



COMMONWEALTH of VIRGINIA

Commonwealth Transportation Board

W. Sheppard Miller, III
Chairperson

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Richmond, Virginia 23219

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RESOLUTION OF THE COMMONWEALTH TRANSPORTATION BOARD

Agenda Item #1

January 6, 2026

MOTION

Made By: Mr. Fowlkes, Seconded By: Dr. Smoot
Action: Motion Carried, Unanimously

Title: Approval of Interstate 81 Corridor Improvement Program Progress Report

WHEREAS, pursuant to Chapter 743 of the 2018 Acts of Assembly, the General Assembly directed the Commonwealth Transportation Board (the “Board”), to study financing options for improvements to Interstate I-81 (I-81) and, with support from the Office of Intermodal Planning and Investment, to develop and adopt an I-81 Corridor Improvement Plan (the “Plan”); and

WHEREAS, on December 5, 2018, the Board adopted the Plan, which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process; and

WHEREAS, Chapters 837 and 846 of the 2019 Acts of Assembly established Chapter 36 of Title 33.2 of the Code of Virginia (§ 33.2-3600 et seq.), creating the I-81 Corridor Improvement Fund (the “Fund”) and directing the Board to establish the I-81 Committee, adopt an I-81 Corridor Improvement Program (the “Program”), update the Program each year, and report annually to the General Assembly the status and progress of implementation of the Program (the “Progress Report”); and

WHEREAS, pursuant to Va. Code § 33.2-3602(A), the Program shall, at a minimum: (i) allocate year by year the revenues, if any, from the Fund and bond proceeds, if any, backed by the Fund to projects and strategies identified in the Plan adopted by the Board; (ii) include a financing plan to support such allocation; and (iii) include a schedule for all new projects and strategies identified in the Plan adopted by the Board; and

Resolution of the Board

Approval of the Interstate 81 Corridor Improvement Program Annual Progress Report

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WHEREAS, as adopted by the Board in 2018, and in addition to multimodal and operational improvements, the initial Plan identified 106 capital projects for consideration, 64 of which were prioritized for funding, with such projects to be implemented through 2035 based on the current 2024 revenue assumptions and debt model; and

WHEREAS, although not included in the 2018 Plan, the Board modified and fully funded the northbound I-81 widening project between Exit 137 and Exit 128 to include southbound widening (UPC 116197); and

WHEREAS, two prioritized projects from the 2018 Plan have been added to the Six-Year Improvement Program (SYIP) by the Board and funded for preliminary engineering and right-of-way activities as a result of the support provided to the Program by Item 470 of Chapter 2 of the 2024 Special Session I Acts of Assembly (the “Appropriation Act”): (i) the widening I-81 to three lanes northbound and southbound from mile marker (MM) 313 to MM 317 in the Staunton District (UPC 116281) and (ii) the addition of a northbound lane from MM 116 to MM 128 in the Salem District (UPC 116196); and

WHEREAS, pursuant to Va. Code § 33.2-3602 (D), the annual Progress Report submitted to the General Assembly must include, at a minimum: (i) the safety and performance of the I-81 corridor, including the number of incidents, the average duration of incidents, the number and average duration of incidents involving lane closures, and the person-hours of delay along the I-81 corridor; (ii) an assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program; (iii) the status of capital projects funded through the Program; and (iv) the current and projected balances of the Fund; and

WHEREAS, the I-81 Committee received a briefing on the above Program progress on December 2, 2025, and that information was captured in the 2025 Progress Report, which satisfies the requirements set forth in Va. Code § 33.2-3602.

NOW, THEREFORE, BE IT RESOLVED, that the Board approves the annual I-81 Corridor Improvement Program Progress Report, attached hereto as Appendix A, as required by Va. Code § 33.2-3602 and directs that such Progress Report be submitted to the General Assembly, in accordance with the processes for submission of such reports.

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CTB Decision Brief

Approval of the I-81 Corridor Improvement Program Progress Report

Issue: Approval by the Commonwealth Transportation Board (the “Board”) is sought to submit the annual I-81 Corridor Improvement Program Progress Report for 2025 (the “Progress Report”) to the General Assembly, required by Va. Code § 33.2-3602.

Facts: Chapter 36 of Title 33.2 of the Code of Virginia (§ 33.2-3600 et seq.) creates the Interstate 81 (I-81) Corridor Improvement Fund (the Fund) and directs the Board to establish the I-81 Committee, adopt an Corridor Improvement Program (the Program), update the Program each year, and report annually to the General Assembly on the status and progress of implementation of the Program.

In enacting Chapter 743 of the 2018 Acts of Assembly, the General Assembly directed the Board to study financing options for improvements to I-81 and, with assistance from the Office of Intermodal Planning and Investment (OPII), to develop and adopt an I-81 Corridor Improvement Plan (the “Plan”). The Board approved the Plan on December 5, 2018, which identified targeted improvements for potential financing and evaluated such improvements using the statewide prioritization process.

Chapters 837 and 846 of the 2019 Acts of Assembly established the Fund, the Program, and the I-81 Committee. Virginia Code § 33.2-3602 requires the Board to update the Program by July 1 of each year and to report to the General Assembly on the status of implementation of the Program by December 15 of each year.

Revenue sources initially dedicated to the Fund include a newly established truck registration fee, an I-81 corridor regional fuels tax, and statewide diesel and road taxes. Funds to support the Program became available July 1, 2019.

In 2020, the General Assembly passed legislation that limited the imposition of regional fuels taxes to only those localities that I-81 passes through. This adjustment to the original fuel tax mechanism is not anticipated to impact the financial health of the Fund. Furthermore, as per the 2020 Interstate Operations and Enhancement Program (IOEP) omnibus legislation, I-81 receives an allocation of funds from the IOEP equal to the ratio of vehicle miles travelled (VMT) on I-81 by vehicle Class 6 or higher, to total VMT by vehicle Class 6 or higher on all Interstate highways. Beginning in FY21, the truck registration fees and road tax revenue from the Program were dedicated to the Fund. Adoption of the FY25 SYIP included a plan for financing the Program and estimated proceeds from I-81 bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) financing.

Decision Brief

Approval of Interstate 81 Corridor Improvement Program Progress Report

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The current and projected allocations of the Program based on the FY26-31 SYIP is reflected in the following table.

Fiscal Year	FY25*	FY26	FY27	FY28	FY29	FY30	FY31	Total**
Total Available	\$1,466.4	\$382.1	\$531.0	\$204.2	\$481.2	\$223.5	\$229.0	\$3,517.4

*FY25 and prior years

The Plan initially identified 106 capital projects for consideration and prioritized 64 projects for funding, in addition to multimodal and operational improvements, with projects to be implemented through 2035 based on the current revenue assumptions and debt model. The Board modified UPC 116197, northbound widening between Exits 137 and 128, to include southbound widening as well in 2024. Two of the originally prioritized projects were added to the SYIP for preliminary engineering and right-of-way activities based on support provided by Item 470 of Chapter 2 of the 2024 Special Session I Acts of Assembly (the Appropriation Act):

- UPC 116196 – Addition of northbound lane from MM 116 to MM 128 in the Salem District
- UPC 116281 -- Widening to three lanes northbound and southbound from MM 313 to 317 in the Staunton District.

Monies in the Fund shall only be used for capital, operating, and other improvement costs identified in the Plan. Of the 64 capital projects included in the I-81 Corridor Improvement Plan and Program, 34 have been completed. The FY26-31 SYIP was adopted by the Board on June 24, 2025, and included both operational improvements and the remaining prioritized capital improvement projects identified in the Plan.

Pursuant to Va. Code § 33.2-3602 (A), the I-81 Program shall, at a minimum:

1. Allocate year by year the revenues, if any, from the Fund and bond proceeds, if any, backed by the Fund to projects and strategies identified in the Plan adopted by the Board in 2018 and as may be adopted from time to time;
2. Include a financing plan to support such allocation; and
3. Include a schedule for all new projects and strategies identified in the Plan adopted by the Board.

Prior to the adoption of the Program, the Board shall review the recommendations of and consult with the I-81 Committee.

Pursuant to Va. Code § 33.2-3602 (D), the Progress Report must include, at a minimum:

1. The safety and performance of the I-81 corridor, including the number of incidents, the average duration of incidents, the number and average duration of incidents involving lane closures, and the person-hours of delay along the I-81 corridor;
2. An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program;
3. The status of capital projects funded through the Program; and
4. The current and projected balances of the Fund.

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The 2025 Progress Report satisfies the requirements of § 33.2-3602.

The I-81 Committee, which includes Board members of the Bristol, Salem, and Staunton construction districts, received briefings on the status of the Program and met on December 2, 2025. The I-81 Committee was provided the draft I-81 Corridor Improvement Program Progress Report for review and comment.

Recommendations: Approval is recommended for the submission of the Progress Report, attached hereto as Appendix A.

Action Required by CTB: The Board will be presented with a resolution for a formal vote to approve the annual I-81 Corridor Improvement Program Progress Report and to report to the General Assembly regarding the status and progress of implementation of the Program.

Result, if Approved: If approved, the Progress Report will be submitted to the General Assembly.

Options: Approve, Deny, or Defer.

Public Comments/Reactions: None

I-81 PROGRAM PROGRESS REPORT

December 2025

Prepared for:



GENERALASSEMBLY.GOV

Prepared by:



Commonwealth
Transportation Board



INTRODUCTION

In April 2019, the Virginia General Assembly enacted legislation that Governor Ralph Northam signed into law establishing the Interstate 81 (I-81) Corridor Improvement Program and Fund, which advances the projects identified in the I-81 Corridor Improvement Plan (the Plan) for implementation. The Plan was approved by the Commonwealth Transportation Board (the Board) in December 2018 following an evaluation of the corridor. Chapters 837 and 846 of the 2019 Virginia Acts of Assembly specify the roles and responsibilities of the Board and the I-81 Committee (the Committee) to enact the I-81 Corridor Improvement Program (the Program) and Fund (the Fund).

LEGISLATIVE REQUIREMENTS

Section 33.2-3602 of the legislation requires the Board, in consultation with the Committee, to report to the General Assembly by December 15 of each year "regarding the status and progress of implementation of the Program." This report is mandated to include the following information:

- An evaluation of safety and performance of I-81 using the following measures of effectiveness:
 - **Crash frequency and severity:** the total number of crashes, weighted by severity using the equivalent property damage only (EPDO) scale, summarized per mile
 - **Total delay:** the total person-hours of delay caused by the impacts of congestion, incidents, and weather events, summarized per mile
 - **Lane-impacting incident frequency:** the number of incidents that lead to at least one lane of the interstate being closed for an hour or more, summarized per mile
 - **Lane-impacting incident duration:** the duration in hours of at least one lane of the interstate being closed due to an incident
- An assessment of the effectiveness of the operational strategies and capital improvement projects implemented and funded through the Program
- The status of capital improvement projects funded through the Program
- The current and projected balances of the Fund

House Bill 2718 (Chapter 837) and Senate Bill 1716 (Chapter 846) established the I-81 Corridor Improvement Program, Fund, and Committee. Governor Ralph Northam announced amendments to the bills in March 2019, which provided dedicated annual funding to the corridor. The revenues for the Fund were provided through the creation of a new truck registration fee and the establishment of an I-81 regional fuels tax, a statewide diesel tax, and a statewide road tax.

During the 2020 General Assembly, House Bill 1414 (Chapter 1230) and Senate Bill 890 (Chapter 1275) included the following changes to the Program and Fund:

- Authorized the sale and issuance of bonds with an aggregate principal amount of \$1 billion
- Converted the regional fuels tax to a cent per gallon tax with the opportunity for annual growth based on the Consumer Price Index
- Amended the regional fuels tax to include only localities through which I-81 passes or cities wholly encompassed by a county through which I-81 passes
- Allocated additional funding for the corridor through the Interstate Operations and Enhancement Program (IOEP); previously provided statewide revenue sources were committed to the Commonwealth Transportation Fund beginning in fiscal year 2021

I-81 PROGRAM PROGRESS REPORT

TIMELINE OF EVENTS 2024-2025

2023 I-81 Annual Progress Report submitted to the General Assembly			
JAN 2024	Construction of widening project between Exits 144 and 152 in Roanoke and Botetourt Counties begins	JAN 2025	2024 I-81 Annual Progress Report approved by the Commonwealth Transportation Board and the General Assembly
FEB 2024		FEB 2025	
MAR 2024		MAR 2025	
APR 2024		APR 2025	
MAY 2024		MAY 2025	
JUNE 2024	Construction of acceleration lane extension project at Exit 188 in Rockbridge County is complete	JUNE 2025	Construction of two truck climbing lane projects between Exits 32 and 35 in Washington County is complete
JULY 2024		JULY 2025	Construction of acceleration lane extension projects in Pulaski County (Exit 94) and Montgomery County (Exit 105) begins
AUG 2024		AUG 2025	
SEPT 2024		SEPT 2025	
OCT 2024	Construction of two truck climbing lane projects between Exits 234 and 237 in Augusta County begins	OCT 2025	Construction of deceleration lane extension project at Exit 45 in Smyth County begins
NOV 2024		NOV 2025	
DEC 2024	2024 I-81 Annual Progress Report submitted to the Commonwealth Transportation Board	DEC 2025	Commonwealth Transportation Board to approve the 2025 I-81 Annual Progress Report and send it to the General Assembly

CURRENT AND PROJECTED BALANCES OF THE FUND

As of July 2025, the Virginia Department of Transportation (VDOT) documented the current and projected funds available in the Program. The current and projected balances of the Fund are summarized in **Table 1**, of which all available funds are expected to be allocated to projects within the Program. The amounts shown in the table reflect the allocation of funding adopted by the Board on June 24, 2025, for the capital projects programmed into the Fiscal Year 2026-2031 Six-Year Improvement Program (SYIP). Annual funding for the program is anticipated to be between \$200-250 million. Estimated schedule information for capital improvement projects is available in **Appendix A** and can be found at www.improve81.org.

Table 1: Current Versus Projected Funds Available Based on the FY 2026-2031 SYIP (in millions of dollars)

Source	Through FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
I-81 Regional Fuels Tax	\$465.7	\$88.6	\$89.5	\$91.4	\$93.4	\$95.4	\$95.4	\$1,019.4
I-81 Allocation from IOEP	\$436.3	\$97.4	\$107.3	\$112.8	\$120.9	\$128.1	\$133.6	\$1,136.4
General Fund ¹	\$245.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$245.0
Other Sources ²	\$71.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$71.5
Interest Income	\$48.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$48.5
Prior Year Revision	\$0.0	(\$3.3)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$3.3)
Subtotal	\$1,267.0	\$182.7	\$196.8	\$204.2	\$214.3	\$223.5	\$229.0	\$2,517.5
Planned Debt for Construction	\$199.4	\$199.4	\$334.2	\$0.0	\$266.9	\$0.0	\$0.0	\$999.9
Total	\$1,466.4	\$382.1	\$531.0	\$204.2	\$481.2	\$223.5	\$229.0	\$3,517.4

Sources:

Regional Fuels Tax estimate provided by the Virginia Department of Taxation, December 2024

Interstate Operations and Enhancement Program, Commonwealth Transportation Fund Six-Year Financial Plan, June 2025

Notes:

FY = Fiscal Year

¹*General Fund includes \$70 million provided by the Chapter 2 Budget Bill (HB6001) in FY 2025 and \$175 million provided by the FY 2024 General Fund Surplus*

²*Other Sources includes \$42 million provided from Highway Infrastructure Programs (HIP) Community Project Grant and funds allocated prior to FY 2021*

In 2020, the General Assembly passed legislation that limited the imposition of regional fuels taxes to only those localities through which I-81 passes. This adjustment to the original fuel tax mechanism was not expected to impact the financial health of the Fund. Furthermore, according to the 2020 IOEP omnibus legislation, I-81 receives funding allocation from the IOEP equal to the ratio of I-81 vehicle-miles traveled (VMT) by vehicle class 6 or higher to total VMT on Virginia interstates. Beginning in FY 2021, the truck registration fees and road tax revenue from the Program were dedicated to the Commonwealth Transportation Fund. Adoption of the FY 2021-2027 SYIP included a plan for financing the Program and

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estimated proceeds from I-81 bonds and Transportation Infrastructure Finance and Innovation Act (TIFIA) financing. In 2024, the General Assembly appropriated \$70 million for improvements on I-81 through the Chapter 2 Budget Bill (HB6001). Furthermore, a Federal Highway Administration (FHWA) Highway Infrastructure Programs (HIP) Community Project Grant provided \$42 million for improvements on I-81. In 2025, the General Assembly approved the allocation of \$175 million of the FY 2024 General Fund Surplus to improvements on I-81. These funds will support the completion of the projects in the current improvement program, which will be completed in 2035.

STATUS OF PROJECTS FUNDED THROUGH THE PROGRAM

The FY 2026 SYIP, adopted by the Board on June 24, 2025, included operational improvements and 28 capital improvement projects identified in the Plan. In 2021, the camera and changeable message sign installations were completed along with the three ramp extension construction projects in the Staunton District. Major progress was made on the acceleration and deceleration lane extension projects with seven projects finishing construction in 2023. The Smyth County auxiliary lane project was also completed in 2023, which was the first auxiliary lane project completed in the I-81 Corridor Improvement Program. In addition, a high friction overlay project was completed in Smyth County in 2023. Two truck climbing lane projects in Washington County and an acceleration lane extension project in Rockbridge County were completed in 2025. Construction on several widening, truck climbing lane, auxiliary lane, and acceleration/deceleration lane extension projects in the Bristol, Salem, and Staunton districts also continued in 2025.

As shown in **Figure 1**, the program of projects is estimated for completion in 2035 once construction of the major widening projects is complete. In December 2024, the southbound widening project from Exit 137 to Exit 128 in the Salem District was added to the Program. A table summarizing the status of individual capital improvement projects is in **Appendix B**.

Figure 1: Status of Projects Funded Through the Program

Project Type		Status			Total Projects	Estimated Completion
Capital	Widening	12				12
	Acceleration/Deceleration Lane Extension	25	10		35	2029
	Auxiliary Lane	1	3			
	Truck Climbing Lane	3	2			
	Curve Improvements	9				
Operations	Safety Service Patrol Expansion	1				
	Towing and Recovery Incentive Program	1				
	Camera Installation	42			42	Completed
	Changeable Message Sign Installation	30			30	Completed

Legend: Complete

Programmed

Source: Virginia Department of Transportation, 2025

PERFORMANCE OF THE I-81 CORRIDOR

Figure 2 through **Figure 5** show how the four performance measures changed over multi-year periods for the seven years between 2018 and 2024. These figures also show the capital improvement projects that were completed and the ones that are still underway or planned for construction. The performance measures documented in the Plan and adopted by the Board in late 2018 were based on data through 2017. The emergence of the COVID-19 pandemic in 2020 caused a 15% reduction in total vehicle-miles traveled (VMT) on I-81, while VMT returned to pre-pandemic levels in 2021. As a result, 2020 data was removed from the multi-year performance measure analysis for this report as reduced travel on I-81 skewed the data when compared to other years.

Crash data was compared between three five-year periods not including 2020 data: 2017-2022, 2018-2023, and 2019-2024. A supplementary histogram displaying crash frequency and severity per mile for truck-related crashes is included in **Appendix C**. Delay and incident data were compared for the three two-year periods: 2021-2022, 2022-2023, and 2023-2024.

To illustrate how the program of projects impacts I-81 performance, the report relied on a minimum of one year of data following the implementation of the program or project. **Table 2** through **Table 5** summarize corridor-wide statistics for each two- or five-year period for the four performance measures. The performance measure data has fluctuated on a segment-by-segment and corridor-wide basis in the years since the plan was developed. Each performance measure has historically been greater in the northbound direction year-over-year and has increased from the previous year between 2023-2024. The latest percent change from the previous period for each corridor-wide performance measure was comparatively lower than previous years.

The 2019-2024 five-year period (excluding 2020) had the lowest amount of EPDO crashes compared to previous periods. Between 2023-2024, there was an increase in EPDO crashes between Christiansburg and Roanoke (Exit 140 to Exit 143), Chilhowie and Marion (Exit 44 to Exit 45), Fort Chiswell and Pulaski (Exit 89 to Exit 92), as well as Winchester and the West Virginia State Line (Exit 315 to Exit 317) in the southbound direction. In the northbound direction, there was a notable increase in EPDO crashes between Woodstock and I-66 (Exit 298 to Exit 300) as well as between Abingdon and Chilhowie (Exit 29 to Exit 32). A potential cause of the increase in EPDO crashes from 2023-2024 on I-81 southbound between Christiansburg and Roanoke is an increase in work-zone related crashes. There was a 21% increase in work-zone related crashes between 2023-2024 along the segment, which overlaps the active work zone of the Exit 140 to Exit 141 widening project.

