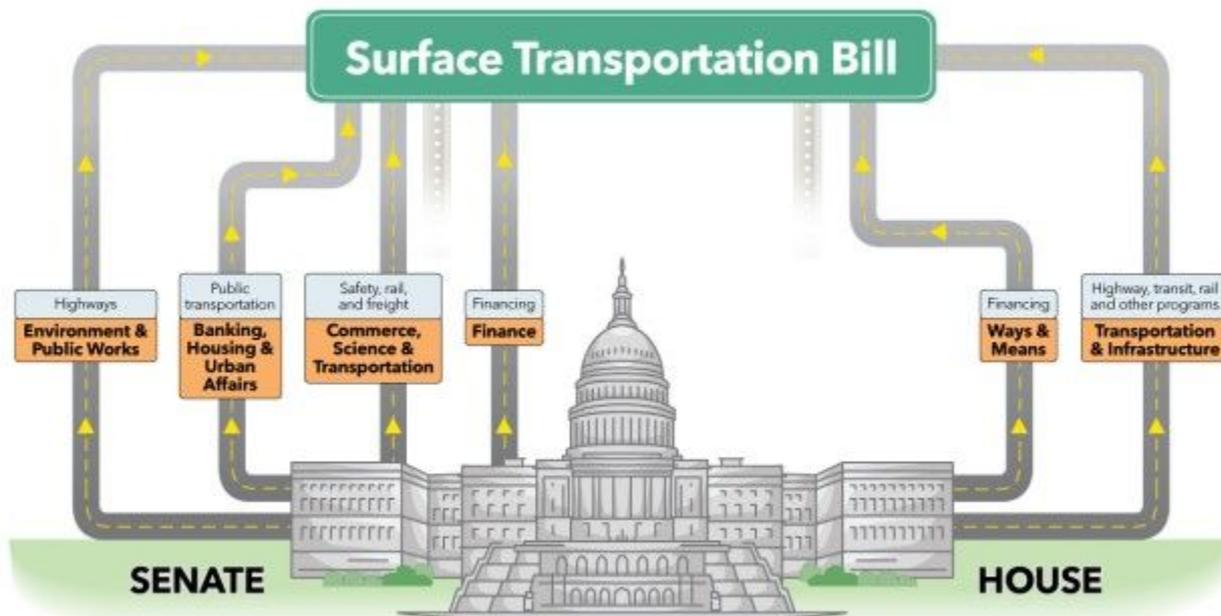
Data on extensions between ISTEA and the FAST Act from *Funding Federal-aid Highways* Publication No. FHWA-PL-17-011 January 2017



# What is reauthorization?

## Committees Responsible for Surface Transportation Reauthorization

Several panels will play a role in a long-term reauthorization.

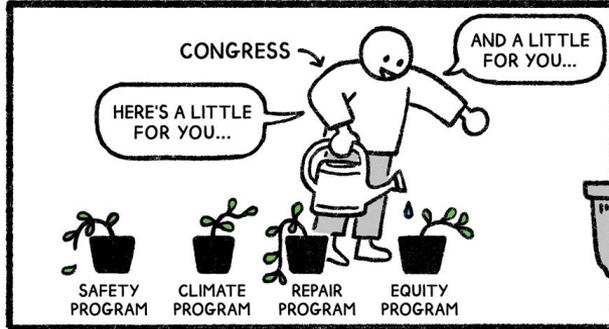


Note: Additional committees – including House Energy and Commerce and Science, Space and Technology – may also be involved in the final bill.

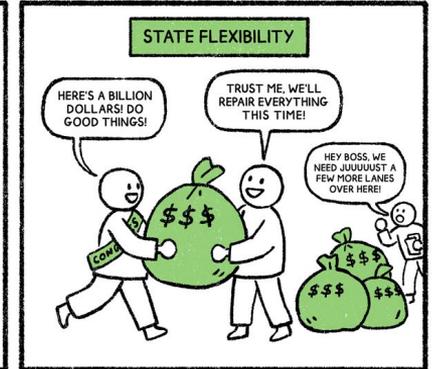


# Why is reauthorization important?

WHEN CONGRESS TRIES TO SOLVE BIG TRANSPORTATION PROBLEMS



MONEY FOR REPAIRS



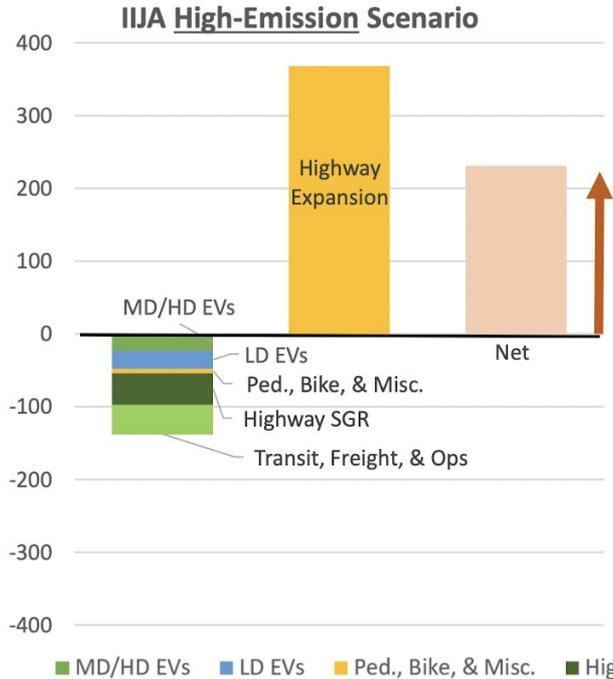
BY JEAN WEI FOR  Transportation for America