The increase in EPDO crashes in the southbound direction between Chilhowie and Marion can be attributed to an alcohol-related fatal injury crash, which occurred in 2024, where a vehicle ran off the road during snowy conditions. The increase in EPDO crashes in the southbound direction between Fort Chiswell and Pulaski can be attributed to two serious injury crashes that occurred in 2024, in which both drivers were distracted and struck a fixed object off-road. The increase in EPDO crashes in the southbound direction between Winchester and the West Virginia State Line can be attributed to nine additional property damage only crashes and an alcohol-related fatal injury crash that occurred in 2024. The increase in EPDO crashes in the northbound direction between Woodstock and I-66 can be attributed to three serious injury crashes that occurred in 2024, all of which involved vehicles that ran off the road. The increase in EPDO crashes in the northbound direction between Abingdon and Chilhowie can be attributed to a fatal injury crash and two serious injury crashes that occurred in 2024, of which all three crashes were rear end crashes with the fatal crash occurring during snowy conditions.

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The total person-hours of delay increased by 11.2% in the northbound direction and decreased by 13.4% in the southbound direction between 2023-2024. The southbound person-hours of delay from 2023-2024 was the lowest it had been since 2016-2017. An increase in total person-hours of delay occurred in the northbound direction between Exits 283 and 291 in Woodstock, which is likely related to the increase in lane-impacting incidents that occurred upstream between Woodstock and I-66 (Exit 296 to Exit 300).

The number of lane-impacting incidents lasting one hour or longer increased by 2.4% between the 2022-2023 and 2023-2024 data periods. An increase in lane-impacting incidents lasting one hour or longer occurred in the northbound direction between Bristol and Abingdon (Exit 14 to Exit 17) as well as between Woodstock and I-66 (Exit 298 to Exit 300) during 2024. An increase in lane-impacting incidents lasting one hour or longer occurred in the southbound direction between Chilhowie and Marion (Exit 39 to Exit 44) as well as between Winchester and the West Virginia State Line (Exit 315 to Exit 317). During 2024, half of the lane impacting incidents between Bristol and Abingdon and two-thirds of the lane impacting incidents between Woodstock and I-66 in the northbound direction were related to tractor trailer crashes or disabled tractor trailers. The increase in lane-impacting incidents lasting one hour or longer observed in the southbound direction between Chilhowie and Marion as well between Winchester and the West Virginia State Line is likely attributable to the increase in EPDO crashes that occurred along these segments. The total number of lane-impacting incidents lasting longer than one hour in the 2023-2024 data period was the highest recorded since the 2018-2019 data period.

From 2023-2024, there was a long duration of lane closures between Abingdon and Chilhowie (Exit 24 to Exit 26) in the northbound direction and between Lexington and Staunton (Exit 191 to Exit 195) in the southbound direction compared to the previous data period. The increase in average duration of lane closures between Abingdon and Chilhowie is likely attributable to the increase in EPDO crashes along this segment. The large increase in average duration of lane closures between Lexington and Staunton is due to a small number of long-duration lane-impacting incidents occurring along the segment. For this segment, the small number of long-duration incidents significantly skewed the average duration. Overall, total hours of lane closures for incidents lasting over an hour remained very steady from 2023-2024 in comparison to the previous data period, with no change.

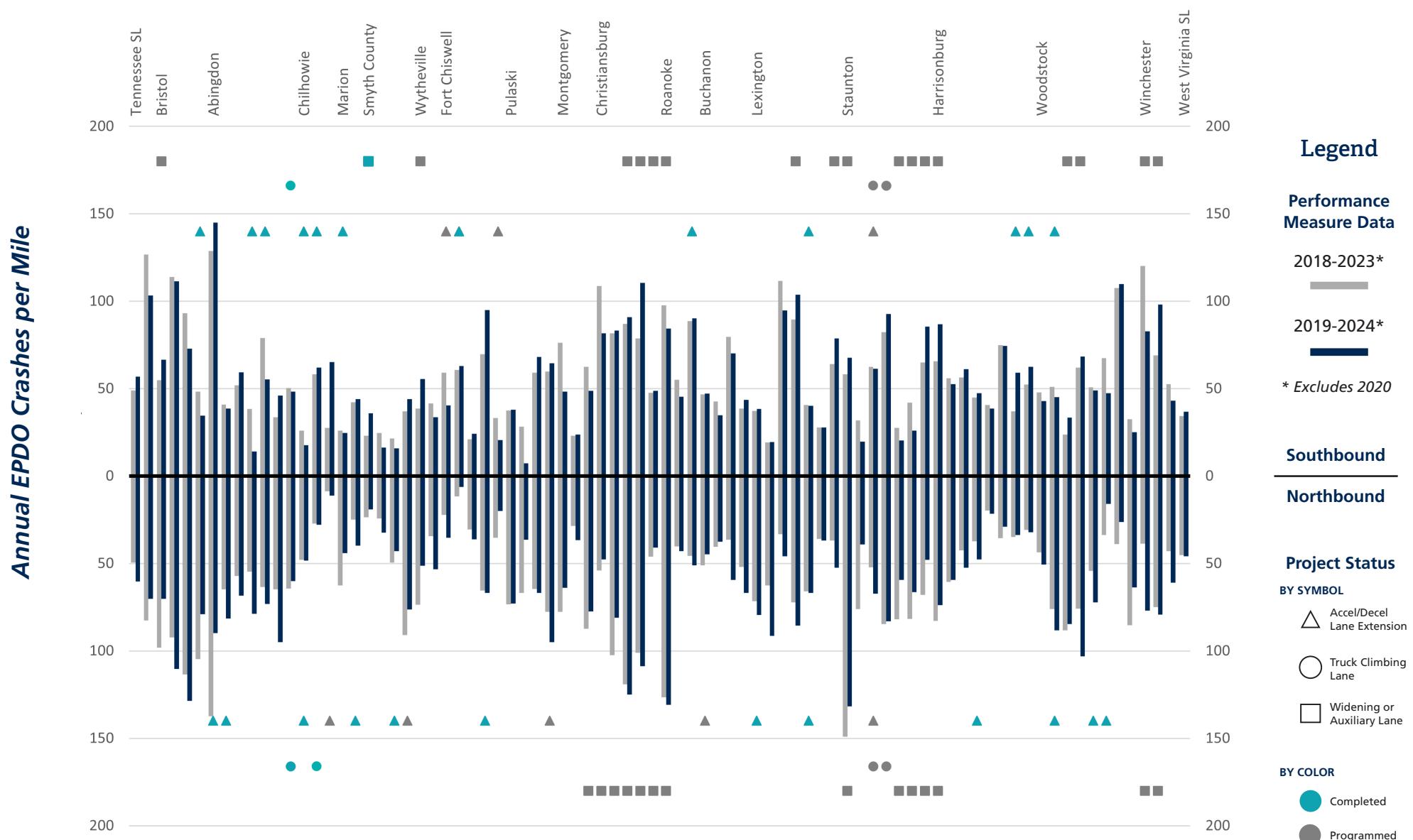
The number of lane impacting incidents lasting longer than one hour along I-81 decreased by approximately 34% from 2023-2024. Furthermore, the number of northbound lane impacting incidents lasting longer than four hours decreased by approximately 70% from 2017-2024. These performance improvements are likely attributable to several operational improvements that were completed along I-81 from 2020-2024, including dynamic message sign installations, detour improvements, and the Towing and Recovery Incentive Program (TRIP). These operational improvements aim to improve the response time to incidents so traffic can move again.

In future years, it will continue to be challenging to evaluate the impact of completed construction projects on the performance measures for multiple reasons. These reasons include:

- Data fluctuated in the years following the creation of the Plan
- The impact of active work zones on performance measures
- Performance measure data for 2020 do not reflect a typical year due to COVID-19 impacts
- Lack of sufficient time for project implementation and subsequent performance measure evaluation

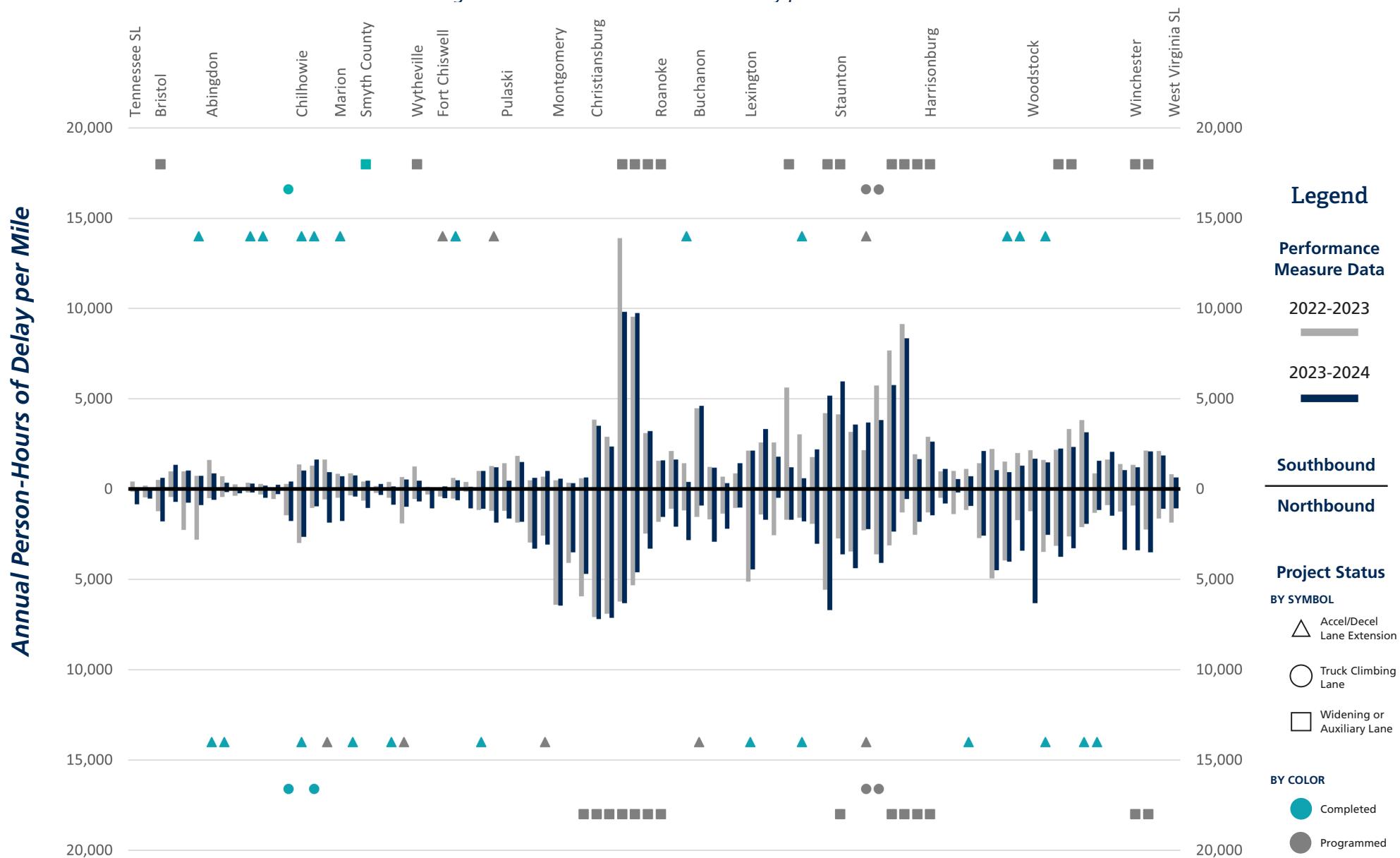
I-81 PROGRAM PROGRESS REPORT

Figure 2: Annual EPDO Crashes per Mile from 2018-2024



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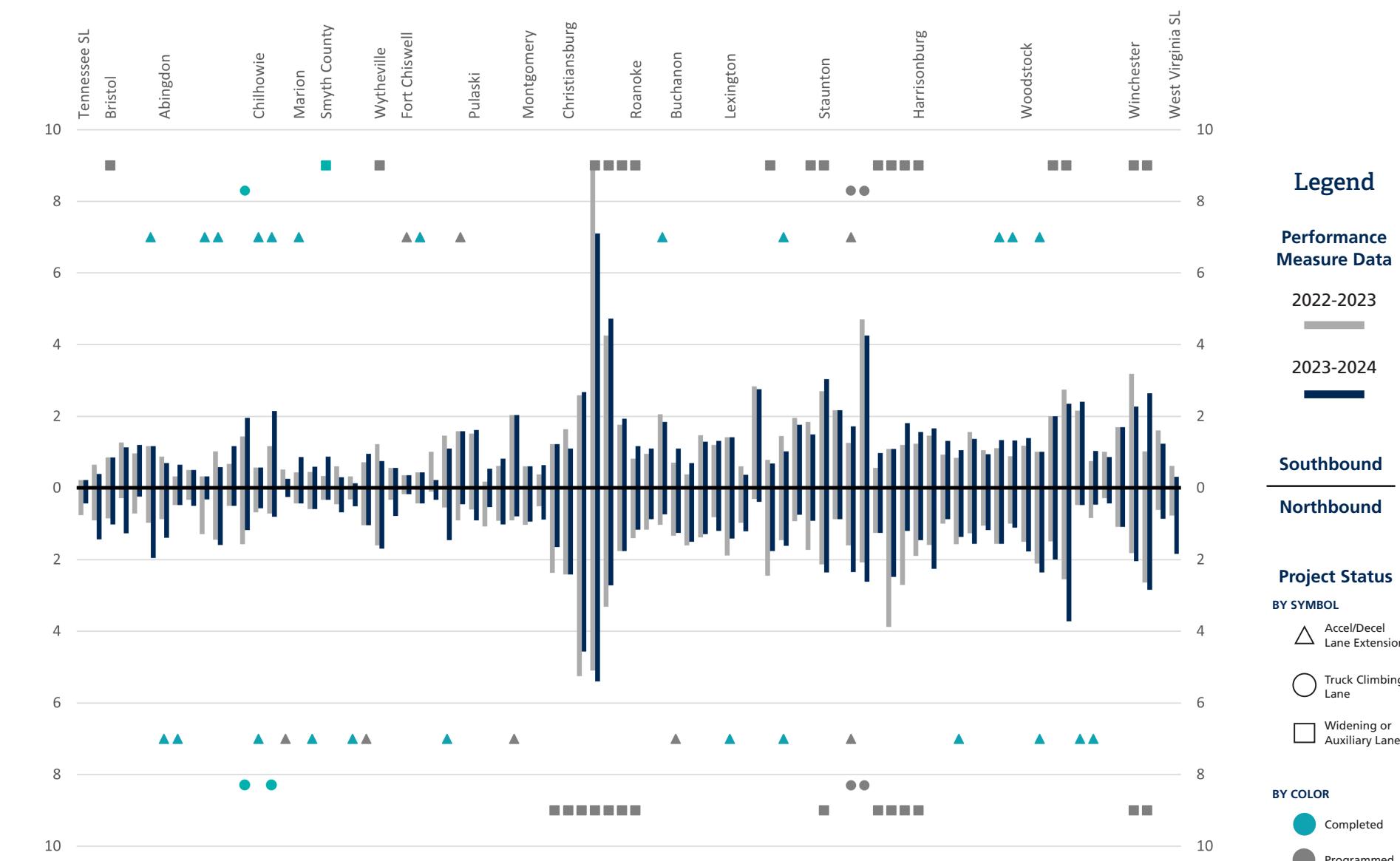
Figure 3: Annual Person-Hours of Delay per Mile from 2022-2024



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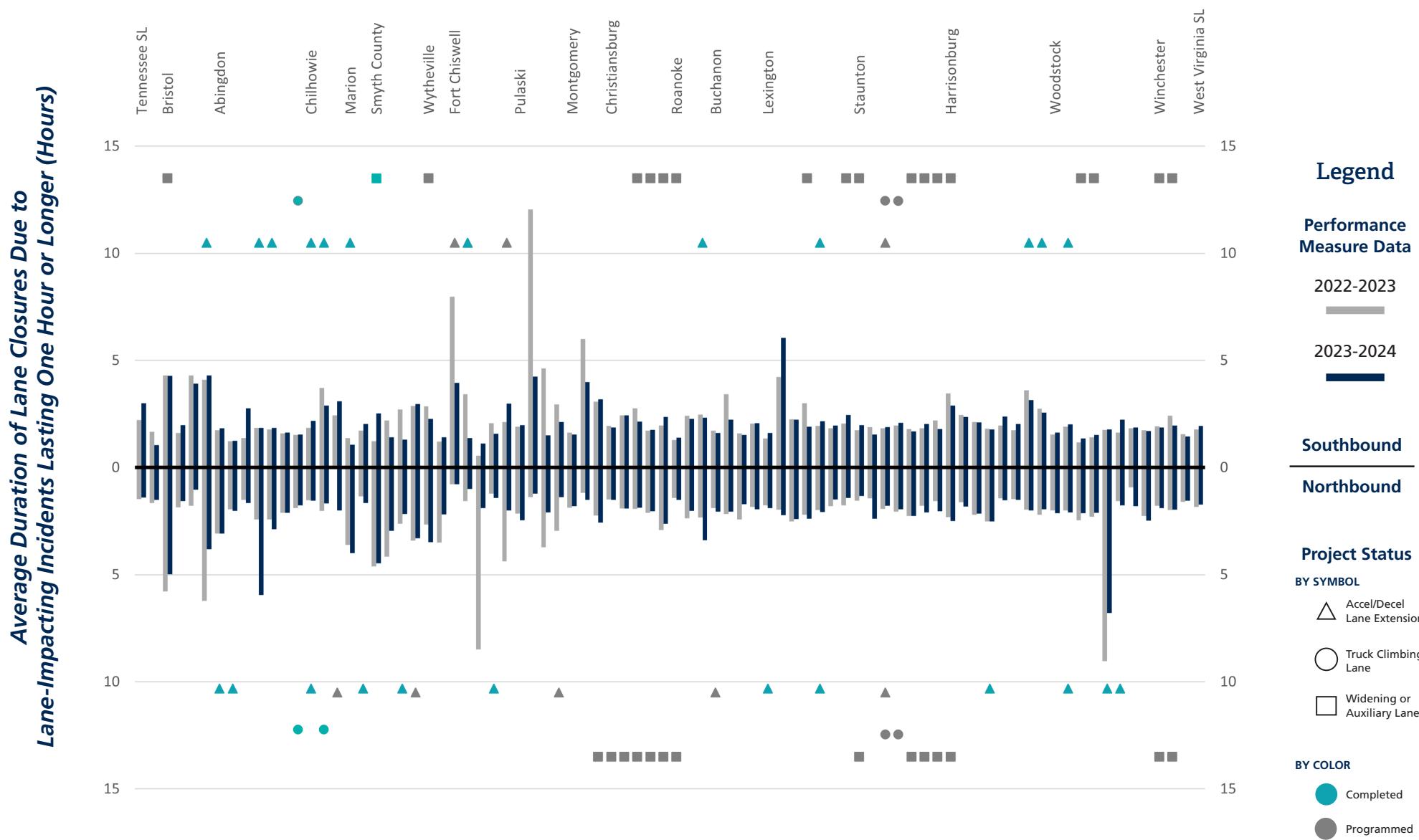
Figure 4: Annual Lane-Impacting Incidents Lasting One Hour or Longer, per Mile from 2022-2024

Annual Lane Impacting Incidents Lasting One Hour or Longer, per Mile



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Figure 5: Average Duration of Lane Closures Due to Lane-Impacting Incidents Lasting One Hour or Longer from 2022-2024



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Table 2: EPDO Crashes Excluding 2020 Data

End of Five-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2022	100,502	96,329	196,831	+3.0%
2023	96,587	91,066	187,653	-4.7%
2024	98,124	89,100	187,224	-0.2%

Table 3: Person-Hours of Delay (Thousands)

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2022	1,813	1,714	3,527	+3.4%
2023	1,548	1,431	2,979	-15.5%
2024	1,721	1,239	2,960	-0.6%

Table 4: Total Lane-Impacting Incidents

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2022	820	784	1,604	-36.5%
2023	974	960	1,934	+20.6%
2024	994	986	1,980	+2.4%

Table 5: Hours of Lane Closures

End of Two-Year Period	Northbound	Southbound	Total	Percent Change from Previous Period
2022	1,574	1,530	3,104	-11.0%
2023	2,079	2,124	4,203	+35.4%
2024	2,085	2,116	4,201	0.0%

MULTIMODAL IMPROVEMENTS TO THE I-81 CORRIDOR

Along with the capital and operational improvements included in the I-81 Corridor Improvement Plan, several multimodal improvements were planned and then implemented to provide meaningful bus transit and rail connections throughout the I-81 corridor. The Virginia Breeze bus system consists of four intercity bus routes, two of which parallel the I-81 corridor. The Valley Flyer routes between Blacksburg and Washington, D.C. and the Highlands Rhythm routes between Bristol and Washington D.C. The Valley Flyer does not currently receive funding from the I-81 Corridor Improvement Program. During FY 2024, the on-time performance for these services was 70% and the percentage of fare revenues compared to total operating cost (farebox recovery rate) was 59%. Combined ridership for both routes in FY 2024 was 47,063 and the combined ridership for the first two quarters of FY 2025 was 28,334. Efforts are currently underway to utilize I-81 capital funds to relocate to the Wytheville bus stop and to develop and launch a new bus route that serves the Tidewater region by early 2026.

The I-81 Multimodal Corridor Improvement Plan also includes expansion of passenger and freight rail in the New River Valley. As of May 2025, there was an 11.4% increase in Amtrak ridership along Route 46 from Washington to Roanoke compared to May 2024. Amtrak service with two daily roundtrips between the New River Valley and Washington, D.C. is expected to begin in 2027. In September 2024, negotiations were finalized with Norfolk Southern to improve the rail systems near the I-81 corridor. The improvements consist of:

- Purchasing the Manassas Line, including Seminary Yard for future VRE storage
- Adding a second track 7 miles south of Manassas and extending the route between Roanoke and Washington, D.C. to include New River Valley
- Initiating a second Amtrak train on the Roanoke Route in 2022
- Improving the Roanoke yard with a passenger bypass track to improve efficiency of passenger trains traversing the yard
- Securing a site at Cambria in the New River Valley for a passenger station to extend service beyond Roanoke, with a provision for a service facility at Radford to store and service Amtrak equipment

Construction of these improvements is expected to be completed in 2026, excluding the construction of the new train station at New River Valley. Construction efforts have commenced for passenger platforms and a train layover facility in Radford. These elements are targeting completion in 2027.

Preliminary demolition is underway at the Cambria Amtrak Station site.

COMMONWEALTH TRANSPORTATION BOARD ACTIVITIES

On January 14, 2025, VDOT delivered the I-81 Corridor Improvement Program 2024 Update to the CTB. The CTB then passed a resolution to approve the 2024 Update report and directed that it be submitted to the General Assembly. The next annual report will be submitted to the General Assembly by December 15, 2025.

VDOT initiated an update to the Corridor Improvement Plan in January 2025 at the direction of the CTB, and briefed the board throughout the year—June (first round of public engagement-problem identification), September (second round of public engagement-potential solutions), October (solution refinement and prioritization), and December (third round of public engagement and feedback from the Advisory Committee). The study team learned from the original I-81 CIP that the projects are large, complex, and need time to be developed. Therefore, the team is identifying the next set of projects so they can be advanced to construction as soon as funding becomes available.

I-81 ADVISORY COMMITTEE MEETINGS

The I-81 Advisory Committee provides advice and recommendations to the Commonwealth Transportation Board (CTB) regarding the development of the I-81 Corridor Improvement Plan. The committee has 15 voting members: seven Virginia lawmakers, three CTB members representing the Bristol, Salem, and Staunton districts, and the five chairs of the planning district commissions. The committee met in-person on December 13, 2024, and on July 14, 2025. Meeting minutes for both meetings are available online by visiting the [Improve I-81](#) webpage (improve81.org). The presentations delivered to the committees in December 2024 and July 2025 are in **Appendix D** and **Appendix E**.

December 2024 Advisory Committee Meeting

The I-81 Corridor Delivery Program Director presented a takeaway scorecard that highlighted both operational and capital improvements. At the time of the meeting, there were 35 of 65 capital projects completed, 16 capital projects actively under construction to be completed by March 2031, and 14 capital projects remaining to be completed by 2035.

VDOT's Chief Financial Officer and the Acting Director of the Transportation Mobility and Planning Division reviewed the funding program for the I-81 Corridor Improvement Plan and provided updates on the status of revenues and balances. There was a motion to advance five additional identified projects to the Six-Year Improvement Program as funding becomes available, which was unanimously approved. The preliminary analysis indicated residual revenues could support implementing the additional projects in the mid-2030s. The latest I-81 Corridor Improvement Plan, which began in December 2024, is planned to be completed in December 2025 for CTB action in January 2026.

July 2025 Advisory Committee Meeting

The Corridor Improvement Program update was presented by the VDOT Chief Engineer. The I-81 Multimodal Improvements update was given by the Department of Rail and Public Transportation's (DRPT) Chief of Public Transportation. VDOT's Chief Financial Officer gave an update on the general financial status of the I-81 Corridor Improvement Plan. VDOT's Planning Director provided an update that no action was taken by the Advisory Committee on the 2025 I-81 Corridor Improvement Plan.

I-81 Improvements Update

The VDOT Chief Engineer presented the status of the operational and capital improvement projects throughout the corridor and highlighted the following updates and conclusions:

- There are 65 capital projects with 12 projects in design, one project in right-of-way and utility coordination, 14 active construction projects, and 38 completed projects
- All remaining projects are expected to begin construction by 2028

I-81 Multimodal Improvements Update

The Virginia DPRT Chief of Public Transportation presented the status of the Virginia Breeze, the publicly funded intercity bus service which serves the I-81 corridor, and the New River Valley Amtrak service including the following takeaways:

- Valley Flyer and Highlands Rhythm mid-year ridership is consistent with previous years
- Efforts are underway to utilize I-81 capital funds to relocate existing Wytheville Bus Stop to increase connectivity and bus stop amenities

I-81 PROGRAM PROGRESS REPORT

- A new route is being developed linking I-64 and I-81 with proposed stops throughout the Tidewater region, Richmond, Charlottesville, Staunton, and Harrisonburg
- The New River Valley (NRV) Project had a groundbreaking event on April 24, 2025, and is expected to begin passenger rail service in 2027 with two daily roundtrips between the New River Valley and Washington D.C.

I-81 Corridor Program Financial Update

During the July 2025 advisory committee meeting, VDOT presented a financial update on the I-81 Corridor Program, including the following highlights:

- Inflation and adjusted fuel tax revenues caused redistribution of the funding schedule
- The total estimated cost of I-81 Corridor Program increased from \$3.6 to \$3.9 billion, primarily due to the addition of the southbound Ironto Widening segment into the Program
- General Fund Support totaling \$245 million was appropriated for the I-81 CIP
- The working budget for the updated I-81 Corridor Improvement Plan is between \$2 and \$2.25 billion with significant resources expected to be available starting in FY 2034

I-81 2025 Corridor Improvement Plan Update

VDOT's Director of Planning provided an update on the status of the 2025 Corridor Improvement Plan Update, detailing the work that had been done since the effort began in January and the work remaining prior to completing the plan in January 2026. Key takeaways included the following:

- The cost of the potential solutions identified during the study will far exceed the \$2 - \$2.25 billion in revenue anticipated to be available for new projects
- The updated I-81 Corridor Improvement Plan will use a SMART SCALE-like process to prioritize the next tranche of projects
- The study team will use feedback from July public meetings to inform recommended solutions

I-81 PROGRAM PROGRESS REPORT

NEXT STEPS

Most of the remaining capital improvement projects are either under construction or in the design phase. Construction of the deceleration lane extension project at Exit 81 is expected to be complete before the end of 2025. Construction will continue or be completed on the following projects in 2026:

- Bristol District
 - Widen to three lanes between Exit 10 and Exit 7 (southbound only)
 - Extend NB deceleration and SB acceleration Lanes, bridge reconstruction, and additional auxiliary lane on I-77 SB to I-81 interchange
 - Extend SB deceleration lane on I-77 NB, Exit 41 improvements, and additional auxiliary lane on I-81 SB to I-77 Interchange
 - Exit 45 deceleration lane extension (northbound only)
- Salem District
 - Widen to three lanes between Exit 137 and Exit 141 (both directions)
 - Widen to three lanes between Exit 143 and Exit 150 (both directions)
- Staunton District
 - Add auxiliary lane between Exit 221 and Exit 220 (southbound only)
 - Widen to three lanes between MM 221 and MM 225 (both directions)
 - Add truck climbing lane at Weyers Cave (MM 234.1 to 237.9) (both directions)
 - Widen to three lanes between MM 299.6 and MM 295.4 (southbound only)

In addition, construction will begin in 2026 and will be completed by 2035 at the following locations:

- Salem District
 - MM 116 and Exit 128 (northbound only) Christiansburg to Ironton
 - Exit 128 to Exit 137 widening (both directions)
 - Exit 94 acceleration lane extension (southbound only)
 - Exit 105 acceleration lane extension (northbound only)
 - Exit 162 acceleration lane extension (northbound only)
- Staunton District
 - Exit 313 to Exit 317 widening (both directions)
 - MM 242 to MM 248 widening (both directions)
 - Mt. Sidney Rest Area acceleration/deceleration lanes
 - Exit 205 to Exit 200 widening (southbound only)

The update to the CIP started in January 2025 and is expected to be completed in January 2026. Preliminary design will begin on the new projects once funding becomes available.

APPENDICES



[**Appendix A:** Preliminary Capital Improvement Project Schedule](#)

[**Appendix B:** Improvements Summary Table](#)

[**Appendix C:** Crash Frequency and Severity Per Mile for Truck-Related Crashes](#)

[**Appendix D:** December 2024 I-81 Advisory Committee Presentations](#)

[**Appendix E:** July 2025 I-81 Advisory Committee Presentations](#)

Appendix A:

Preliminary Capital Improvement Project Schedule

UPC	Mile Marker		District	Jurisdiction	Study Project ID	Direction	Improvement Description	Estimated Cost	Estimated Project Development and Delivery Timeline (using D/B as schedule)																				
	From	To							2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035				
116170	8.0	9.9	Bristol	Washington County / Bristol	27	SB only	Widen to three lanes between Exit 10 and Exit 7	\$39,900,000																					
116171	16.5	16.8	Bristol	Abingdon	26	SB only	Extend acceleration lane at Exit 17	-																					
115394	17.6	17.6	Bristol	Abingdon	25	SB only	Curve improvements (flashing chevrons)	-																					
115393	17.9	17.9	Bristol	Abingdon	1	NB only	Curve improvements (flashing chevrons)	-																					
116155	19.1	19.4	Bristol	Washington County / Abingdon	2	NB only	Extend deceleration lane at Exit 19	-																					
115395	21.5	21.5	Bristol	Washington County	24	SB only	Curve improvements (flashing chevrons)	-																					
115346	26.1	25.9	Bristol	Washington County	23	SB only	Extend acceleration lane at Exit 26	-																					
115345	26.8	26.7	Bristol	Washington County	22	SB only	Extend deceleration lane at Exit 26	-																					
116156	32.5	33.5	Bristol	Washington County	3	NB only	Add truck climbing lane	-																					
116172	32.8	34.3	Bristol	Washington County	21	SB only	Add truck climbing lane	\$12,300,000																					
116173	38.1	39.2	Bristol	Smyth County	20	SB only	Install high friction overlay and animal control fence	-																					
116159	38.6	38.9	Bristol	Smyth County	5	NB only	Extend deceleration lane at Exit 39	-																					
116174	39.4	39.7	Bristol	Smyth County	19	SB only	Extend deceleration lane at Exit 39	-																					
116157	39.5	40.8	Bristol	Smyth County	4	NB only	Add truck climbing lane	-																					
116167	42.8	43.1	Bristol	Smyth County / Marion	17	SB only	Extend acceleration lane at Exit 44	-																					
116160	45.1	45.7	Bristol	Smyth County / Marion	6	NB only	Extend deceleration lane at Exit 45	\$17,000,000																					
116158	47.3	47.7	Bristol	Smyth County / Marion	16	SB only	Extend acceleration lane at Exit 47	-																					
116161	48.1	48.9	Bristol	Smyth County / Marion	7	NB only	Extend acceleration lane at Exit 47	-																					
116169	54.1	54.5	Bristol	Smyth County	15	SB only	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area	-																					
116162	67.1	67.4	Bristol	Wytheville	8	NB only	Extend deceleration lane at Exit 67	-																					
115600	67.6	67.6	Bristol	Wytheville	9	NB only	Curve improvements (flashing chevrons)	-																					
116163	72.5	73.3	Bristol	Wytheville	10	NB only	Extend deceleration lane at Exit 72	\$400,000																					
116175	72.7	73.4	Bristol	Wythe County	18	SB only	Add auxiliary lane between I-77 Exit 40 and I-81 Exit 72 and extend acceleration lane	\$400,000																					
116164	73.0 (I-81)	42.9 (I-77)	Bristol	Wytheville	11	NB only	Extend I-77 deceleration lane and reconfigure off-ramp	\$26,200,000																					
116168	73.2	73.8	Bristol	Wytheville	14	SB only	Add auxiliary lane between Exit 73 and Exit 72	\$10,300,000																					
116166	81.7	81.9	Bristol	Wythe County	13	SB only	Extend deceleration lane at Exit 81	\$5,000,000																					
116165	84.3	84.6	Bristol	Wythe County	12	SB only	Extend deceleration lane at Exit 84	-																					
115794	88.0	88.0	Salem	Pulaski County	28	NB only	Curve improvements (flashing chevrons)	-																					
115795	90.2	90.7	Salem	Pulaski County	29	NB only	Extend acceleration lane at Exit 89	-																					
116200	94.2	93.7	Salem	Pulaski County / Pulaski	38	SB only	Extend acceleration lane at Exit 94	\$3,000,000																					
116198	105.5	106.0	Salem	Montgomery County / Radford	30	NB only	Extend acceleration lane at Exit 105	\$7,000,000																					
116196	116.2	128.4	Salem	Montgomery County / Christianburg	31	NB only	Widen to three lanes between MM116 and Exit 128	\$459,000,000																					
116197	128.4	137.1	Salem	Montgomery County / Roanoke County / Salem	32	Both Directions	Widen to three lanes between Exit 128 and Exit 137	\$305,000,000																					
116203	136.0	139.0	Salem	Roanoke County / Salem	39A	Both Directions	Widen to three lanes between Exit 137 and Exit 140	\$232,700,000																					
116203	139.0	142.0	Salem	Roanoke County / Salem	39B	Both Directions	Widen to three lanes between Exit 140 and Exit 141	\$462,400,000																					
116201	144.2	151.3	Salem	Roanoke County / Botetourt County	40	Both Directions	Widen to three lanes between Exit 143 and Exit 150	-																					
116202	158.0	157.2	Salem	Botetourt County	37	SB only	Extend acceleration lane at Troutville Safety Rest Area	-																					
116202	158.4	158.2	Salem	Botetourt County	36	SB only	Extend deceleration lane at Troutville Safety Rest Area	-																					
116199	162.4	162.9	Salem	Botetourt County / Buchanan	33	NB only	Extend acceleration lane at Exit 162	\$10,800,000																					
—	171.7	175.6	Salem	Botetourt County	34	NB only	Curve improvements (flashing chevrons)	-																					
—	175.3	171.4	Salem	Botetourt County	35</																								

Appendix B:

Improvements Summary Table

RECOMMENDED IMPROVEMENTS

Study Project ID	UPC	District	Jurisdiction(s)	Direction	Mile Marker			Improvement Description
					From		To	
27	116170	Bristol	Washington County / Bristol	SB only	8.0	to	9.9	Widen to three lanes between Exit 10 and Exit 7
26	116171	Bristol	Abingdon	SB only	16.5	to	16.8	Extend acceleration lane at Exit 17
25	115394	Bristol	Abingdon	SB only	17.6	to	17.6	Curve improvements (flashing chevrons)
1	115393	Bristol	Abingdon	NB only	17.9	to	17.9	Curve improvements (flashing chevrons)
2	116155	Bristol	Washington County / Abingdon	NB only	19.1	to	19.4	Extend deceleration lane at Exit 19
24	115395	Bristol	Washington County	SB only	21.5	to	21.5	Curve improvements (flashing chevrons)
23	115346	Bristol	Washington County	SB only	26.1	to	25.9	Extend acceleration lane at Exit 26
22	115345	Bristol	Washington County	SB only	26.8	to	26.7	Extend deceleration lane at Exit 26
3	116156	Bristol	Washington County	NB only	32.5	to	33.5	Add truck climbing lane
21	116172	Bristol	Washington County	SB only	32.8	to	34.3	Add truck climbing lane
20	116173	Bristol	Smyth County	SB only	38.1	to	39.2	Install high friction overlay and animal control fence
5	116159	Bristol	Smyth County	NB only	38.6	to	38.9	Extend deceleration lane at Exit 39
19	116174	Bristol	Smyth County	SB only	39.4	to	39.7	Extend deceleration lane at Exit 39
4	116157	Bristol	Smyth County	NB only	39.5	to	40.8	Add truck climbing lane
17	116167	Bristol	Smyth County / Marion	SB only	42.8	to	43.1	Extend acceleration lane at Exit 44
6	116160	Bristol	Smyth County / Marion	NB only	45.1	to	45.7	Extend deceleration lane at Exit 45
16	116158	Bristol	Smyth County / Marion	SB only	47.3	to	47.7	Extend acceleration lane at Exit 47
7	116161	Bristol	Smyth County / Marion	NB only	48.1	to	48.9	Extend acceleration lane at Exit 47
15	116169	Bristol	Smyth County	SB only	54.1	to	54.5	Add auxiliary lane between Exit 54 and Smyth Safety Rest Area
8	116162	Bristol	Wytheville	NB only	67.1	to	67.4	Extend deceleration lane at Exit 67
9	115600	Bristol	Wytheville	NB only	67.6	to	67.6	Curve improvements (flashing chevrons)
10	116163/122267	Bristol	Wytheville	NB only	72.5	to	73.3	Extend deceleration lane at Exit 72
18	116175	Bristol	Wythe County	SB only	72.7	to	73.4	Add auxiliary lane between I-77 Exit 40 and I-81 Exit 72 and extend acceleration lane
11	116164	Bristol	Wytheville	NB only	"73.0 (I-81)"	to	"42.9 (I-77)"	Extend I-77 deceleration lane and reconfigure off-ramp
14	116168	Bristol	Wytheville	SB only	73.2	to	73.8	Add auxiliary lane between Exit 73 and Exit 72
13	116166	Bristol	Wythe County	SB only	81.7	to	81.9	Extend deceleration lane at Exit 81
12	116165	Bristol	Wythe County	SB only	84.3	to	84.6	Extend deceleration lane at Exit 84
28	115794	Salem	Pulaski County	NB only	88.0	to	88.0	Curve improvements (flashing chevrons)
29	115795	Salem	Pulaski County	NB only	90.2	to	90.7	Extend acceleration lane at Exit 89
38	116200	Salem	Pulaski County / Pulaski	SB only	94.2	to	93.7	Extend acceleration lane at Exit 94
30	116198	Salem	Montgomery County / Radford	NB only	105.5	to	106.0	Extend acceleration lane at Exit 105
31	116196	Salem	Montgomery County / Christianburg	NB only	116.2	to	128.4	Widen to three lanes between MM116 and Exit 128
32A	116197	Salem	Montgomery County / Roanoke County / Salem	NB only	128.4	to	137.1	Widen to three lanes between Exit 128 and Exit 137
32B	116197	Salem	Montgomery County / Roanoke County / Salem	SB only	137.1		128.4	Widen to three lanes between Exit 137 and Exit 128
39A	116203	Salem	Roanoke County / Salem	Both Directions	136.0	to	139.0	Widen to three lanes between Exit 137 and Exit 140
39B		Salem	Roanoke County / Salem	Both Directions	139.0	to	142.0	Widen to three lanes between Exit 140 and Exit 141
40	116201	Salem	Roanoke County / Botetourt County	Both Directions	144.2	to	151.3	Widen to three lanes between Exit 143 and Exit 150
37	116202	Salem	Botetourt County	SB only	158.0	to	157.2	Extend acceleration lane at Troutville Safety Rest Area
36		Salem	Botetourt County	SB only	158.4	to	158.2	Extend deceleration lane at Troutville Safety Rest Area
33	116199	Salem	Botetourt County / Buchanan	NB only	162.4	to	162.9	Extend acceleration lane at Exit 162
34	--	Salem	Botetourt County	NB only	171.7	to	175.6	Curve improvements (flashing chevrons)
35	--	Salem	Botetourt County	SB only	175.3	to	171.4	Curve improvements (flashing chevrons)
41	116246	Staunton	Rockbridge County	NB only	189.0	to	189.4	Acceleration Lane Extension at Exit 188
60	116282	Staunton	Rockbridge County	SB only	200.5	to	205.0	Widen to three lanes between Exit 205 and Exit 200
59	116245	Staunton	Rockbridge County	SB only	204.9	to	204.6	Acceleration Lane Extension at Exit 205
42	115801	Staunton	Rockbridge County	NB only	205.3	to	205.7	Acceleration Lane Extension at Exit 205
58	116279	Staunton	Augusta County	SB only	221.2	to	221.0	Add Auxiliary Lane between Exit 221 and Exit 220
61	116269	Staunton	Augusta County / Staunton	Both Directions	221.4	to	225.6	Widen to three lanes between Exit 221 and Exit 225
43	116271	Staunton	Augusta County	NB only	232.4	to	232.8	Acceleration Lane Extension at Northbound Mt Sidney Rest Area
57	116276	Staunton	Augusta County	SB only	232.5	to	231.9	Acceleration Lane Extension at Southbound Mt Sidney Rest Area
56	116275	Staunton	Augusta County	SB only	232.9	to	232.7	Deceleration Lane Extension at Southbound Mt Sidney Rest Area
44	116277	Staunton	Augusta County / Rockingham County	NB only	234.1	to	237.7	Truck Climbing Lane at Weyers Cave (Northbound)
55	116278	Staunton	Augusta County	SB only	237.9	to	234.2	Truck Climbing Lane at Weyers Cave (Southbound)
62	116280	Staunton	Rockingham County / Harrisonburg	Both Directions	242.0	to	248.8	Widen to three lanes between Exit 243 and Exit 247
45	115802	Staunton	Shenandoah County	NB only	268.8	to	268.9	Deceleration Lane Extension at Exit 269
54	115848	Staunton	Shenandoah County	SB only	272.7	to	271.8	Curve Improvements (Flashing Chevrons)
53	116243	Staunton	Shenandoah County	SB only	278.6	to	278.4	Acceleration Lane Extension at Exit 279
52	115804	Staunton	Shenandoah County	SB only	282.8	to	282.6	Acceleration Lane Extension at Exit 283
46	116270	Staunton	Shenandoah County	NB only	291.8	to	292.1	Acceleration Lane Extension at Exit 291
51	116244	Staunton	Shenandoah County	SB only	296.1	to	296.0	Acceleration Lane Extension at Exit 296
50	116268	Staunton	Shenandoah County / Warren County / Frederick County	SB only	299.6	to	295.4	Widen to three lanes between MM299 and MM296
48	115870	Staunton	Frederick County	NB only	302.0	to	302.2	Deceleration Lane Extension at Exit 302
47	116236	Staunton	Frederick County	NB only	302.6	to	302.9	Acceleration Lane Extension at Exit 302
49	115803	Staunton	Frederick County	NB only	303.5	to	303.8	Deceleration Lane Extension at Truck Scales (MM 304)
63	116281/126389	Staunton	Frederick County / Winchester	Both Directions	313.8	to	317.5	Widen to three lanes between Exit 313 and Exit 317