U.S. APPROACH TO ROAD SAFETY

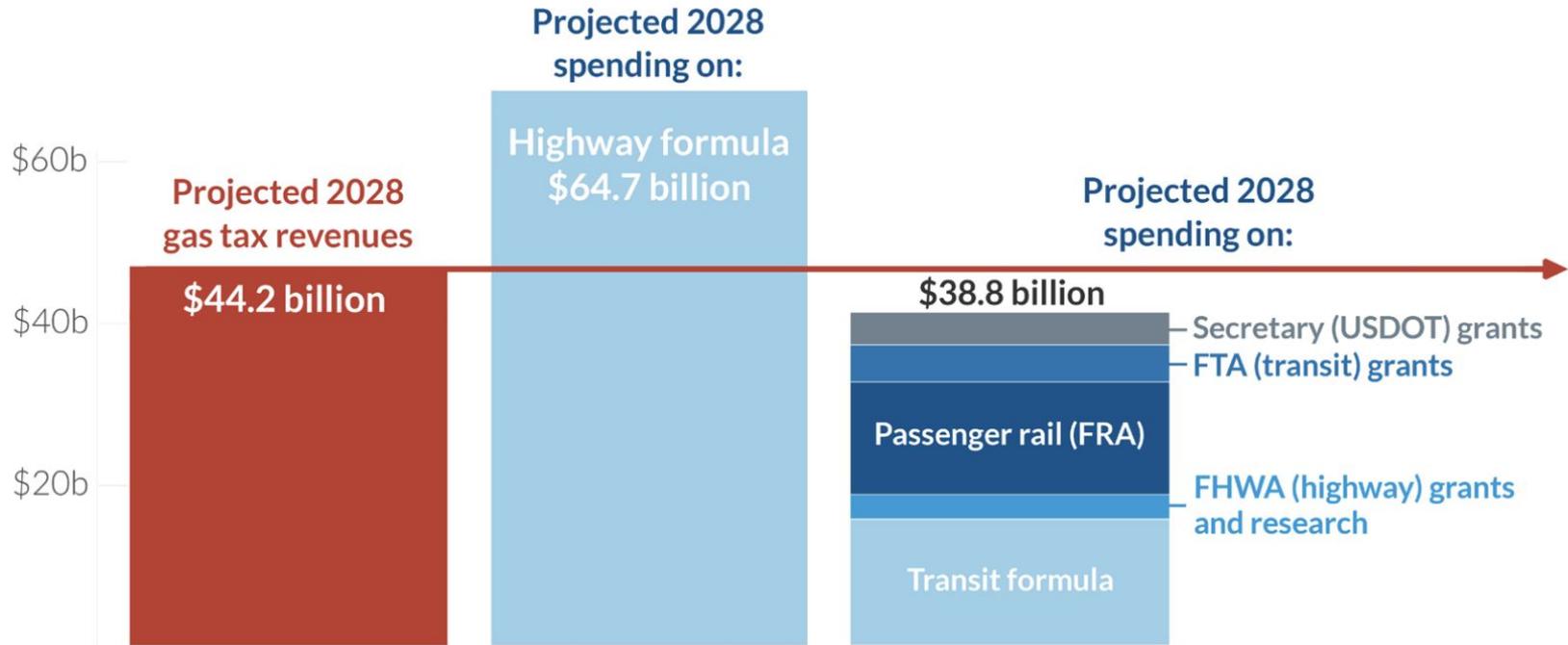




# Reauthorization tackling climate?



# Projected 2028 Spending in Surface Transportation

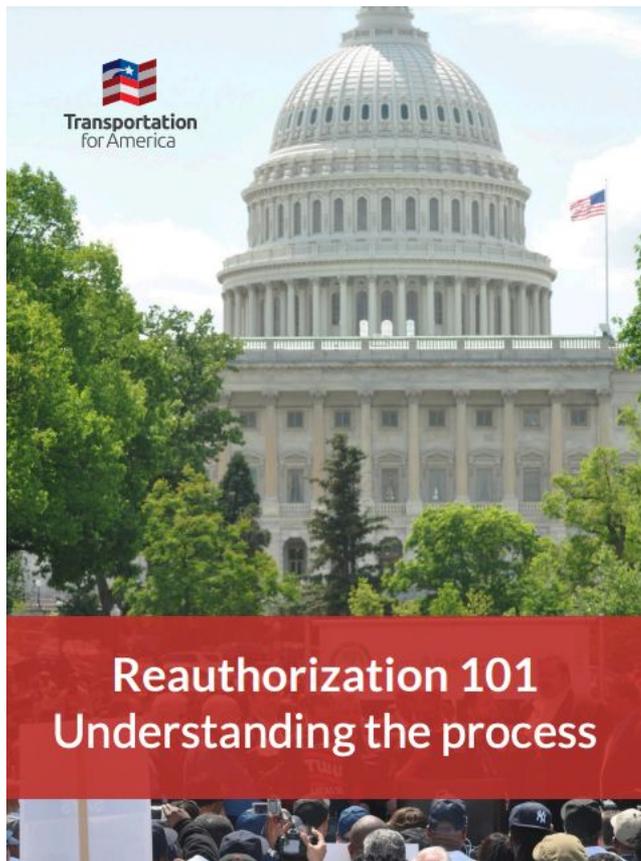


Projections for 2028 spending based on assumption of IIJA spending levels carrying forward  
Gas tax projections for 2028 based on June 2024 CBO report

# Resources



# Reauthorization 101



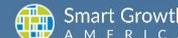
Surface transportation reauthorization (sometimes referred to as simply “reauthorization”) is a shorthand term for the legislative process where the federal surface transportation program is renewed—setting all policies, priorities, and funding levels for many years to come.

Our new short guide, [Reauthorization 101](https://t4america.org/wp-content/uploads/2024/12/T4America-Reauthorization-101-2024.pdf), explains and “dewonks” the transportation reauthorization process.

<https://t4america.org/wp-content/uploads/2024/12/T4America-Reauthorization-101-2024.pdf>



# Fueling the Crisis



# Fueling the Crisis

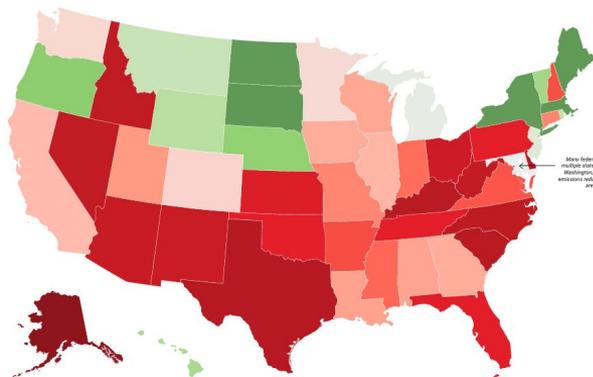
## Climate consequences of the 2021



### How are IIJA investments affecting carbon emissions shifts in states, per capita?

The IIJA provided states flexibility to spend federal dollars in ways that could either **reduce emissions\*** (with investments in electrification, transit, walking, and biking) or **produce emissions\*** (investments like highway widening that increase car usage and dependency).

Cumulative, per capita net tonnes CO<sub>2</sub>e increase or reduction compared to baseline projections through 2040



\*More federal aid investments covering multiple states were logged as increases. Washington, DC, total emissions and emissions reduction attributable to CO<sub>2</sub>e are lower than listed.

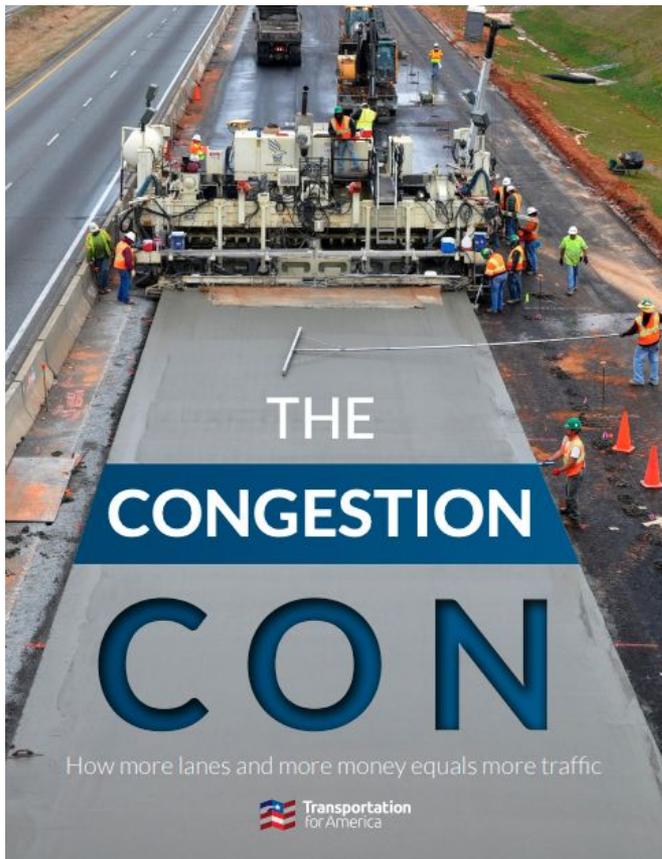


<https://t4america.org/fueling-the-crisis/>

\*Cumulative emissions increase relative to 2040 pre-IIJA baseline levels\* Emissions estimates derived from GCC's Transportation Investment Strategies Tool (2023) and USASpending.gov data retrieved 06/04/24  
Source: T4America AI-assisted analysis of USASpending.gov awards - [Get the data](#) - Created with Datawrapper



# Congestion Con



Freeway capacity grew faster than population, yet delay exploded



Change in freeway lane-miles, population growth, and annual hours of delay in the largest 100 urbanized areas from 1993-2017. Delay is defined as extra time spent traveling at congested rather than free-flow speeds. While FHWA only provides data on lane-miles of freeway, TTI's delay metrics capture both freeways and arterial roads.

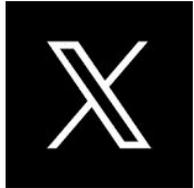
<https://t4america.org/wp-content/uploads/2020/03/Congestion-Report-2020-FINAL.pdf>



# Connect with Us

[www.t4america.org](http://www.t4america.org)

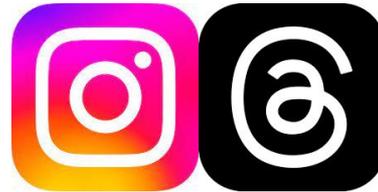
[www.smartgrowthamerica.org](http://www.smartgrowthamerica.org)



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# Using the Next Surface Transportation Reauthorization to Create Clean, Affordable, and Safe Transportation Systems

Shruti Vaidyanathan

Natural Resources Defense Council

EESI Congressional Climate Camp - The Process and Path Forward for a Bipartisan  
Surface Transportation Bill

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# NRDC's Vision for Reauthorization

**Goal:** Build on progress made with the Bipartisan Infrastructure Law to create a transportation system that is accessible, affordable, safe, and reliable.

**Barrier:** Insufficient investment and access to charging infrastructure, project delays and processes that slow down projects



## Energize

Pass laws and make investments to deploy charging infrastructure at speed and scale

**Barrier:** States across the political spectrum continue to spend far too large a share of state and federal transportation revenues to expand and build new highways



## Transform

Shift investments from highway expansion to public transit, walkable communities, and safe bike infrastructure.

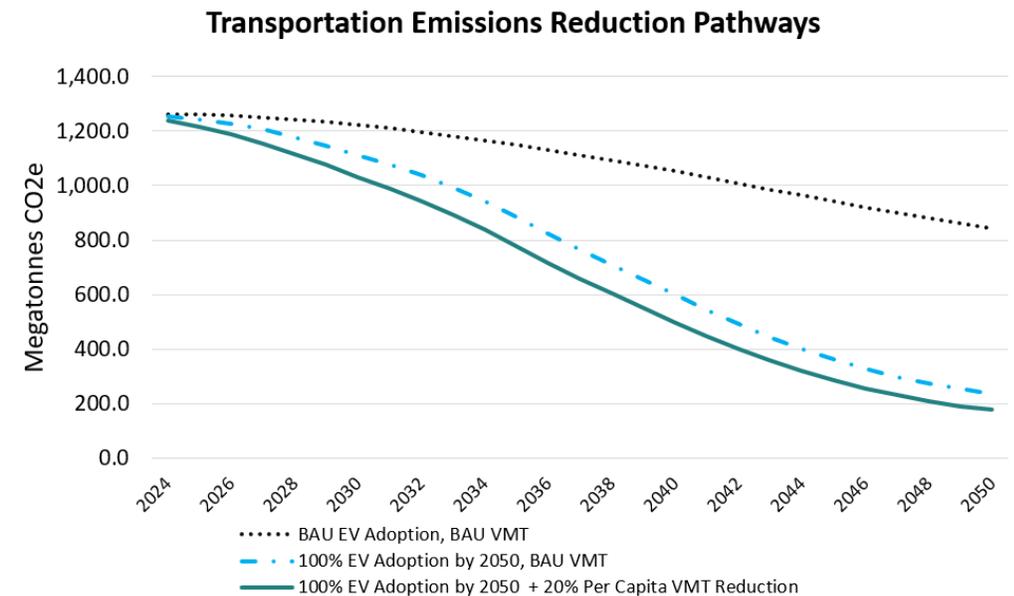


# Transportation Investments Are Made At Enormous Scale, and Offer Enormous Opportunity for Impact

**Problem:** Of the more than \$200 billion spent on transportation infrastructure annually at local, state, and federal scales, roughly \$50 billion is spent on new roads or highway expansions that increase dependence on personal vehicles, reduce consumer choice, inhibit economic growth, and dig the transportation pollution hole deeper.