LEGEND

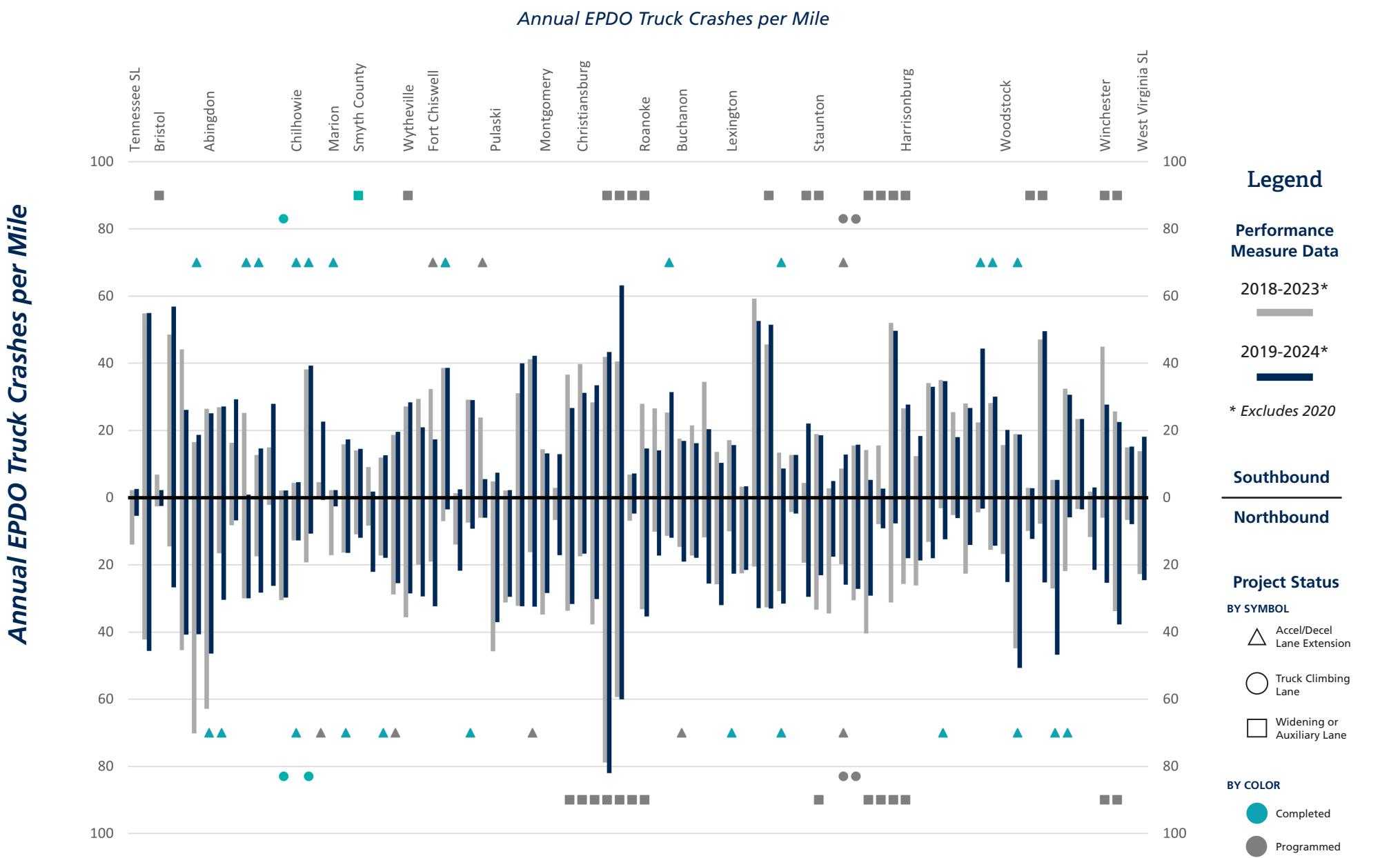
SYIP Projects Complete SYIP Projects Programmed

Appendix C:



Crash Frequency and Severity Per Mile for Truck-Related Crashes

I-81 PROGRAM PROGRESS REPORT



Appendix D:



December 2024 I-81 Advisory Committee Presentations





I-81 CORRIDOR IMPROVEMENT PROGRAM

I-81 Committee Meeting

| Dave Covington, PE

December 13, 2024

Program Benefits – Unlocking I-81



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

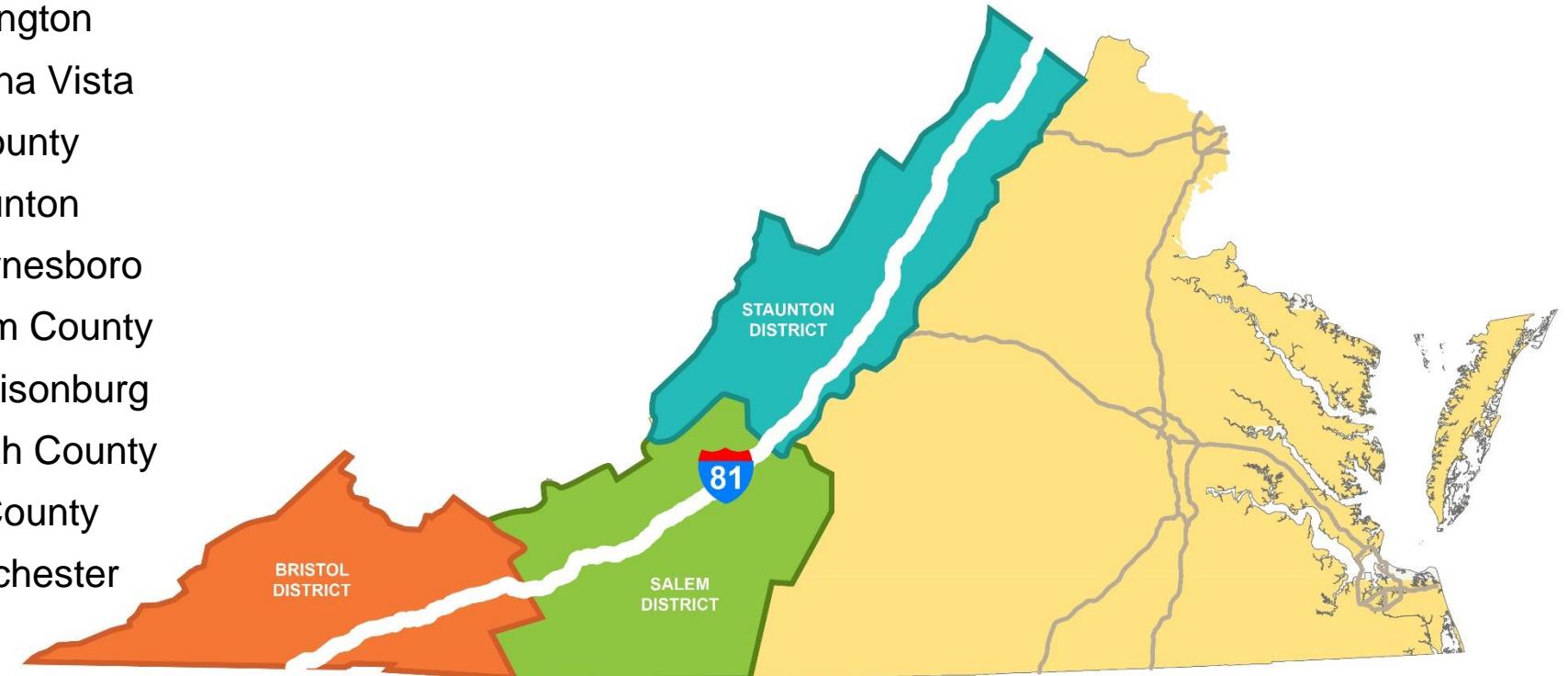
I-81 is the main corridor and key economic artery of western Virginia. These improvements will ensure that goods and services critical to our economy move safely and efficiently through and within the region.

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	

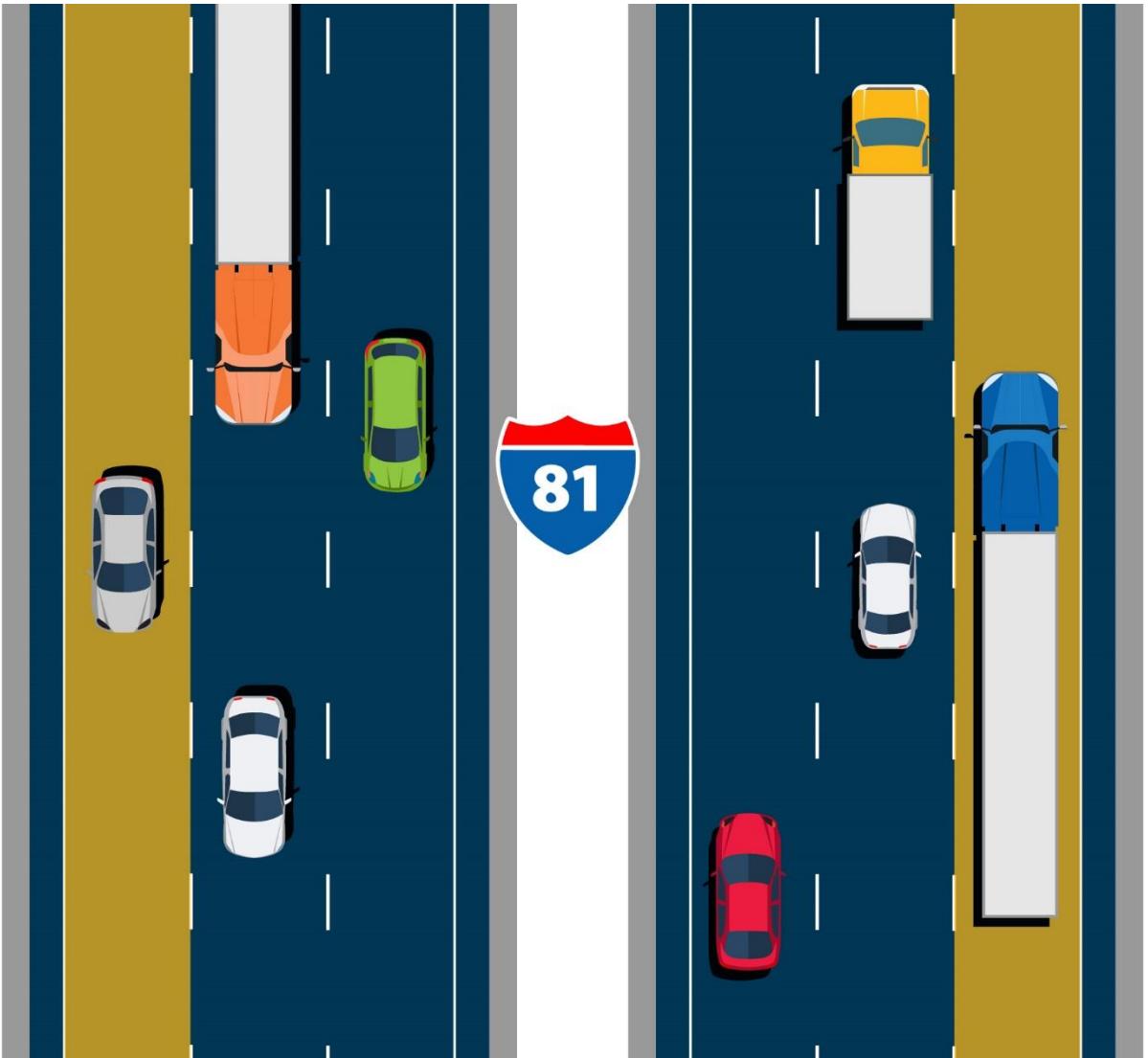


Takeaway Scorecard

Operational Projects

Projects	Status	Anticipated Completion
Improved Incident Clearance	Complete	N/A
Safety Service Patrol Expansion	Complete	N/A
Additional Cameras (51)	Complete	N/A
Additional Digital Message Signs (30)	Complete	N/A
Arterial and Signal Upgrades	Underway	June 2025
Completed Projects (35)	Complete	N/A
Active Construction Projects (16)	Underway	March 2031
Remaining capital projects (14)	Upcoming Projects	All complete by 2035

Types of Projects



Capital Improvement Projects

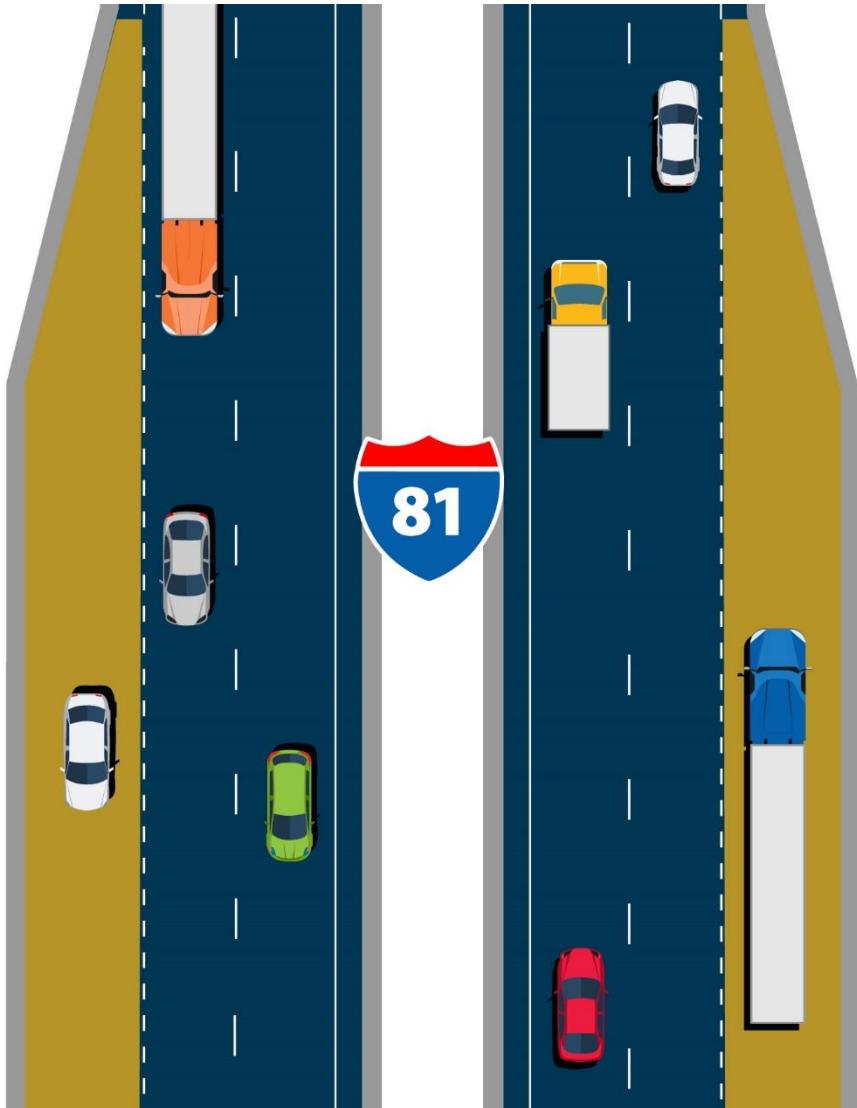
Widening

+1

12 Improvements

- 6 Projects Under Construction – Completion in 2031.
- 6 Future Projects – Completion by 2035 or earlier