## Opportunity for impact:

- Holistic approach to create transportation systems that serves users
- Investing in vehicle electrification in addition to supporting the growth of transit, bicycle, and pedestrian infrastructure will maximize benefits.
- In addition to climate impacts, the **benefits of associated public health impacts and household cost savings would be in the trillions of dollars**



*Source: RMI "Smarter MODES" Calculator*



## Issues at Stake for the Next Surface Transportation Bill

1. HTF insolvency
2. Highway vs transit funding
3. Maintaining progress on climate
4. Flexing funding

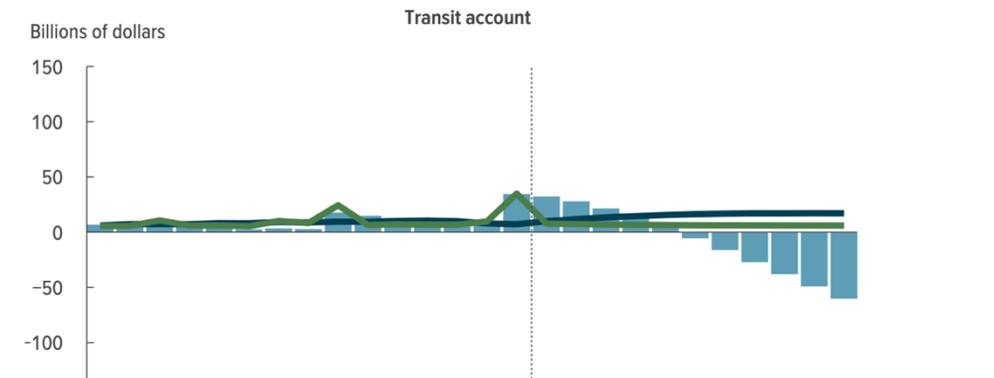
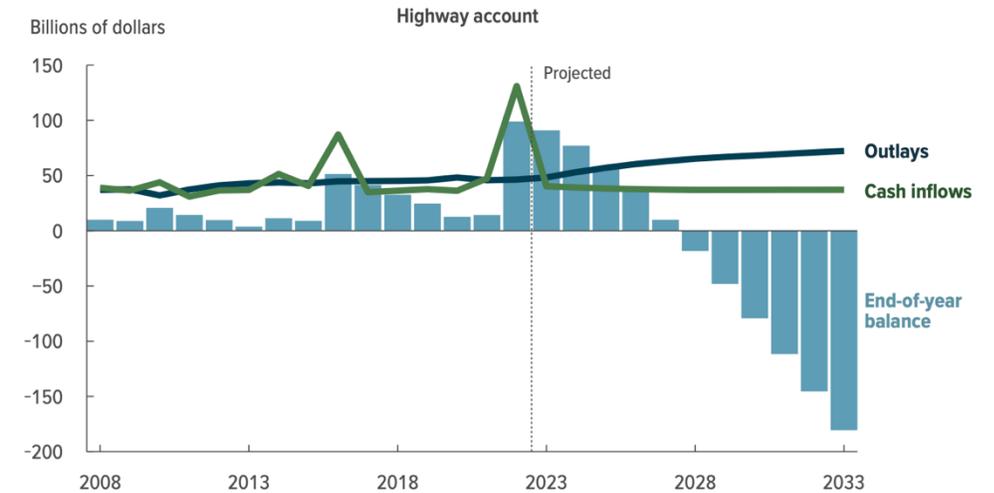


# Key Roadblock: Keeping the Highway Trust Fund Solvent

## Fiscal cliff:

- Primary source of funding for transportation is the Highway Trust Fund
- Revenue from fuel taxes is insufficient cover authorized spending amounts
- Taxes have not increased since 1993 and previous transportation bills have relied on transfers from the general fund - \$275 billion since 2015
- Money anticipated to run out in 2028
- Wide array of policy solutions to fill this gap
  - EV fees
  - Road user charges
  - Pegging gas tax to inflation

## in CBO's May 2023 Baseline Projections





# The Highway Trust Fund Must Support Transit



Source: Transportation for America

## Overview:

- HTF is currently split into:
  - Highway account (HA)
  - Mass transit account (MTA)
- 80% / 20% split
- Average spending on transit – 13%
- Covers capital expenses only
- COVID showed how essential transit is to keeping people and the economy moving
- Continued funding from HTF will be important to keeping the systems safe and reliable
- Need for additional operations funding (Johnson Stronger Communities Through Better Transit Act)



# Formula and Discretionary Programs Should Maintain Continued Progress toward Climate Goals

## Program funding for climate and accessibility:

- IIJA and IRA generated unprecedented levels of funding for transportation and created several new programs
- Transportation funding increased by 50% over last surface transportation bill



- New programs:
  - Carbon Reduction Program
  - Reconnecting Communities
  - Thriving Communities
- Discretionary programs were oversubscribed
- States used CRP funds to reduce emissions and improve access to modes of transportation



# Federal Transportation Funds Can Be Flexed to Support Walking, Biking, Public Transit, and EV Charging Infrastructure

## Current state:

- IIJA and IRA generated unprecedented levels of funding for transportation
- States have the ability to flex funding towards transit, bike/ped, and other clean transportation options (up to 50% of NHPP, STP, CMAQ, CRP)
- Infrastructure investments can either help or hinder the transition to clean transportation systems that also help reduce household costs and improve connections to economic centers and key services.

The average amount flexed today is **only 4%** – leaving hundreds of billions in clean transportation funding on the table.

## MORE THAN \$239 BILLION AVAILABLE FOR FLEXIBLE FEDERAL TRANSPORTATION INVESTMENTS

Between 2022 and 2026, states can tap \$239 billion from four primary surface transportation programs (NHPP, STP, CMAQ, and CRP) to use for safer driving and enhanced walking, biking, public transit, and electric vehicle infrastructure.

|                       |                       |                      |                      |                      |                      |                      |                      |                      |
|-----------------------|-----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| <b>TX</b><br>\$23.6 B | <b>NY</b><br>\$10.1 B | <b>MI</b><br>\$6.3 B | <b>NC</b><br>\$6.3 B | <b>VA</b><br>\$6.2 B | <b>NJ</b><br>\$6.0 B | <b>IN</b><br>\$5.8 B | <b>MO</b><br>\$5.7 B |                      |
|                       | <b>PA</b><br>\$9.9 B  | <b>TN</b><br>\$5.1 B | <b>WA</b><br>\$4.1 B | <b>SC</b><br>\$4.1 B | <b>KY</b><br>\$4.0 B | <b>MN</b><br>\$3.9 B | <b>OK</b><br>\$3.8 B | <b>MA</b><br>\$3.7 B |
| <b>CA</b><br>\$22.2 B | <b>IL</b><br>\$8.6 B  | <b>AL</b><br>\$4.6 B | <b>MD</b><br>\$3.6 B | <b>CT</b><br>\$3.0 B | <b>MT</b><br>\$2.5 B | <b>KS</b><br>\$2.3 B | <b>NM</b><br>\$2.2 B | <b>NV</b><br>\$2.2 B |
|                       | <b>OH</b><br>\$8.1 B  | <b>WI</b><br>\$4.6 B | <b>CO</b><br>\$3.3 B | <b>OR</b><br>\$3.0 B | <b>UT</b><br>\$2.1 B | <b>WY</b><br>\$1.6 B | <b>ND</b><br>\$1.5 B | <b>RI</b><br>\$1.3 B |
| <b>FL</b><br>\$11.4 B | <b>AZ</b><br>\$4.4 B  | <b>AR</b><br>\$3.1 B | <b>IA</b><br>\$3.0 B | <b>MS</b><br>\$2.9 B | <b>NE</b><br>\$1.7 B | <b>VT</b><br>\$1.2 B | <b>HI</b><br>\$1 B   | <b>NH</b><br>\$1 B   |
|                       | <b>GA</b><br>\$7.8 B  | <b>LA</b><br>\$4.2 B | <b>AK</b><br>\$3.0 B | <b>WV</b><br>\$2.6 B | <b>ID</b><br>\$1.7 B | <b>ME</b><br>\$1.1 B | <b>DE</b><br>\$1 B   | <b>DC</b><br>\$1 B   |