Types of Projects



Capital Improvement Projects

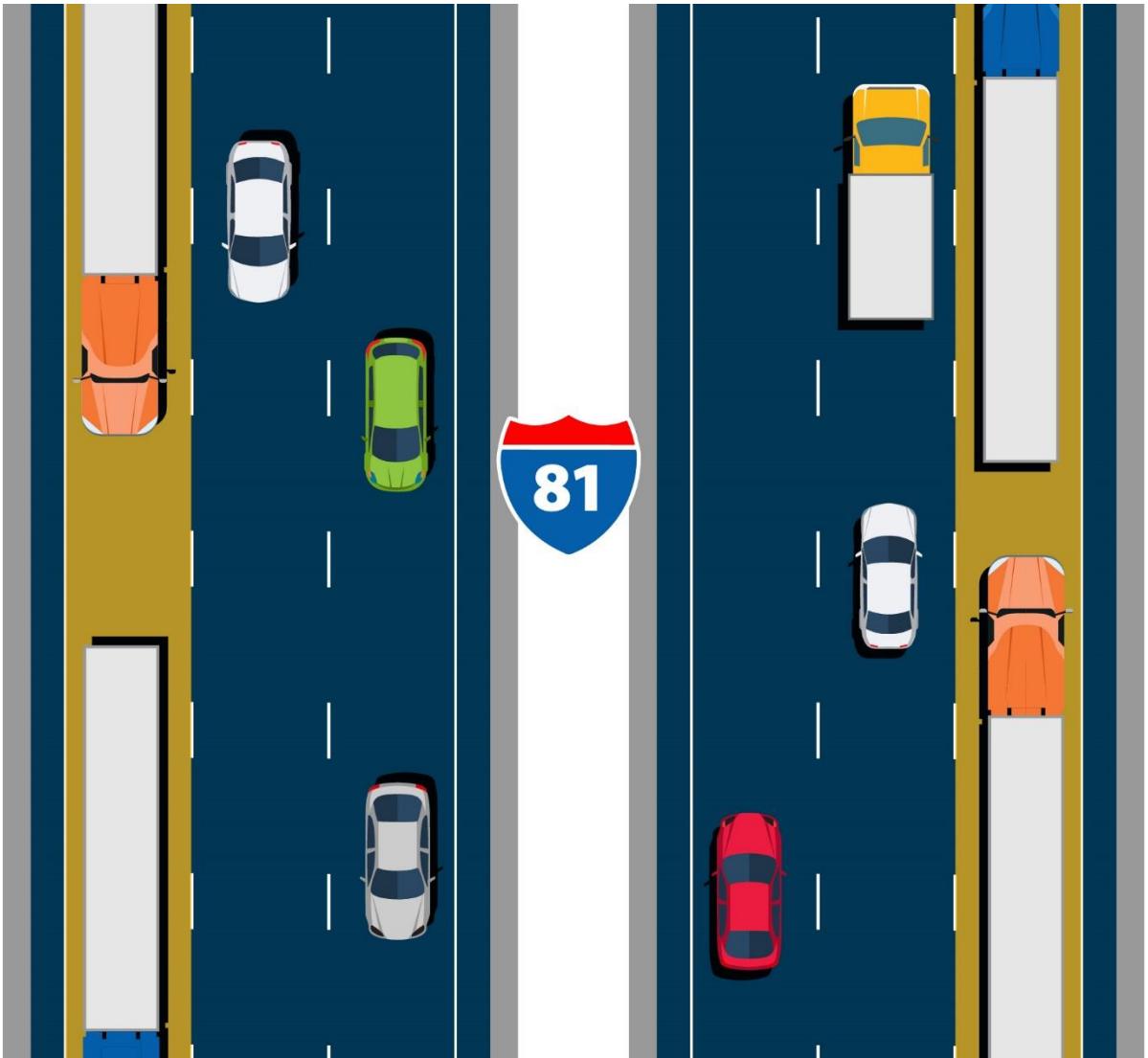
Acceleration & Deceleration Extension



36 Improvements

- 25 Projects Complete
- 3 Projects Under Construction
- 8 Future Projects – Completion by 2033

Types of Projects



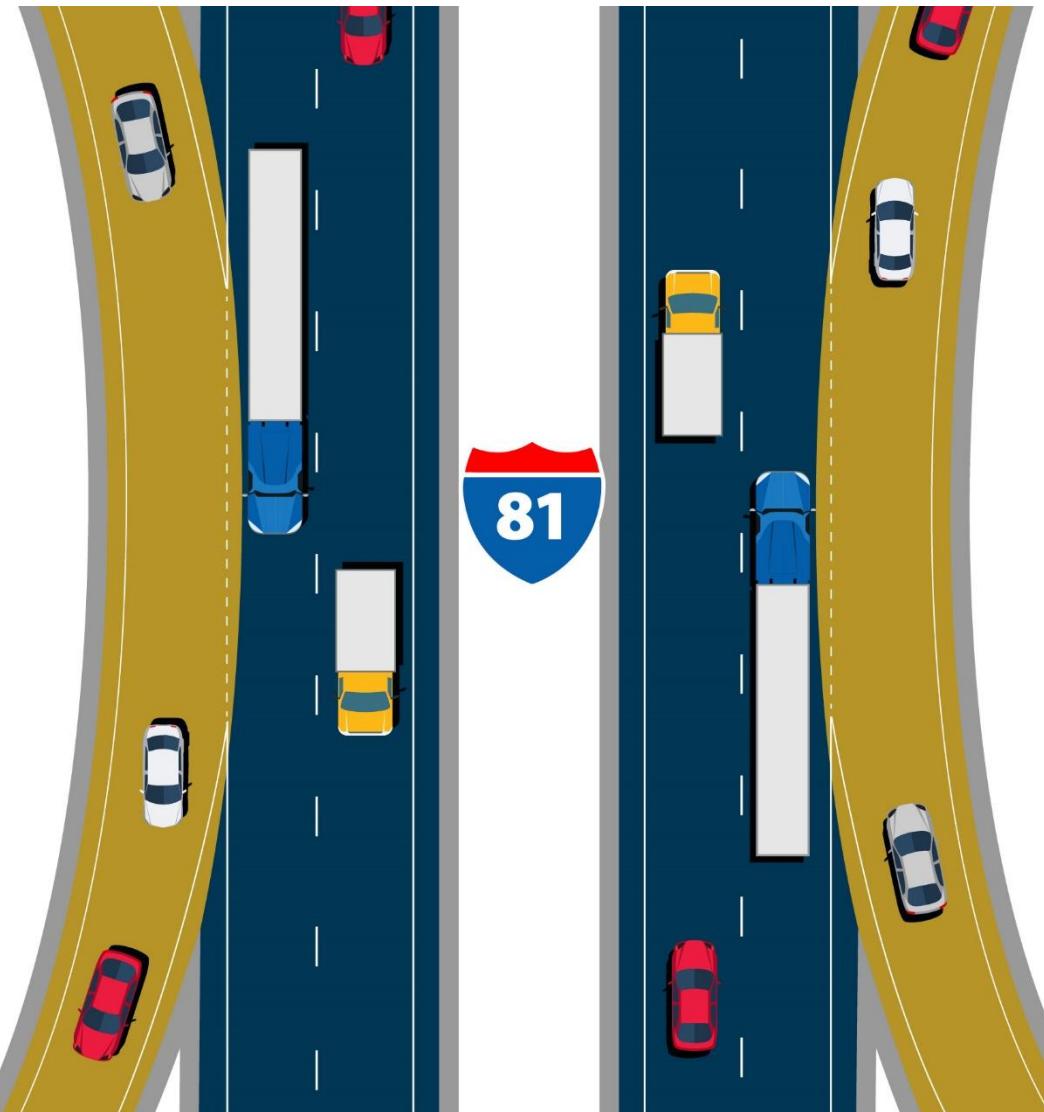
Capital Improvement Projects

Truck Climbing Lanes



5 Improvements
• 1 Complete
• 4 Projects Under Construction – 2 Complete in 2025, 2 Complete by 2028

Types of Projects



Capital Improvement Projects

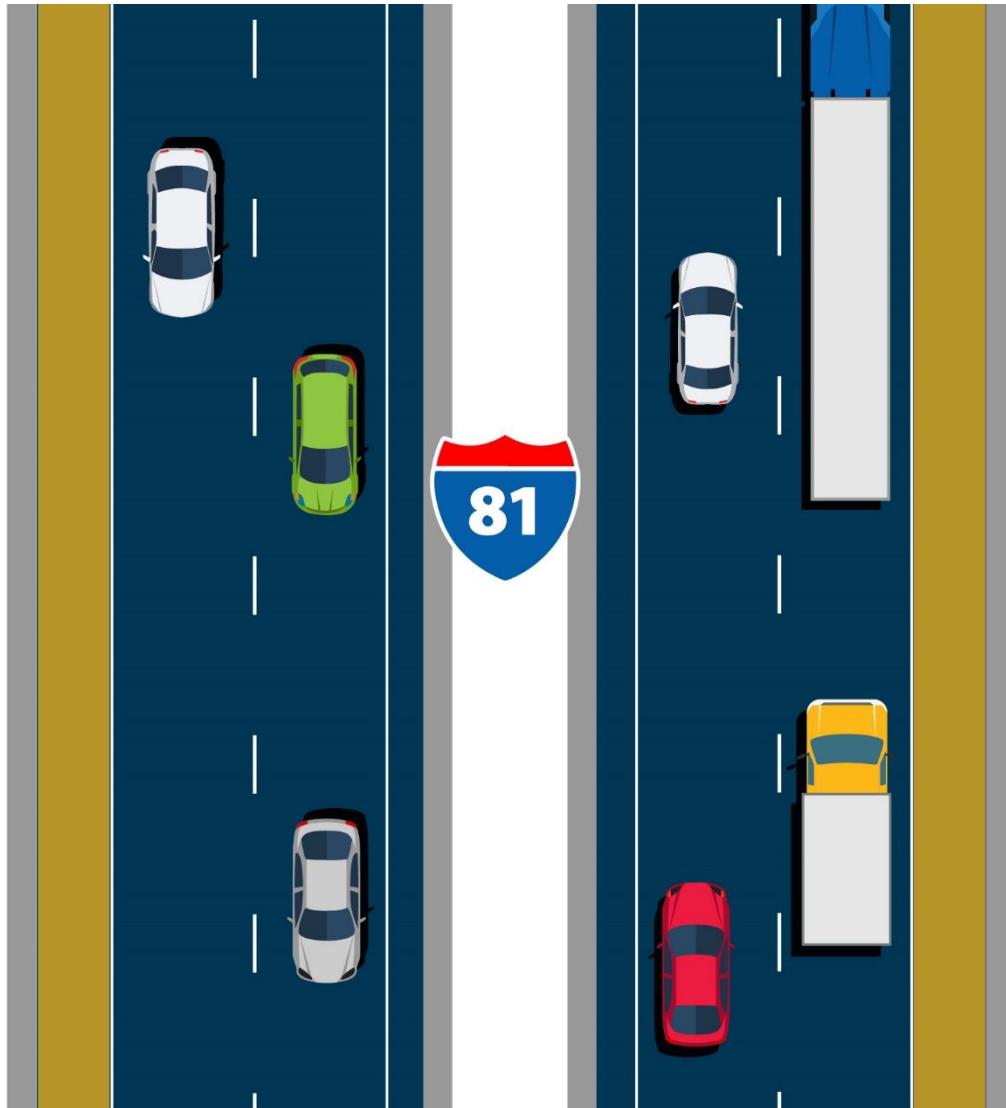
Auxiliary Lane



4 Improvements

- 1 Project Complete
- 3 Under Construction

Types of Projects



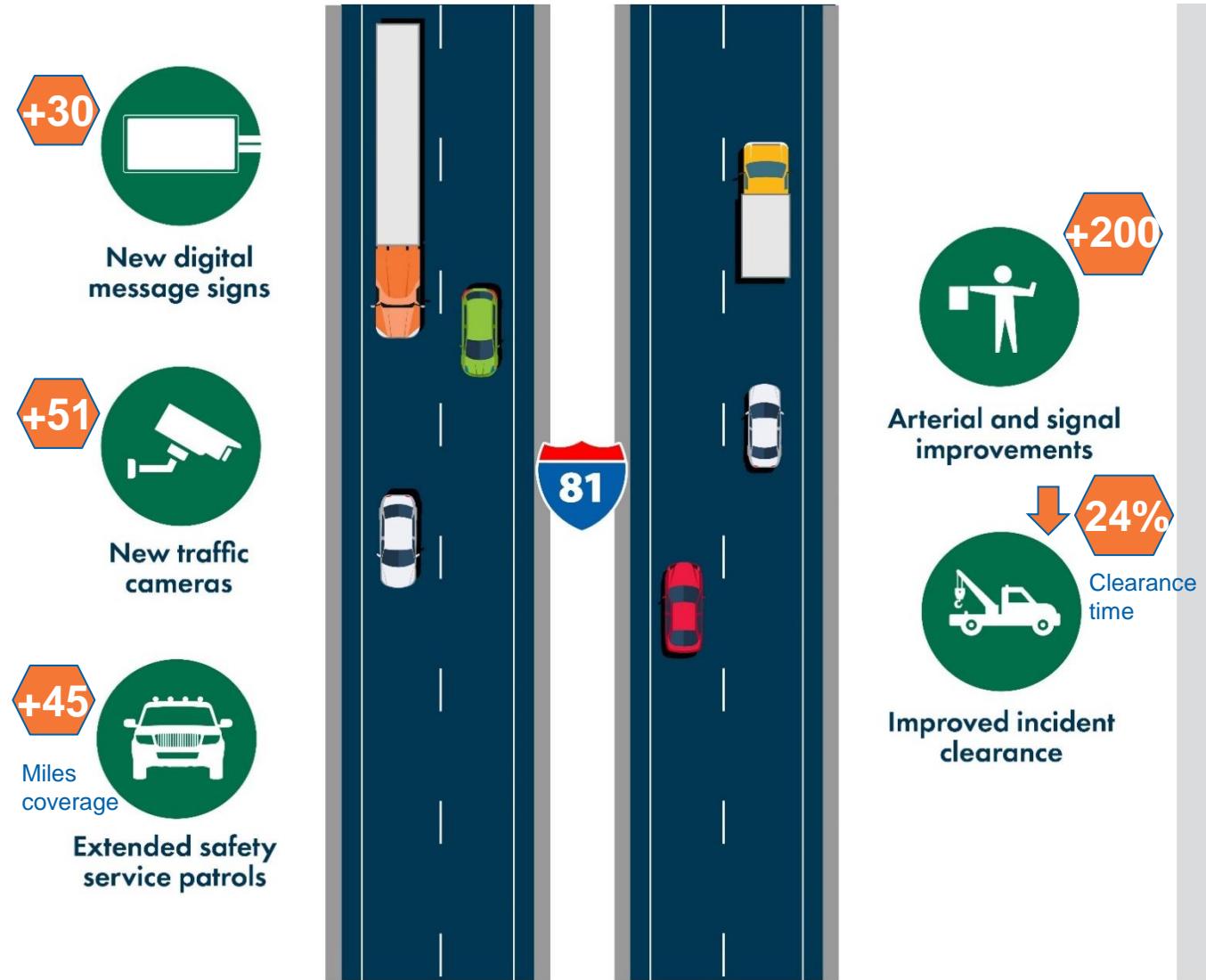
Capital Improvement Projects

+S Shoulder Widening
Curve Improvements 

8 Total Improvements

- All Complete
- Note – 1 shoulder widening project converted to full lane widening project (Exit 205 to Exit 200 SB)

Types of Projects



Operational Improvement Projects

Operational Improvements



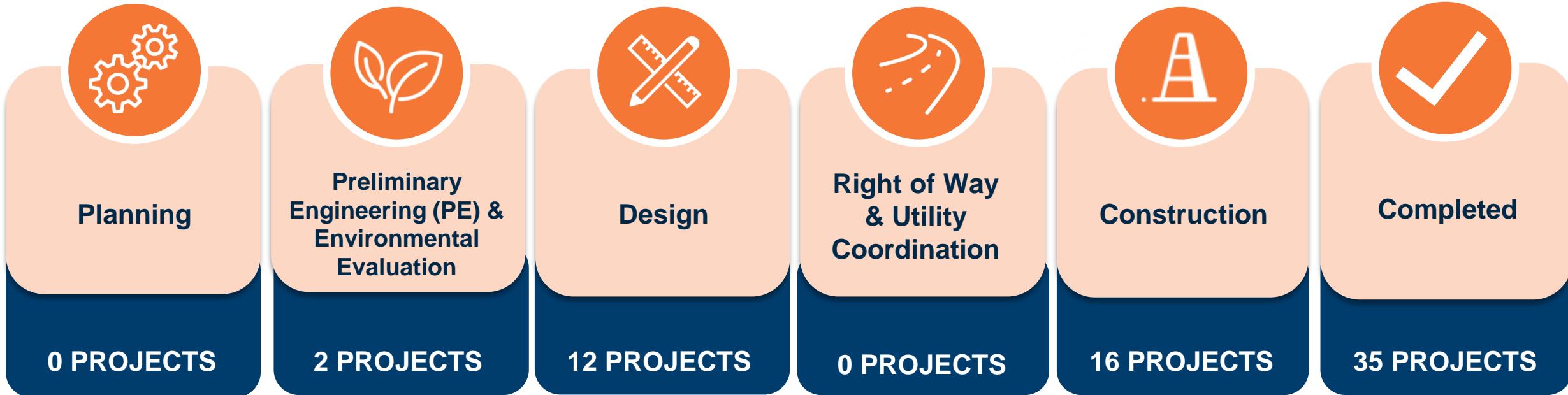
5 Improvement Types

- 42 VDOT signal improvements complete
- 46 VDOT signal improvements under construction (complete 2025)
- 55 Locality signal improvements complete
- 57 Locality signal improvements under construction (complete 2025)
- 3 Geometric Improvements complete

Project Development Process (Capital Projects)

Project Status Today (65 Projects)

* Note – Due to the addition of the southbound Exit 137 to Exit 128 project in Salem District, there are now 65 Capital Improvement Projects within the Program.



Project Status October 2023 (64 Projects)

2 PROJECTS

4 PROJECTS

18 PROJECTS

0 PROJECT

6 PROJECTS

34 PROJECTS

Bristol District Project Status (Capital Projects)

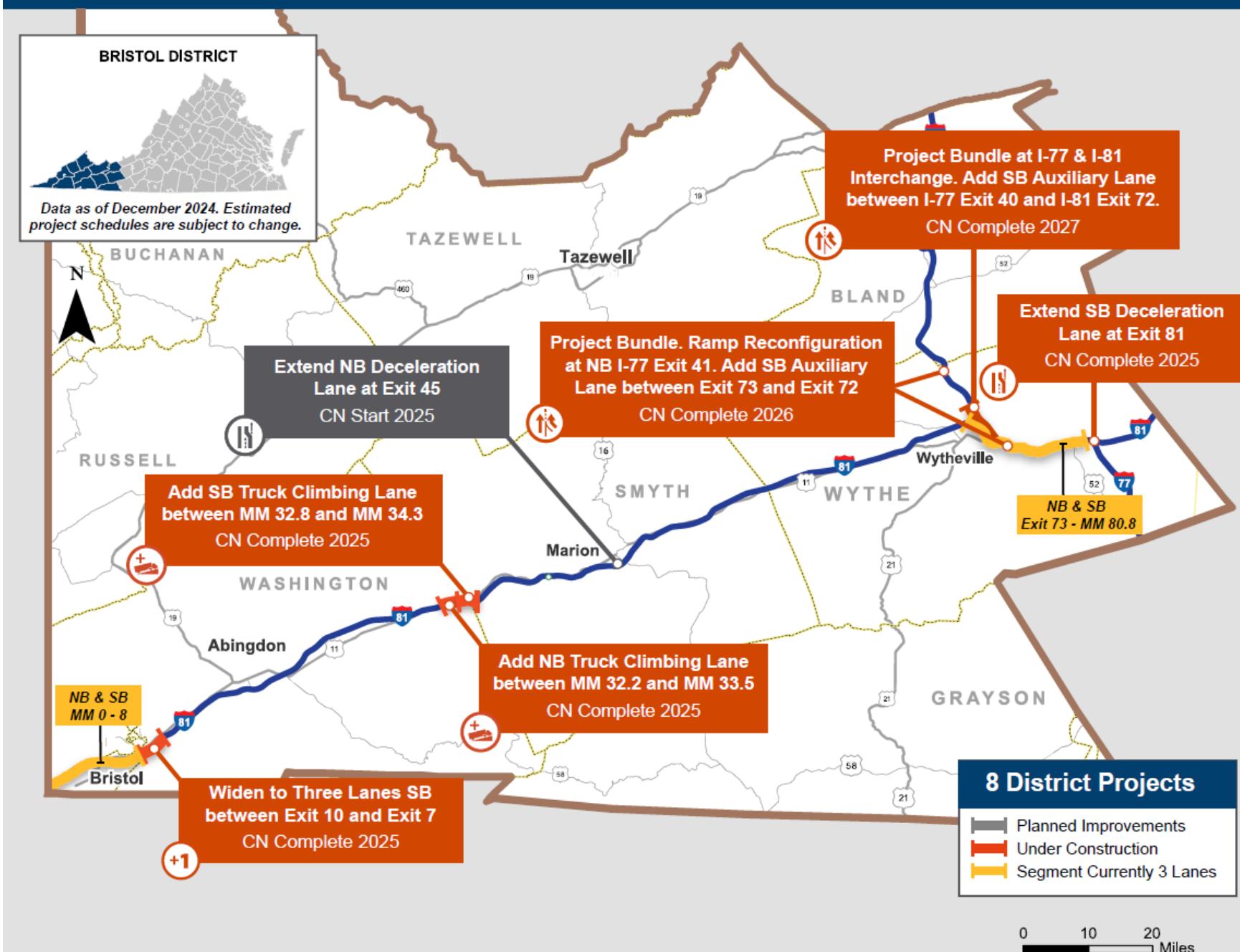
Completed Projects:

- Exit 26 SB Acceleration Lane Extension (Emory) +12 
- 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) +1 
- 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) +4 
- Exit 54 SB Auxiliary Lane - (South of Rural Retreat)
- Exit 17 SB Acceleration Lane Extension (Abingdon)
- MM 39.5 to MM 40.8 NB Truck Climbing Lane (Chilhowie) +1 
- Four curve improvements (chevron signs in Wytheville and Abingdon)

Bristol District Project Status (Capital Projects)

- **Projects Under Construction:**

- **MM 32.2 to MM 33.5 NB Truck Climbing Lane (Chilhowie) – Completion June 2025**
- **MM 34 to MM 33 SB Truck Climbing Lane (Washington County) – Completion June 2025**
- **Exit 81 SB Extend Deceleration Lane (Wythe County) – Completion November 2025**
- **Exit 10 to Exit 7 SB Widening (Bristol) – Completion November 2025**
- **Auxiliary Lane SB Exit 73 to Exit 72 – Completion November 2026**
- **I-77 NB Extend Deceleration Lane (Wytheville) – Completion November 2026**
- **Exit 72 NB Extend Deceleration Lane (Wytheville) – Completion November 2027**
- **Auxiliary Lane I-77 Exit 40 to I-81 Exit 72 (Wytheville) – Completion November 2027**



Salem District Project Status (Capital Projects)

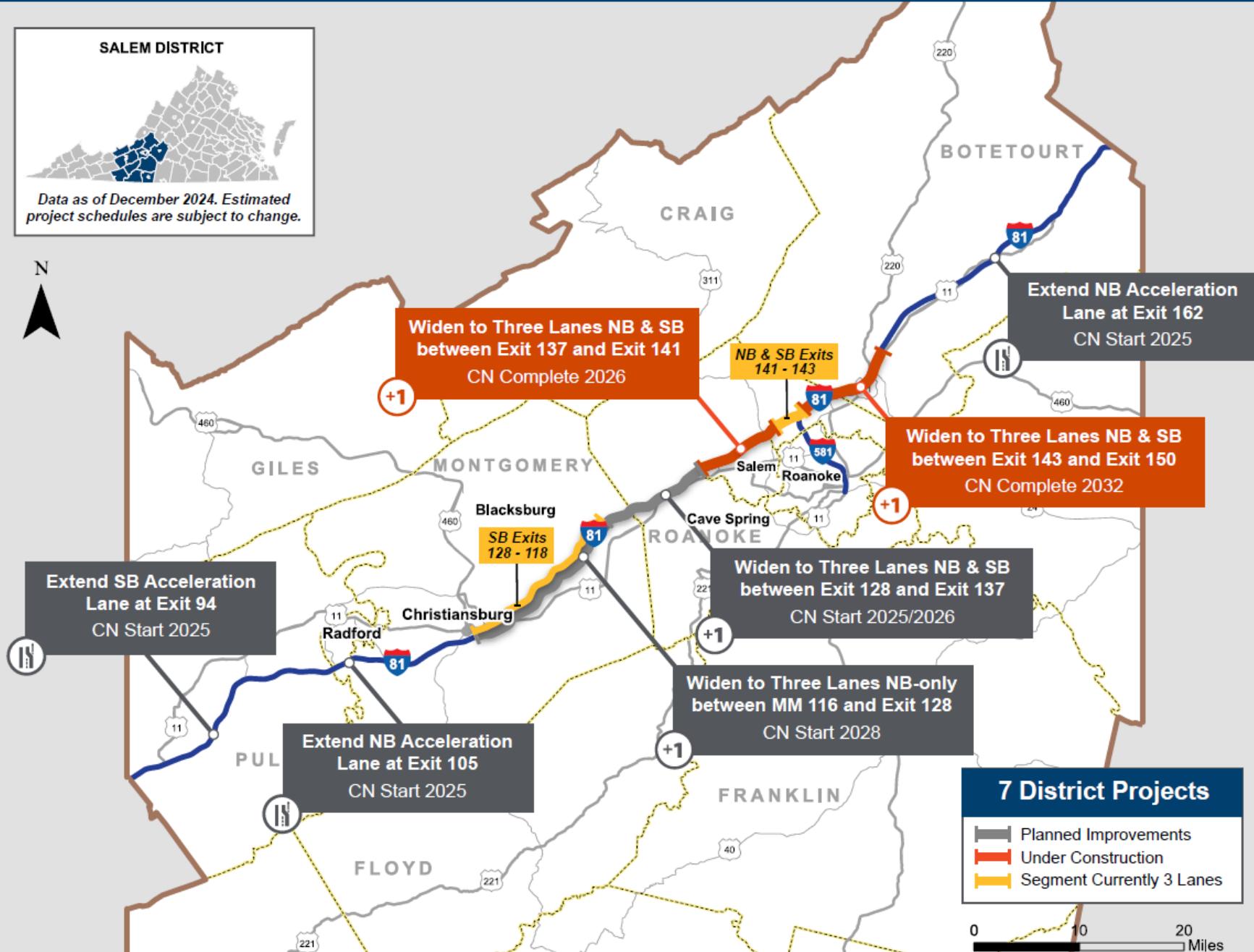
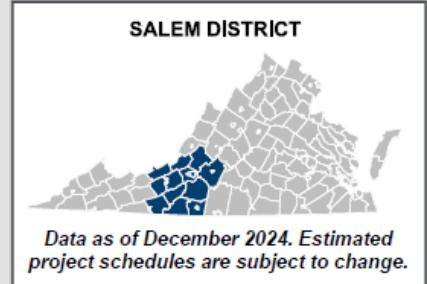
- **Completed Projects:**

- Exit 89 NB Acceleration Lane Extension (Pulaski) +3
- Troutville Rest Area SB Entrance and Exit Extension (2 projects) - Troutville +3
- Three curve improvements (chevron signs south of Draper and south of Natural Bridge) +3

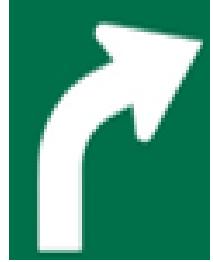


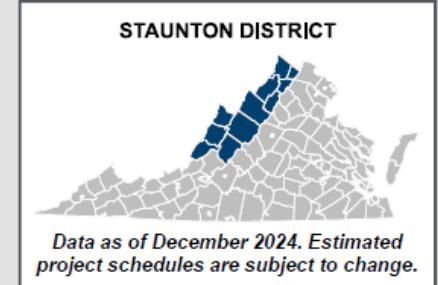
- **Projects Under Construction:**

- Exit 137 to Exit 141 Widening NB and SB (Design-Build, 2 projects bundled) – Salem
 - Completion January 2026
- Exit 143 to Exit 150 Widening NB and SB (Design-Build) – Roanoke to Troutville
 - Completion March 2031



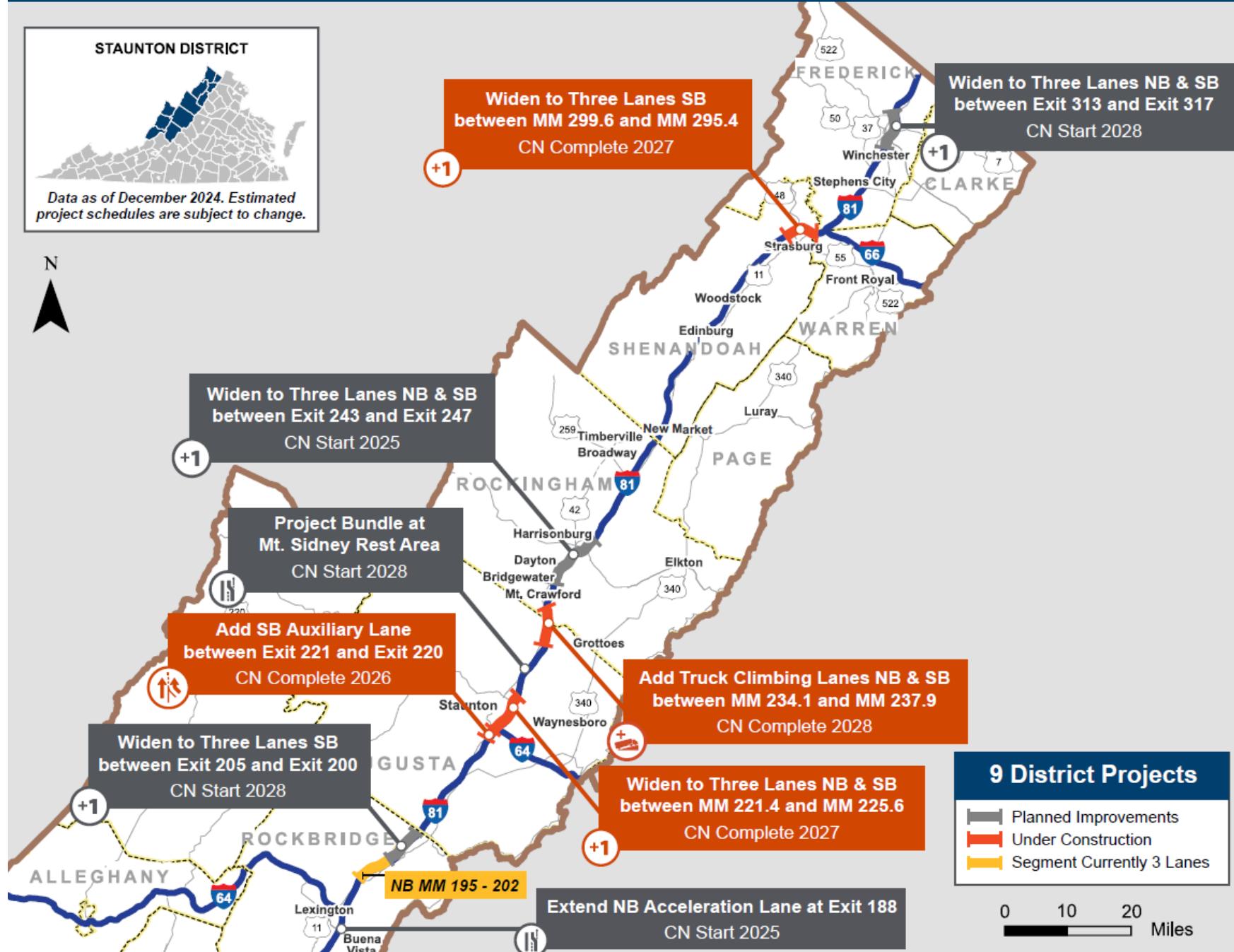
Staunton District Project Status (Capital Projects)

- **Completed Projects:**
 - Exit 302 NB Accel, Exit 302 SB Decel, Exit 283 SB Accel, +10 
 - Exit 269 NB Decel, Exit 279 SB Accel
 - Exit 291 NB Accel, Exit 296 SB Accel, Exit 304 NB Accel
 - Exit 205 SB Accel, Exit 205 NB Accel (Raphine)
 - One curve improvement (chevron signs at Mount Jackson) +1 
- **Projects Under Construction:**
 - Exit 221 to Exit 220 SB Auxiliary Lane – Completion October 2025
 - Exit 221 to Exit 225 NB and SB Widening – Completion June 2027
 - MM 299 to MM 296 SB Widening – Completion September 2027
 - Weyers Cave Truck Climbing Lanes (NB & SB, 2 Projects) – Complete 2028



Data as of December 2024. Estimated project schedules are subject to change.

N

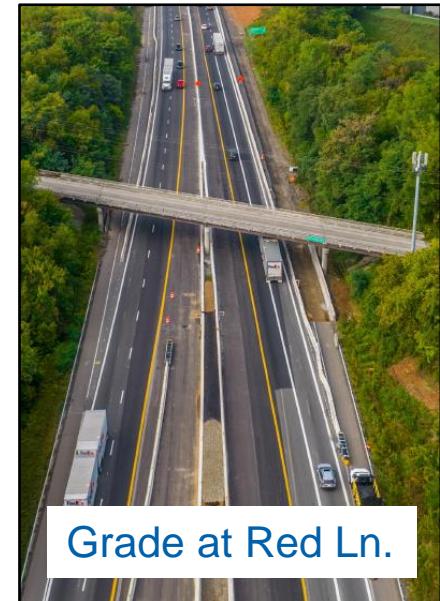
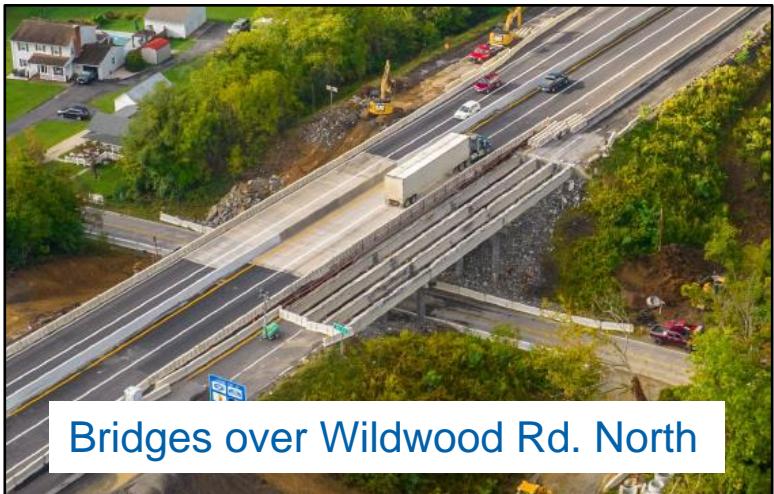
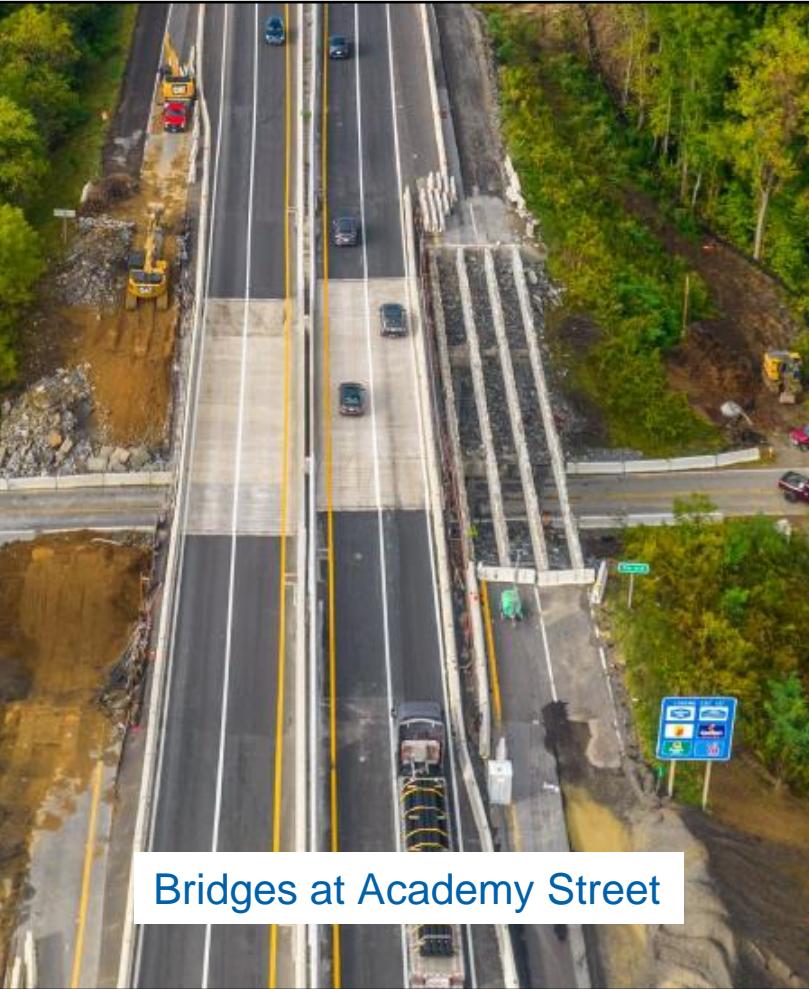


Upcoming Capital Projects (Corridor-wide)

Bristol District	Project Description	Anticipated Construction Start
	Exit 45 NB Deceleration Lane Extension (Marion)	2025
Salem District	Project Description	Anticipated Construction Start
	Exit 94 SB Acceleration Lane, Exit 105 NB Acceleration Lane, Exit 162 NB Acceleration Lane	2025
	Exit 128 to Exit 137 Widening NB and SB (Ironto to Salem) – 2 Projects	2025/2026
	MM 116 to Exit 128 Widening NB Only (Christiansburg to Ironto)	2028
Staunton District	Project Description	Anticipated Construction Start
	MM 242 to MM 248 NB and SB Widening (Harrisonburg)	2025
	Exit 313 to Exit 317 NB and SB Widening – Construction 2028 (Winchester)	2028
	Mount Sidney Rest Area (SB Deceleration Lane, SB Acceleration Lane, NB Acceleration Lane)	2028
	Exit 205 to Exit 200 SB Widening (Raphine to Fairfield)	2028
	Exit 188 NB Acceleration Lane	2025

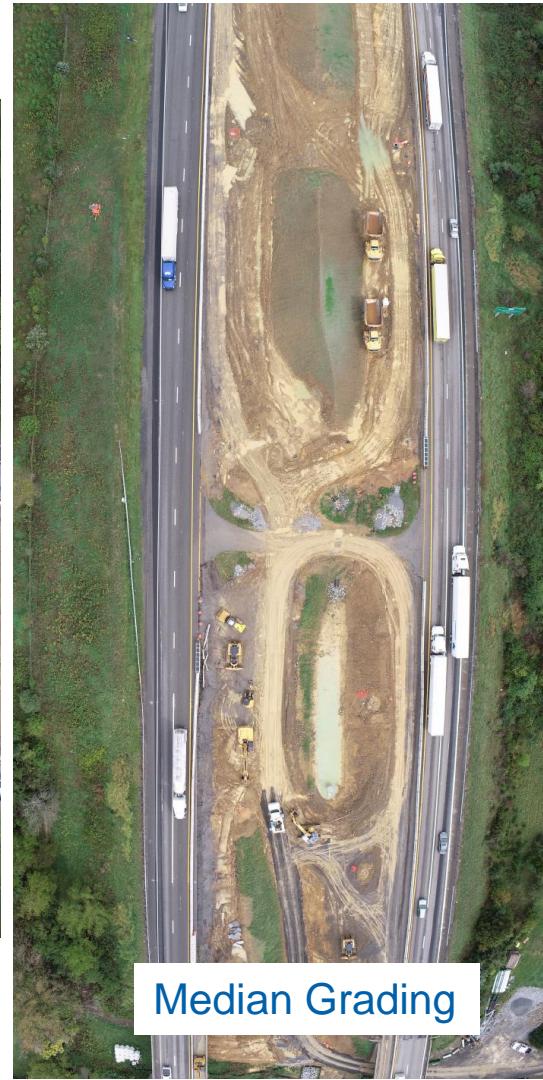
Salem Exit 137 to Exit 141 Project Progress

Illustrative of major widening project



Staunton Exit 221 to Exit 225 Project Progress

Illustrative of major widening project



Stay up-to-date – Videos, Podcasts, Newsletters

IMPROVE 81

Fall 2024

81 INSIDER

Bridge replacements in the exit 143-150 project include both spans over Route 220

Contract Awarded for Major Widening Project

One of the largest and most complex projects in the I-81 Corridor Improvement Program (CIP) has taken a giant leap forward. In mid-July the Commonwealth Transportation Board awarded a \$362 million design-build contract to Branch Civil Inc. of Roanoke for the widening of I-81 in Roanoke and Botetourt counties.

The seven-mile project adds a third northbound and southbound lane between exit 143 (I-581 interchange) and exit 150 (Route 220). It also replaces eight bridges on the interstate and installs more than 8,500 feet of sound barrier along the northbound lanes.