# The Next Surface Transportation Bill Provides a Critical Opportunity to Change How We Spend Transportation Dollars

**Goal:** Build on progress made in IIJA to create a transportation system that is accessible, affordable, safe, and reliable.



**Bake** safety, climate, and accessibility across all programs



Put **people before pavement** when deciding on funding



**Result** in real shifts in funding, **reward** good state investments in transportation infrastructure



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# Thank You

Shruti Vaidyanathan

Director of Federal and State Transportation Advocacy

[svaidyanathan@nrdc.org](mailto:svaidyanathan@nrdc.org)

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● ● ● ● ●  
Senator Jennifer B. Boysko  
Senate of Virginia

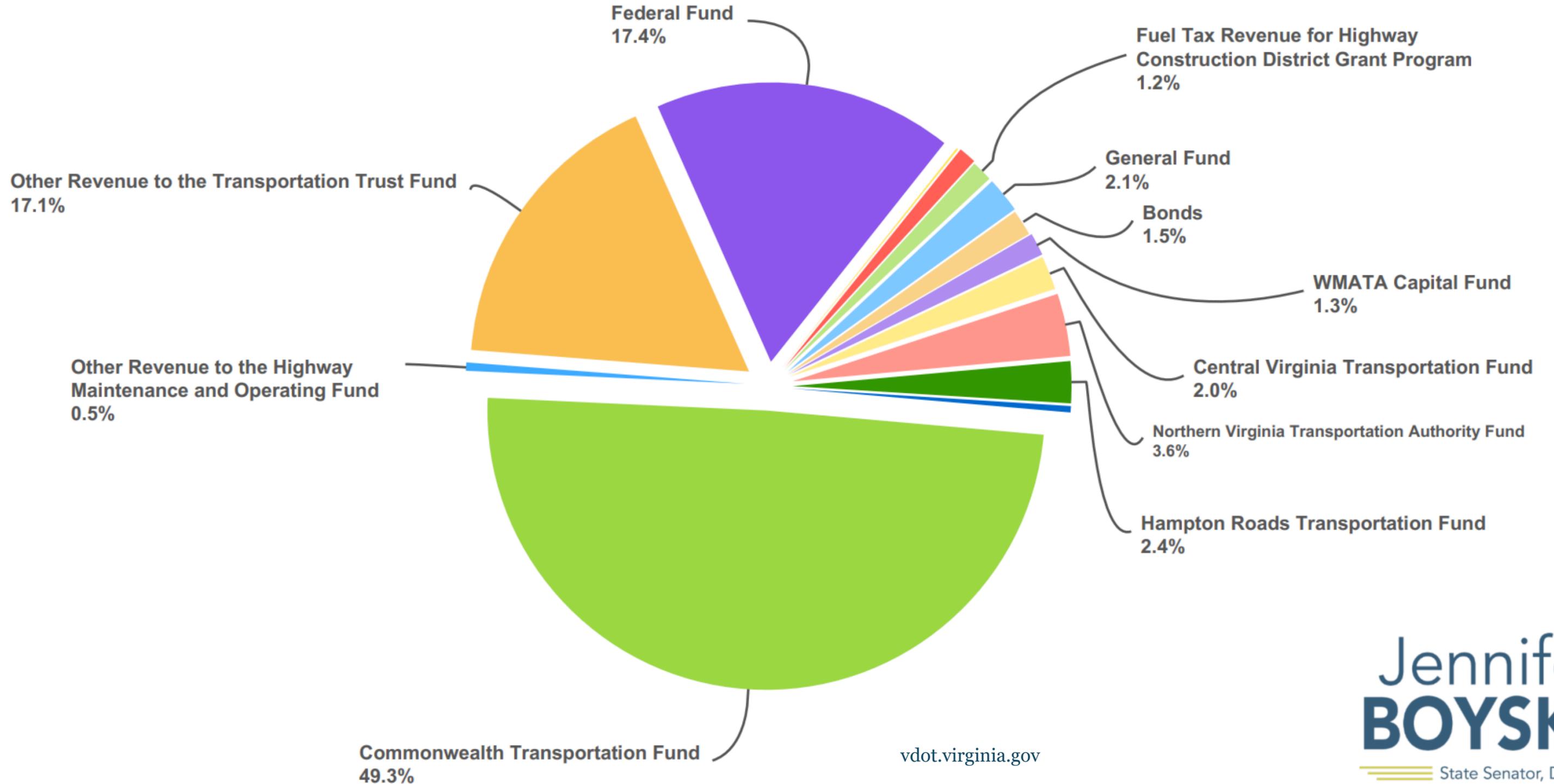
# *The Process and Path Forward for a Bipartisan Surface Transportation Bill*

Environmental and Energy Study Institute

13 March 2025

# Commonwealth Transportation Fund Total Revenues

for FY 2025 as of June 2024



# Funding for Virginia's Roadways

- January 2022 – Federal Funding for Appalachian Development Highway System: \$19,962,161 in coordination with the Appalachian Regional Commission (ARC)
- December 2022 – Federal Grant for I-64 project in New Kent County, \$25,000,000 in federal funding for the expansion of I-64 in New Kent County. This funding will add a third lane to I-64 in each direction, widen shoulders, add rumble strips and, wider and flatter clear zones for an approximately 10-mile segment in New Kent County. This is part of the I-64 Gap Project that also received \$407 million in Virginia state general funds



WOBX.com

# Bridge Repair Funding

- \$535 million over 5 years for bridge upgrades and long-term maintenance
- Extends the life cycle of existing bridges and improves degraded bridges
- Includes minor (1-2 years) resurfacing projects & longer term (3-5 years), more intensive bridge repairs such as bridge reconstruction
- \$18 million to replace Arthur Ashe Bridge in the City of Richmond, an 80-year-old degraded bridge over a CSX rail yard that connects neighborhoods currently experiencing transformational development



Crixell Matthews /VPM News

# Federal Funding from IIJA to Connect Communities

- February 2023 – Connecting Communities Grants
- Federal funding to reconnect communities by improving transportation infrastructure in Norfolk and Richmond. Supports planning grants, capital construction grants, and technical assistance to reconnect communities that were previously cut off from economic opportunity by transportation infrastructure.
- \$1,600,000 for the Norfolk I-264 Reconnecting Communities project
- \$1,350,000 for Richmond in Jackson Ward



VPM News Focal Point

# Federal Funding from IIJA for Multimodal Transportation Improvements

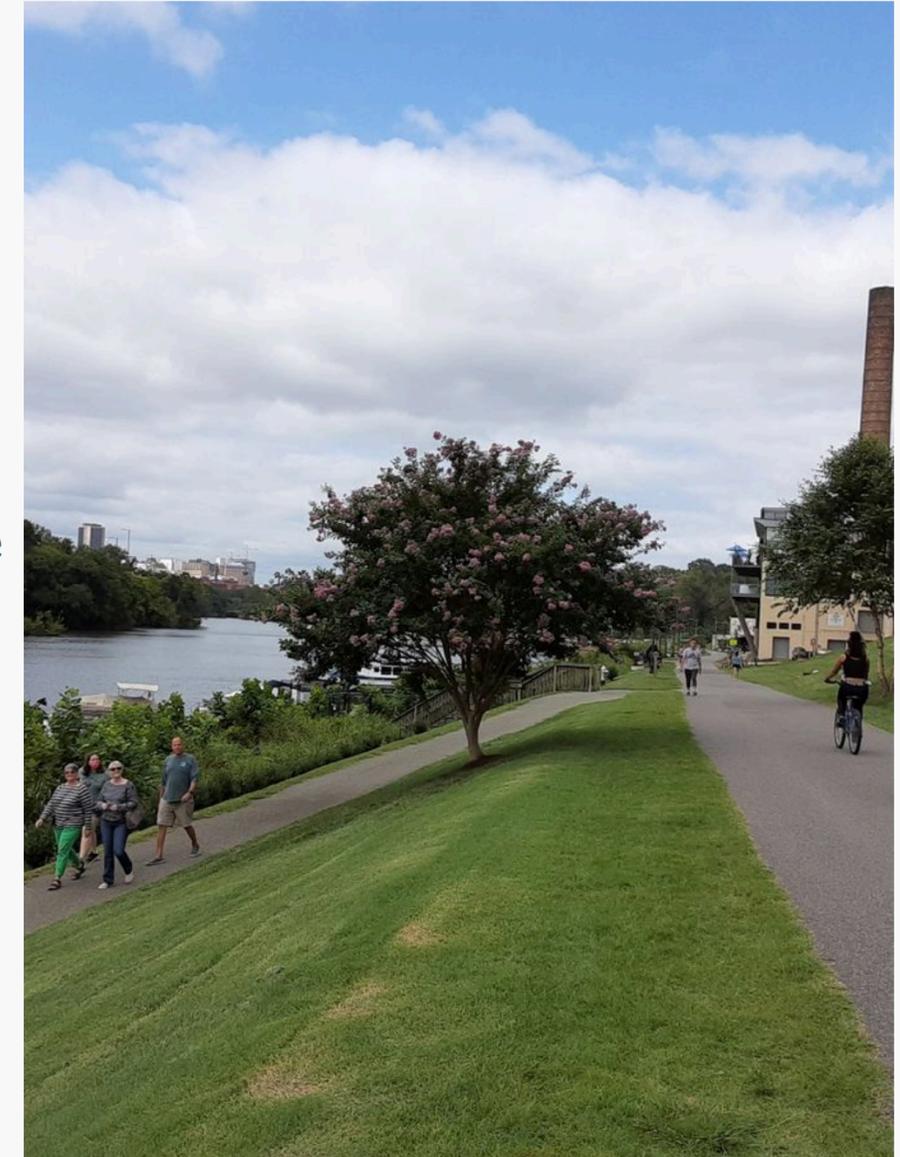
- June 2023 – Several Virginia Localities receive funds for non-vehicle transportation improvements
- \$23,251,485 is headed to Northampton and Accomack Counties to support the conversion of 16.8 miles of abandoned Bay Coast Railroad into a 10-foot-wide shared-use path that will connect the Town of Nassawadox with several historic towns on the way to the Town of Olney
- \$14,368,180 is headed to Harrisonburg to convert a lane of US-11 to a two-way separated bicycle area between the intersections of Main Street and Noll Drive and Grattan Street and Liberty Street. A shared-use path will also be constructed along Main Street between Grattan Street and Martin Luther King Jr. Way. The project will also include additional pedestrian, bicycle, and intersection improvements to improve safety for the community and will be transformative for the Liberty Street Corridor and Downtown
- \$720,000 is headed to Herndon to develop a plan to redevelop the town's land use and development policies, transportation network, and economic and housing development policies



[vdot.virginia.gov](http://vdot.virginia.gov)

# Federal Funding from IIJA - Multimodal Projects

- August 2022 – RAISE Grants \$64,207,045 in federal funding for Virginia infrastructure projects; the funding was awarded through the Department of Transportation’s Rebuilding American Infrastructure Sustainability and Equity (RAISE) discretionary grant program that helps communities plan and carry out projects with local or regional impact.
  - \$19,300,000 for High Street Innovation in the City of Portsmouth for converting the existing four-lane undivided arterial to a two-lane divided road section allowing for road integration of vehicles, pedestrians, cyclists, and transit users
  - \$3,000,000 for the I-95/Route 1 Revitalizations Planning Project in Spotsylvania County for the planning of a project that will provide multimodal improvements along the US Route 1 corridor from I-95/Exit 126 to Route 208/Lafayette Boulevard
  - \$2,007,045 for the Three Notched Trail Shared Use Path Plan in Albemarle County for the planning of a project that will develop a shared use path between the City of Charlottesville, the community of Crozet, and Western Albemarle and Nelson County.
  - \$1,500,000 for Community Connectivity and Mobility in Essex County for the planning to conduct a multimodal assessment and develop a master plan that will propose projects and cost estimates for future projects



[threenotchedtrail.com](http://threenotchedtrail.com)