"The Branch team is developing the final

design and working to acquire the necessary environmental permits," explains Craig Moore, Assistant Salem District Location & Design Engineer. "VDOT is excited to work with them to finish design work and move toward construction."

Right of way and utility-relocation work is scheduled to begin in fall 2024 and continue through the end of 2025. Preliminary construction activities such as tree-clearing and installation of erosion and sediment controls are expected to start in early 2025.

continued on page 2

- Download a copy at Improve81.org
- Sign up to receive the quarterly newsletter via email at Improve81.org
- Or – scan the QR code below!



Click here!

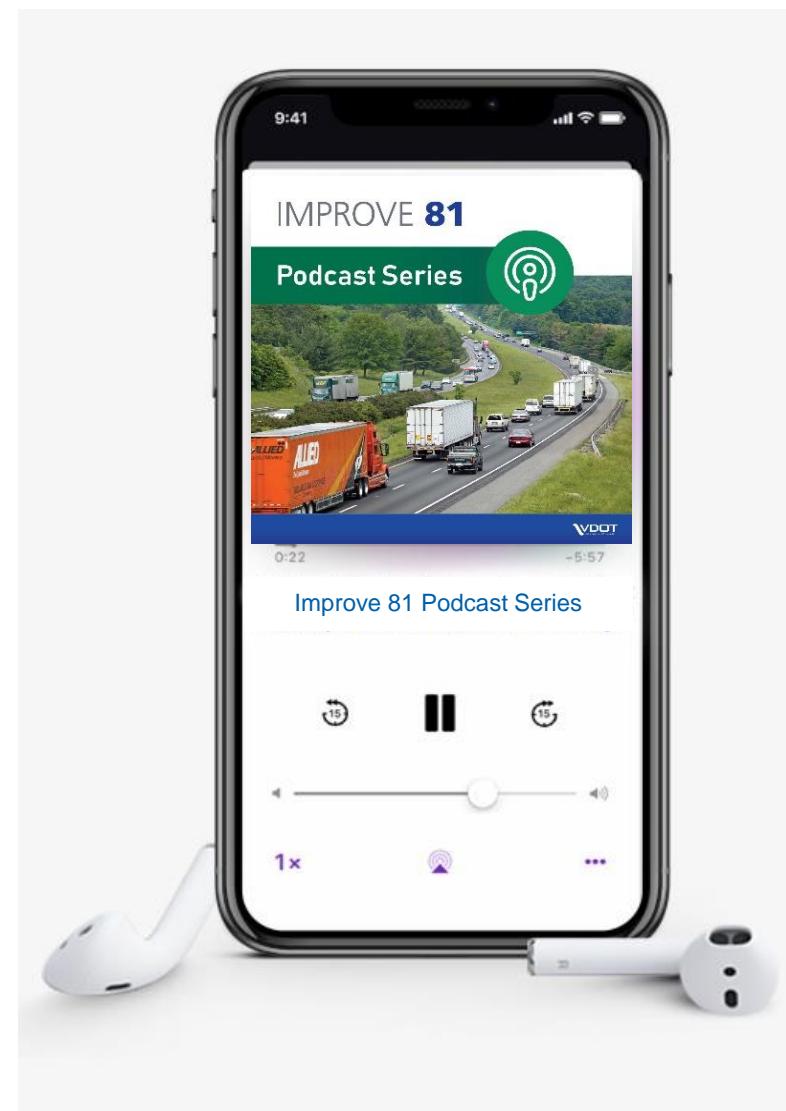
FEATURED NEWSLETTER

Fall 2024 Newsletter

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Program Specific Website – Learn More!



I-81 Corridor Finance Update

Laura Farmer

- Chief Financial Officer

Ben Mannell

- TMPD Acting Director

December 13, 2024

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)

Legislative Background

- ***Code of Virginia, Section 33.2-214. E.***

The Commonwealth Transportation Board shall only include a project or program wholly or partially funded from the Interstate Operations and Enhancement Program (IOEP) if the allocation of funds from IOEP and other funding committed to such a project or program is within the six-year horizon of the SYIP, sufficient to complete the project or program.

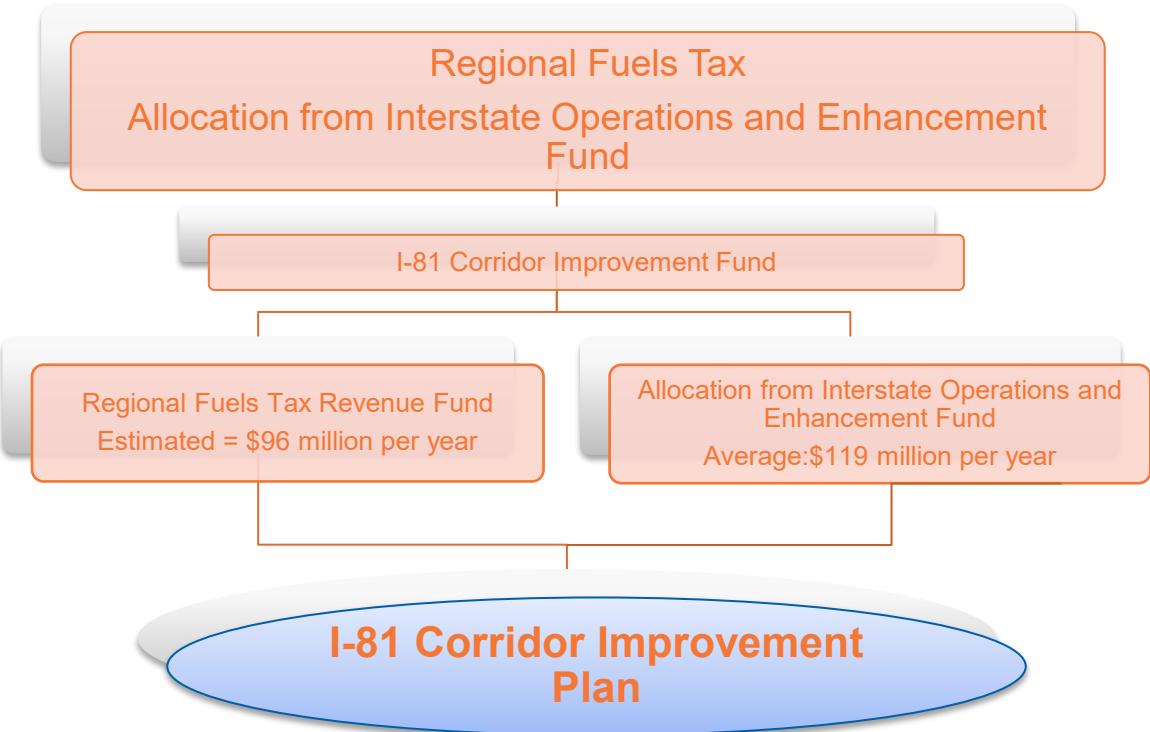
- **With the long-term dedicated funding source and financial plan, flexibility has been provided to the I-81 Corridor Improvement Program (CIP)**

- **Chapter 2 Budget Bill (HB 6001, 2024 Special Session I)**

- Allows the Commonwealth Transportation Board to advance preliminary engineering and right-of-way activities prior to full funding for construction for projects in the Program as adopted by the Board
 - Anticipated funding for the construction portion of the project must be planned for within the subsequent three years after the Six-Year Improvement Program
 - Report on all projects advanced in this manner to the Chairs of the House Appropriations, House Transportation, Senate Finance and Appropriations, and Senate Transportation Committees

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
 - Current tax rate as of July 1, 2024: 9.0 cents/gallon gasoline; 9.1 cents/gallon diesel
 - Can 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
 - Can provide funding only for paygo



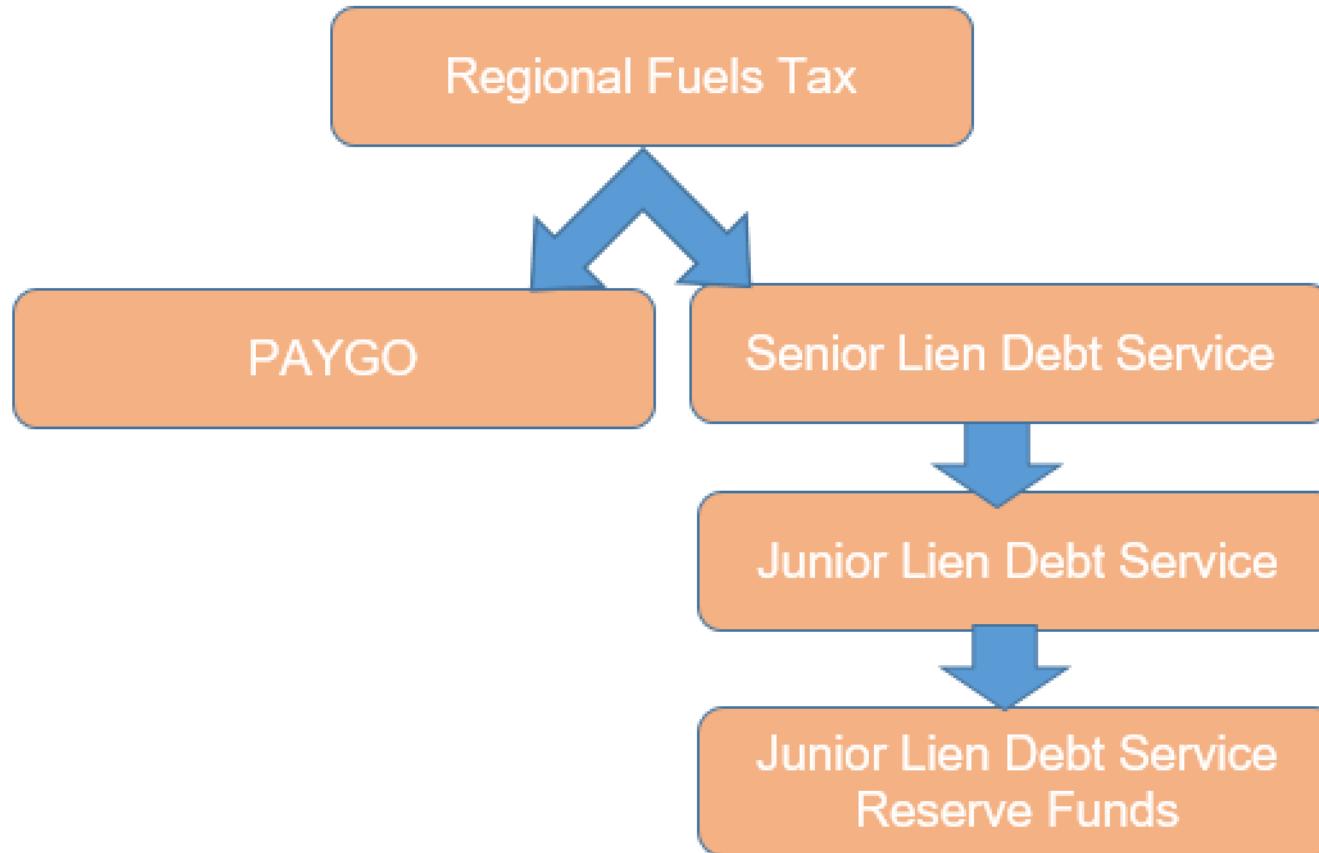
Historical Truck VMT for Interstate 81

- 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**

Applicable Fiscal Year	I-81 Share of Truck VMT
2022	43.7%
2023	43.5%
2024	43.7%
2025	43.9%

**VMT data is provided in December each year providing data for the previous calendar year to inform assumptions for the subsequent fiscal year*

Planned Use of Regional Fuels Tax



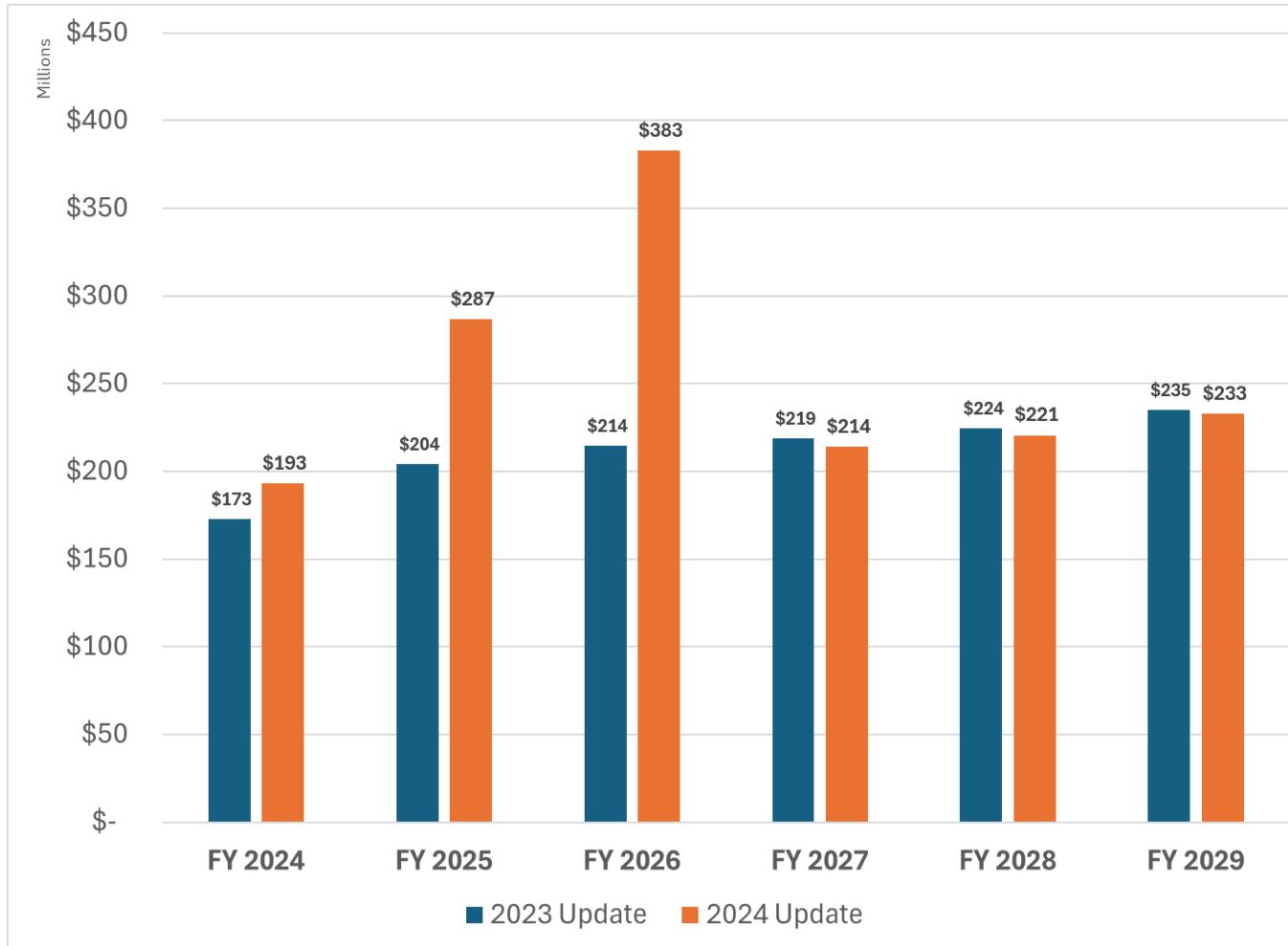
Debt service for the program can only be supported by the regional fuels tax collections

Additional Funding

- **Chapter 2 Budget Bill (HB 6001, 2024 Special Session I)**
 - Provided \$70 million of General Fund from the first year (FY 2025) to support the advancement of projects in the Interstate 81 Corridor
- **Federal Earmark**
 - Provided \$42 million from Highway Infrastructure Programs (HIP) Community Project Grant for I-81 Corridor Improvements
- **General Fund Surplus from FY 2024**
 - To provide \$175 million to support continue advancement of projects in the Interstate 81 Corridor
 - Subject to appropriation during the 2025 General Assembly Session

Total of \$287 million of directed funding to Interstate 81

Impact of Additional Funding



Comparison to 2023 Committee Update

Earmarked funds provide for additional infusions in FY 2025 and 2026, allowing projects to advance sooner

FY 2026 amount includes \$175 million in General Fund, subject to appropriation

Revenue and Expenditures to Date

Interstate 81 Improvement Fund (in millions) Activity through June 30, 2024

Sources	Actuals Through FY 2024
Regional Fuels Tax	\$380.3
Interstate Operations and Enhancement Program Allocation (State and Federal)	354.8
Other Sources Prior to FY 2021/Other	29.3
Interest Income	29.9
Total	\$794.3
Bonds/TIFIA Loan	199.4
Total	\$993.7

Activity	Total
Expenditures	
Pay-Go Project Expenditures	\$207.8
Bond / TIFIA Fund Project Expenditures	116.9
Debt Service	12.3
Financing Costs	1.2
Total	\$338.3
Balance Remaining	
Fund Balance	\$562.9
Bond Balance	0.0
Federal IOEP Balance	10.1
TIFIA Balance	82.6
Total Available	\$655.6
Expenditures and Balance Remaining Total	\$993.9

Totals differ due to rounding

Sources – Revenue Performance and Projections

Sources	Actuals Through FY 2024	FY 2025*	FY 2026**	FY 2027	FY 2028	FY 2029	FY 2030	Total
Regional Fuels Tax	\$380.3	\$90.2	\$93.2	\$95.2	\$97.3	\$99.5	\$101.6	\$957.3
Interstate Operations and Enhancement Program Allocation	354.8	84.5	114.7	118.7	123.2	133.3	138.5	1,067.7
Other Sources Prior to FY 2021/Other	29.3	112.0	175.0	-	-	-	-	316.3
Prior Year Revenue Adjustment	-	-	-	-	-	-	-	-
Interest Income	29.9	-	-	-	-	-	-	29.9
Total	\$794.3	\$286.7	\$382.9	\$213.9	\$220.5	\$232.8	\$240.1	\$2,371.2
Planned Debt for Construction	199.4	199.4	-	334.2	-	-	266.9	1,000.0
Total	\$993.7	\$486.1	\$382.9	\$548.1	\$220.5	\$232.8	\$507.0	\$3,371.2

Estimate Sources:

Regional Fuels Tax estimate provided by the Virginia Department of Taxation, December 2023

Interstate Operations and Enhancement Program, Commonwealth Transportation Fund Six-Year Financial Plan, June 2024

**FY 2025 Other Sources is the General Fund commitment and the federal Highway Infrastructure Programs Community Project Grant*

***FY 2026 Other Sources is the FY 2024 General Fund Surplus dedicated to I-81 (subject to future appropriation)*

Uses - Support I-81 Corridor Improvement Program

Uses (in millions)	Through FY 2024*	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Debt Service	\$12.3	\$5.3	\$14.0	\$9.7	\$25.2	\$22.9	\$22.9	\$112.3
Funding Available for Construction	780.7	280.1	367.1	202.4	193.9	208.5	216.8	2,249.5
Administration and Financing Costs	1.2	1.3	1.8	1.8	1.4	1.4	0.4	9.3
Total	\$794.3	\$286.7	\$382.9	\$213.9	\$220.5	\$232.8	\$240.1	\$2,371.2
Planned Debt to support Construction	199.4	199.4	-	334.2	-	-	266.9	1,000.0
Total with Planned Debt	\$993.7	\$486.1	\$382.9	\$548.1	\$220.5	\$232.8	\$507.0	\$3,371.2

*As of June 30, 2024; unaudited

FY 2026 Funding available for Construction includes the FY 2024 General Fund Surplus dedicated to I-81 (subject to future appropriation)

I-81 Corridor Program – Project Costs

- The estimated cost of all improvements totals \$3.6 billion, with projects funded through 2035 (based on the current revenue assumptions and debt model)
 - Based on recommendations from the Advisory Committee, the CTB added the Southbound MM 137-128 Widening to the I-81 CIP to advance with Northbound and prioritized the remaining planned widening segments on corridor in December 2023
 - CTB supported adding the remaining two projects in the original prioritized list in the following order, when revenue assumptions support their inclusion:
 - UPC 116281 Widen to 3 lanes northbound and southbound from MM 312 to MM 318 (Winchester)
 - UPC 116196 Add northbound lane from MM 116 to MM 128 (Christiansburg)
- **This prioritization was recommended to prevent a continuous work zone for 21 miles for a period of 4 to 5 years**