# Funding for Pedestrian Safety Improvements

- \$14,900,000 for the Virginia Beach Trail project to address unsafe pedestrian conditions in the Hampton Roads area and create an active transportation link between downtown Norfolk and the Virginia Beach Town Center. The shared-use path will have over three miles of pedestrian and bicycle trails completely separated from vehicles and move people who walk or bike off a busy road. The trail will link multiple universities, businesses, and employment opportunities to underserved communities along the corridor. The project also includes a pedestrian bridge over the 10-lane road, high-visibility crosswalks, and improved lighting
- \$10,768,909 for Richmond to address safety issues at 13 different corridors across the city. About 40% of the killed or seriously injured traffic incidents in Richmond occur on 3% of the street network, and many occur at intersections (26 projects)



13newsnow.com

# Federal \$ Funds Railway Improvements

- October 2024 – Federal funding for passenger rail infrastructure as follows:
  - \$3.2 million in federal funding to improve four railroad crossings in rural Virginia.
  - \$6,000,000 for the Buckingham Branch Railroad Company to replace old rail tracks and ties across central Virginia. The project will make freight rail service more resilient, efficient, and secure and reduce the risk of derailments by resurfacing approximately 83 miles of track and seven grade crossings.
  - \$5,836,000 for the Virginia Passenger Rail Authority to improve the Richmond Staples Mill Amtrak Station by upgrading two platforms, adding one platform canopy, and promoting accessibility. This will make the station ADA-compliant and will create a better and safer passenger experience. It will also support Staples Mill’s addition of 10 Amtrak trains per day, rapidly scaling up the number of passenger rail options available to Richmonders.
  - \$1,481,000 for the Town of Bedford to develop plans for a new intercity passenger rail station. This funding will allow for initial engineering and environmental work on the proposed station, which could connect Bedford to passenger rail service for the first time in several decades



[hawkinsrail.net](http://hawkinsrail.net)

# Long Bridge Expansion & Bike Path

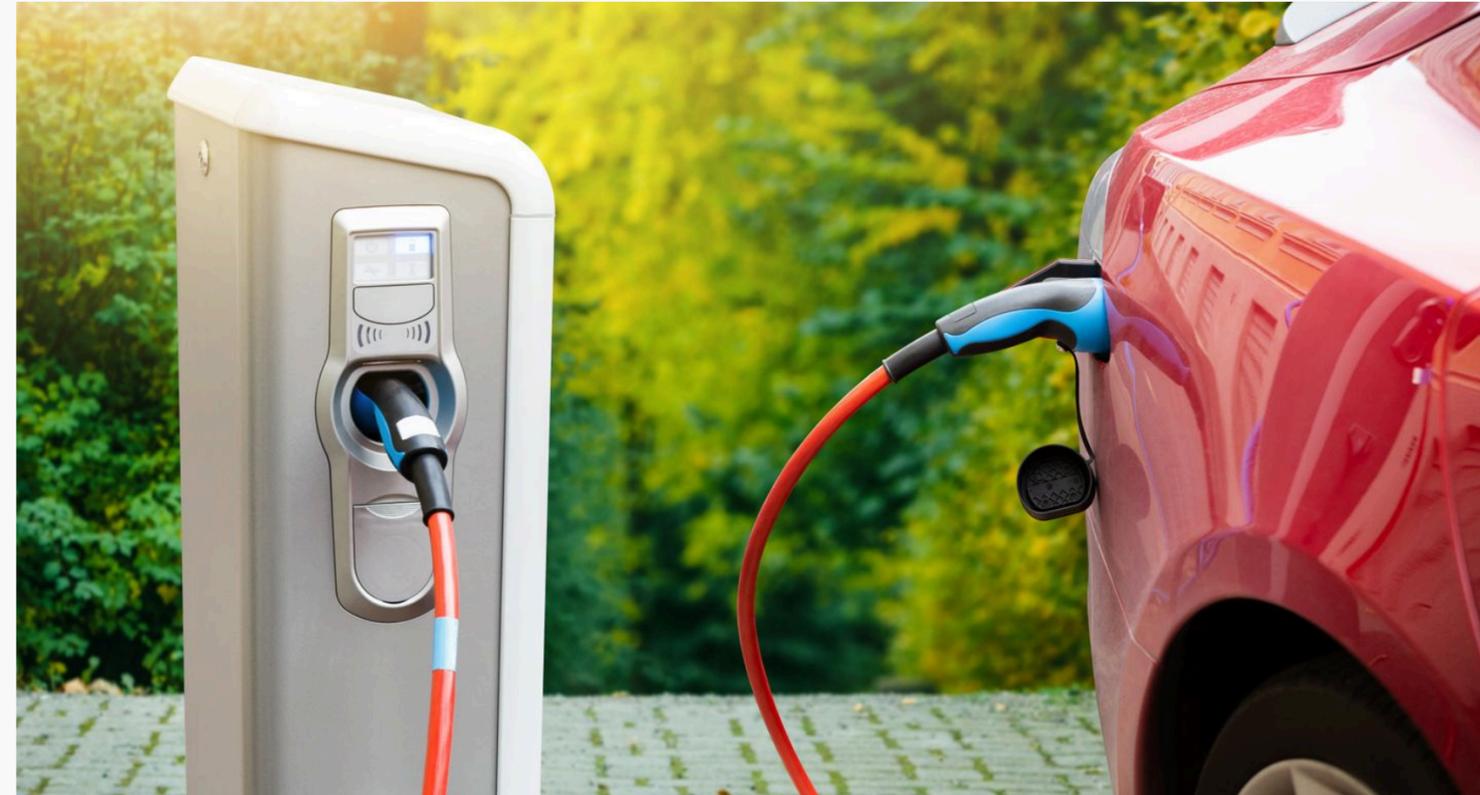
- \$20,000,000 for the Long Bridge Bicycle and Pedestrian Crossing Project, the creation of a new bicycle-pedestrian bridge that crosses the Potomac River between Long Bridge Park in Arlington, VA and East and West Potomac Parks in Washington, DC.
- 2023 – Funding for Long Bridge Project: \$729 million awarded from IIJA for the Long Bridge Project – this enables the project to move forward



[mountvernontrail.org](http://mountvernontrail.org)

# Funds for Electric transit vehicle purchasing assistance and charging Infrastructure

- \$10 million for the purchase of low and zero emissions buses by the Greater Richmond Transit Company
- \$11.3 million in federal funds from the IIJA have been used by the Virginia Department of Transportation to invest in building a network of electric vehicle chargers along interstates to fill the gaps in existing charging infrastructure (NEVI grant)
- In the process of filling in electric vehicle charging gaps along state primary roads
- July 2024 – Grant to Fairfax County for Clean Fuel Buses - \$50,591,220 in federal funding for Fairfax County to purchase new low-emission diesel-electric hybrid buses under the county's fleet replacement plan



[vdot.virginia.gov](http://vdot.virginia.gov)

# Federal Funding from IIJA for Virginia's Transit Systems

- The effects of climate change are already upon us, such as excessive heat, sea/estuarial level rise, and inland flooding, such as that experienced in SW Virginia in Fall 2024.
- August 2022 – Transit Grants to Virginia Localities
  - Modernizing and electrifying buses and vehicle storage totaling \$11,549,192
- Announced January 2025: \$10,797,461 in federal funding for the Virginia Department of Energy to build 392 electric vehicle (EV) charging ports at urban and rural tourism destinations across Virginia. Over half of the 392 chargers will be installed in disadvantaged communities across the Commonwealth to increase EV accessibility for all Virginians
- June 2023 – Federal Funding for Loudoun for Clean Fuel Transit: \$13.9 million in funding to upgrade Loudoun Transit buses to low- or no-emission vehicles



[vdot.virginia.gov](http://vdot.virginia.gov)

Jennifer  
**BOYSKO**



State Senator, District 38

**Thank you**

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# Federal Transportation Funding + State Impact

Amber Dallman | Sustainability and Public Health Office Director

Minnesota's multimodal transportation system maximizes the health of people, the environment and our economy.

**4<sup>TH</sup>** LARGEST PUBLIC ROAD SYSTEM IN THE NATION

11,717 centerline miles of Interstate, US and MN Highways



**133**

Publicly Owned State-funded Airports



More than **200** Construction Projects Annually



**800+** MnDOT Snowplows



**5,000+** EMPLOYEES

In St. Paul and 8 regional offices

**3** U.S. Bicycle Routes



Transit In All

**87** Counties



**21** Railroad Companies & **4,217** Miles of Track



**4,670**

HIGHWAY BRIDGES

**5** MISSISSIPPI RIVER SYSTEM PORTS

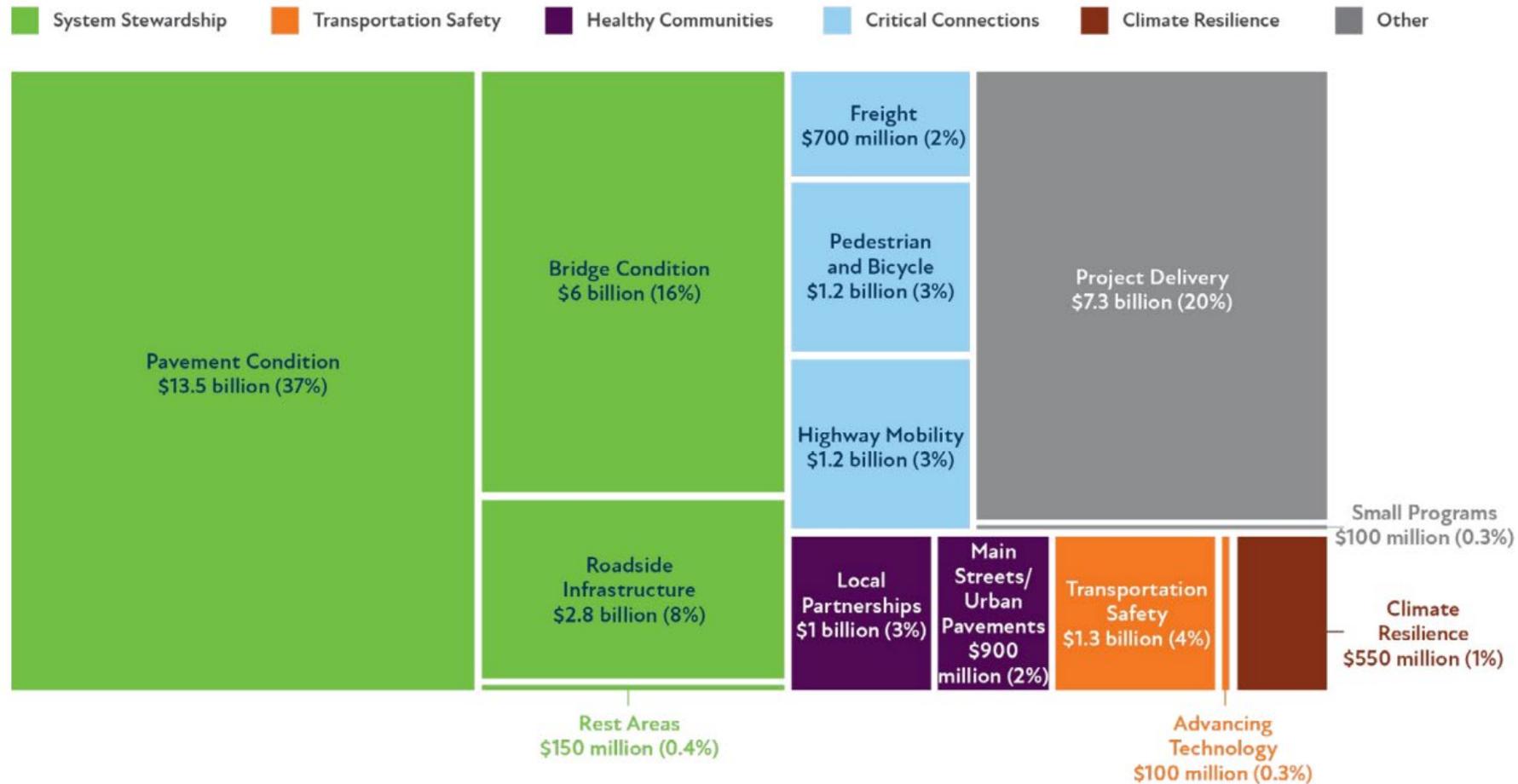


**4** LAKE SUPERIOR PORTS



# MN State Highway Investment Plan Direction

Figure 6-1: 20-Year Capital Highway Investment Direction



# Sustainability Goals

- People want safe, convenient and affordable travel options – like walking and biking
- Communities want infrastructure that withstands freeze-thaw cycles, flooding, wildfires
- Connected networks – with state highways traveling through small towns



# MnDOT + Bipartisan Infrastructure Law

- Legislation timing
- Program flexibility – allows states to meet long-range goals
- Engaged people to identify priorities
- Established plans to implement



# Mantorville – Hwy 57



# Biwabik – Hwy 135



# Marshall - Hwy 19 / College Drive



- Community identified need to move safely across town
- Project includes
  - Roundabouts
  - Walking & biking improvements
  - Landscaping & lighting
  - Freight considerations

# Winona – Hwy 14

- Improve drainage
- Restored slope
- Shoulder widened
- Guardrail replaced





Thank you!

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