Project Status in SYIP – I-81 Corridor Plan

- **Because of the flexibility provided by Chapter 2 (2024 Special Session I), the two remaining candidate projects were added to the current SYIP funding PE and RW activities:**
 - **UPC 116196 Add northbound lane from MM 116 to MM 128 (Christiansburg, current estimate: \$459 million)**
 - **UPC 116281 Widen to 3 lanes northbound and southbound from MM 312 to MM 318 (Winchester, current estimate: \$480 million)**
- **Current revenue projections can support funding the completion of the current I-81 program by 2035 with some residual funds**
 - **Construction schedules for the remaining widenings may extend beyond the 2035 horizon**

Debt Issuance Plan

- The I-81 Regional Fuels Tax revenues will support all debt issued
- Will not impact debt capacity of the Commonwealth
- 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
Funded Costs (in millions)				
Senior Lien Bonds	\$101.9	\$ -	\$ -	\$101.9
Senior Lien Rural TIFIA Loan	-	14.9	214.9	229.8
Junior Lien Regular TIFIA Loan	-	82.6	585.7	668.3
Total	\$101.9	\$97.5	\$800.6	\$1,000.0

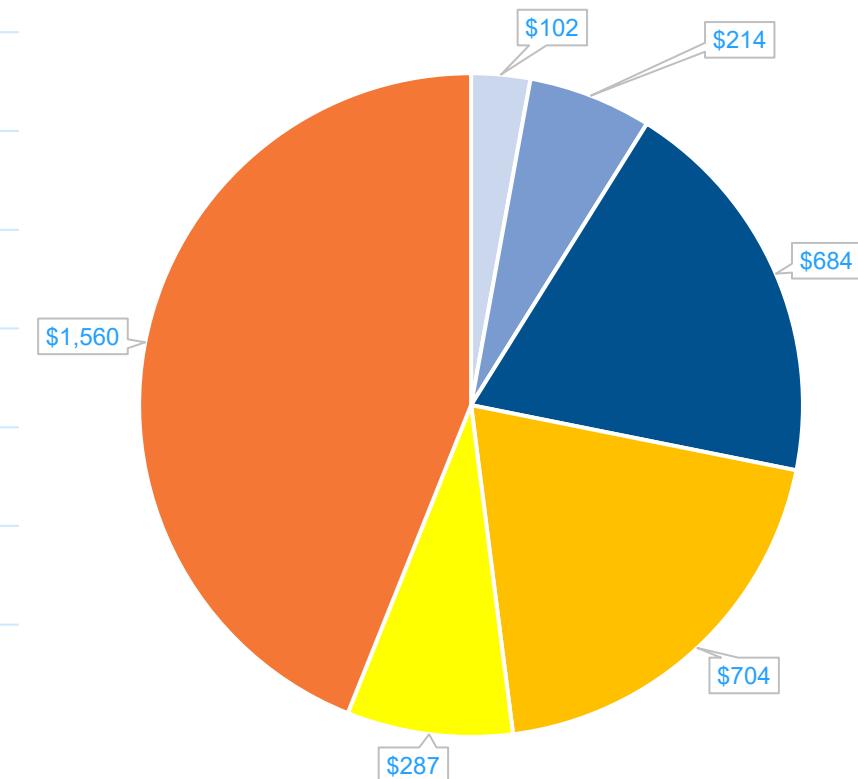
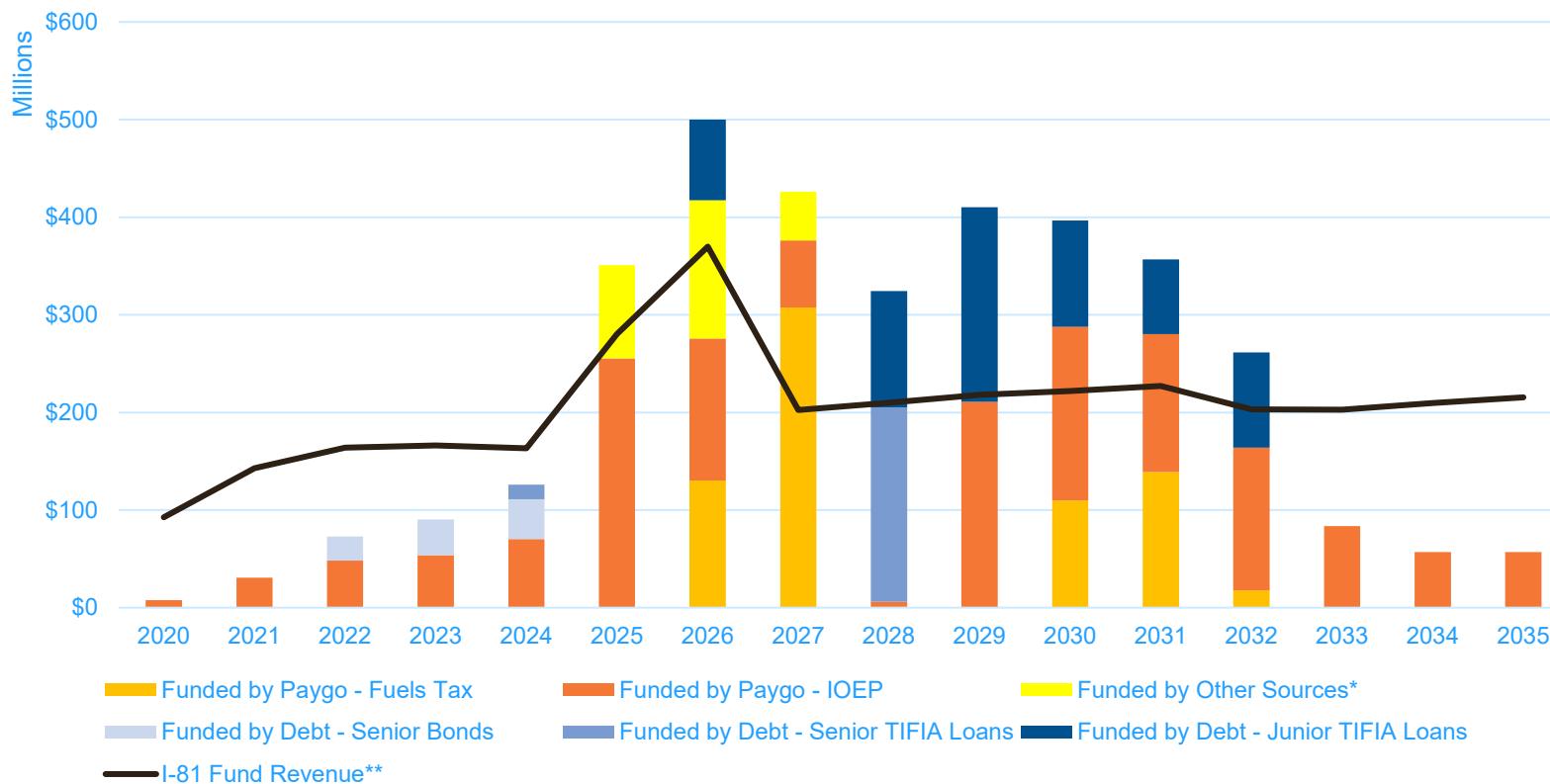
Preliminary, Subject to change, based on latest model

Debt authorization of \$1 billion, last TIFIA loan planned for 2032 in current assumptions

Extended Financial Outlook for I-81 Program

Preliminary Funding by Year and Source

- The current I-81 Program of \$3.6 billion is fully funded by a mix of IOEP and fuels tax pay-go as well as multi-lien fuels tax debt



* including \$42 million Federal Earmark, \$70 million General Fund appropriated in FY 2025, and \$175 million General Fund Surplus dedicated to I-81 (subject to future appropriation)

** net of financing payments

Potential Additional Candidate Projects

- The 2018 CIP identified 106 projects for consideration—64 projects were prioritized for funding
- Five additional candidate projects were identified beyond the original 64—these were the most complex, highest risk segments of the remaining capital projects from the CIP
- CTB took action to add one of the additional candidate projects to the SYIP—southbound widening between Exits 137 to 128; this resulted in a \$70M cost savings on the delivery of that project as well as avoiding the creation of a bottleneck

Funding Plan for Additional Candidate Projects

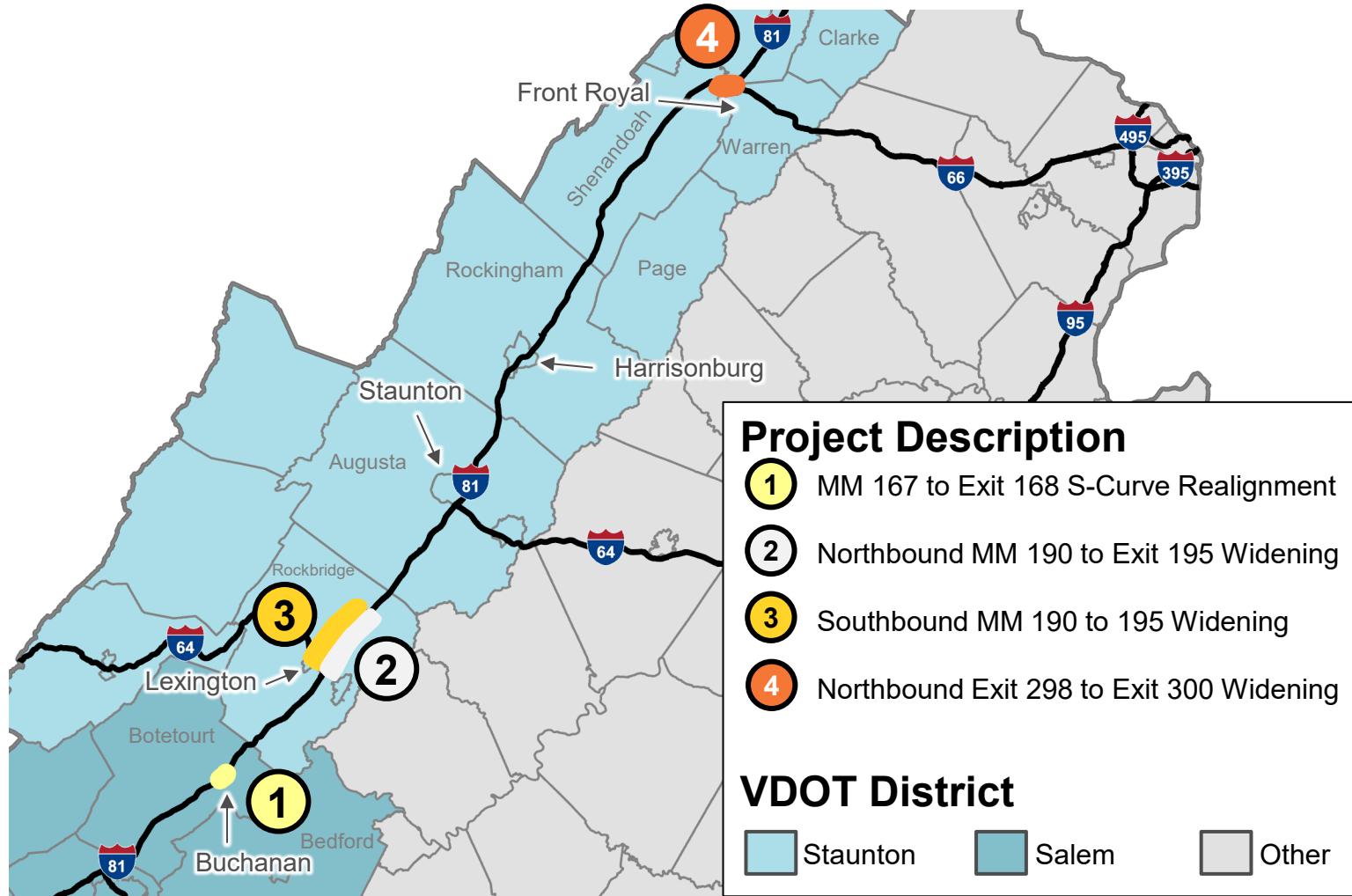
- The existing I-81 Program of 65 projects totaling \$3.6 billion should be fully funded by FY 2035
- After funding the existing Program scope, there are residual I-81 Fund revenues that can advance the additional candidate projects
- Four Additional Candidate Projects from the CIP have been identified, and their current cost estimates in 2024 dollars are \$656 million

Project	District	Description	2024 Estimate Midpoint (in millions)
1	Staunton	NB Widening MM 190-195	\$110.0
2	Staunton	SB Widening MM 190-195	172.0
3	Staunton	NB Widening MM 298-300	100.0
4	Salem	NB/SB S-Curves MM 167-168	274.0
Total Cost			\$656.0

- Not advancing the candidate projects could incur inflation costs of \$20 million and growing per annum*

* Assumes an annual 3.0% inflation rate

Project Map – Additional Candidate Projects



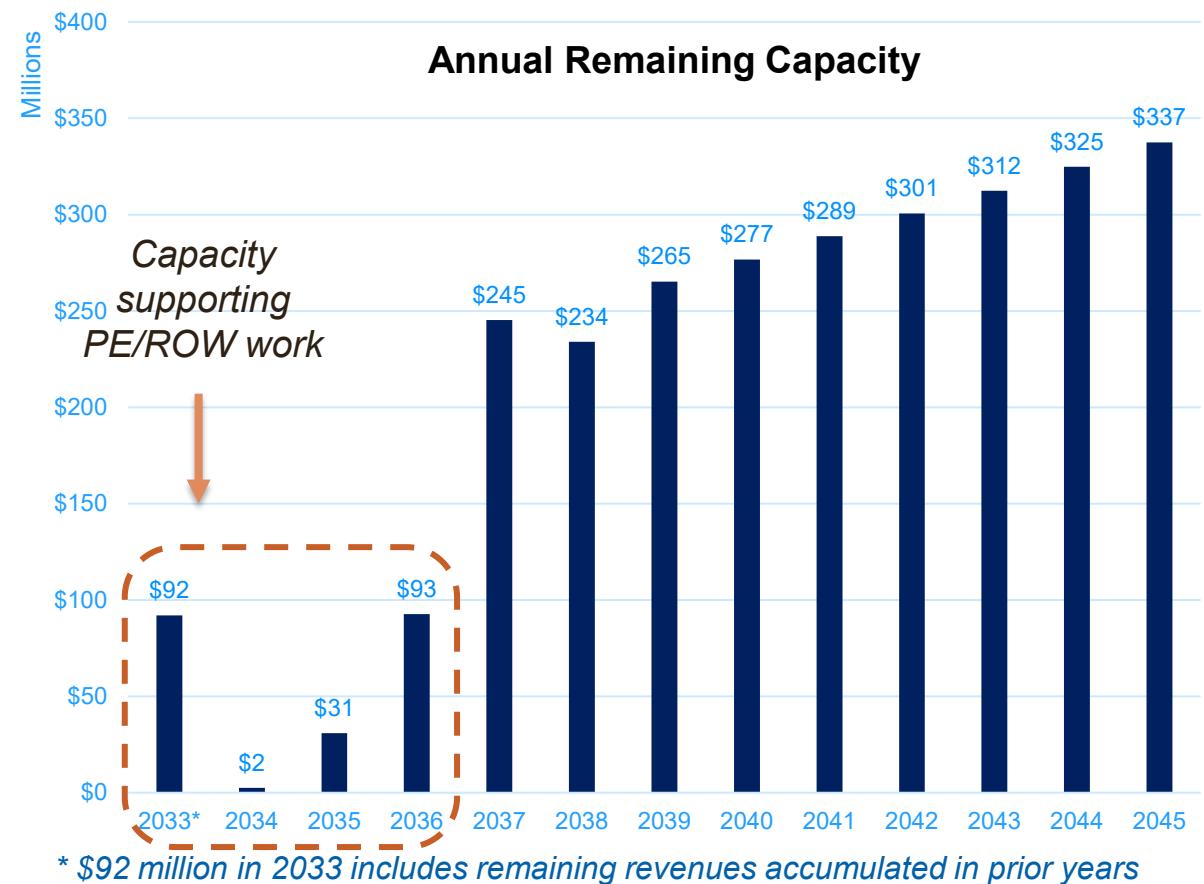
Additional Candidate Projects Advanced Schedules

- The preliminary analysis indicates that the residual revenues can support implementing the Four Additional Candidate Projects to complete in mid 2030s
- There could be multiple combinations of when each of the Four Additional Candidate Projects can be completed. Below is an example:

Project	District	Description	<u>Example Schedule</u>	
			Completion	Cost (in millions)
1	Staunton	NB Widening MM 190-195	FY 2036	\$146.3
2	Staunton	SB Widening MM 190-195	FY 2036	228.8
3	Staunton	NB Widening MM 298-300	FY 2034	125.4
4	Salem	NB/SB S-Curves MM 167-168	FY 2036	364.4
Total Cost				\$864.9

Remaining Capacity

- After funding the existing I-81 Program and the Four Additional Candidate Projects, there are remaining revenue capacities starting FY 2033 to support more projects
- PE and ROW work could be implemented from FY 2033 to FY 2036, while construction can commence in FY 2038 when a greater amount of annual revenues become available



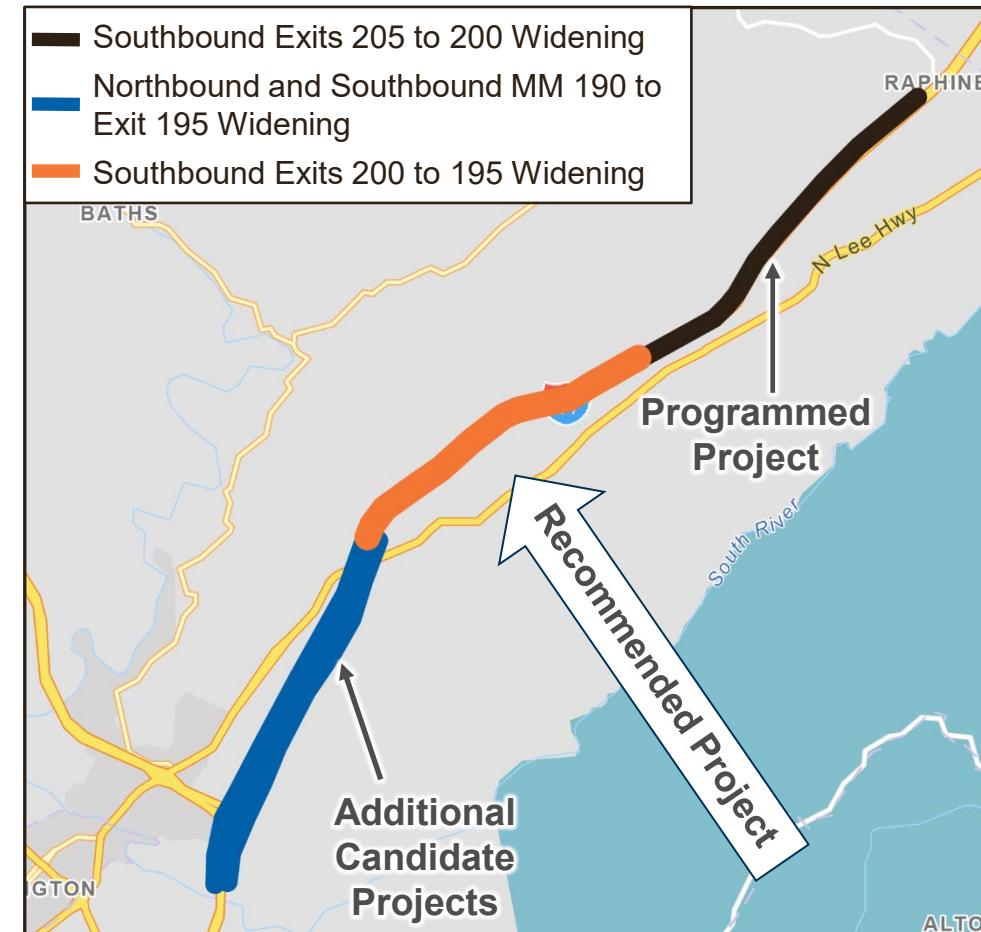
Planning for Further Improvements on Interstate 81

Recommended Project

- **Reviewed remaining 2018 CIP projects and identified recommended project**
- **Addresses safety and “gap”**
- **Opportunity to include this project with existing project(s) to achieve economy of scale and reduce costs**

Description	Direction	Range*	
Widening Exit 200 to Exit 195	Southbound	\$176.0 M	\$195.0 M

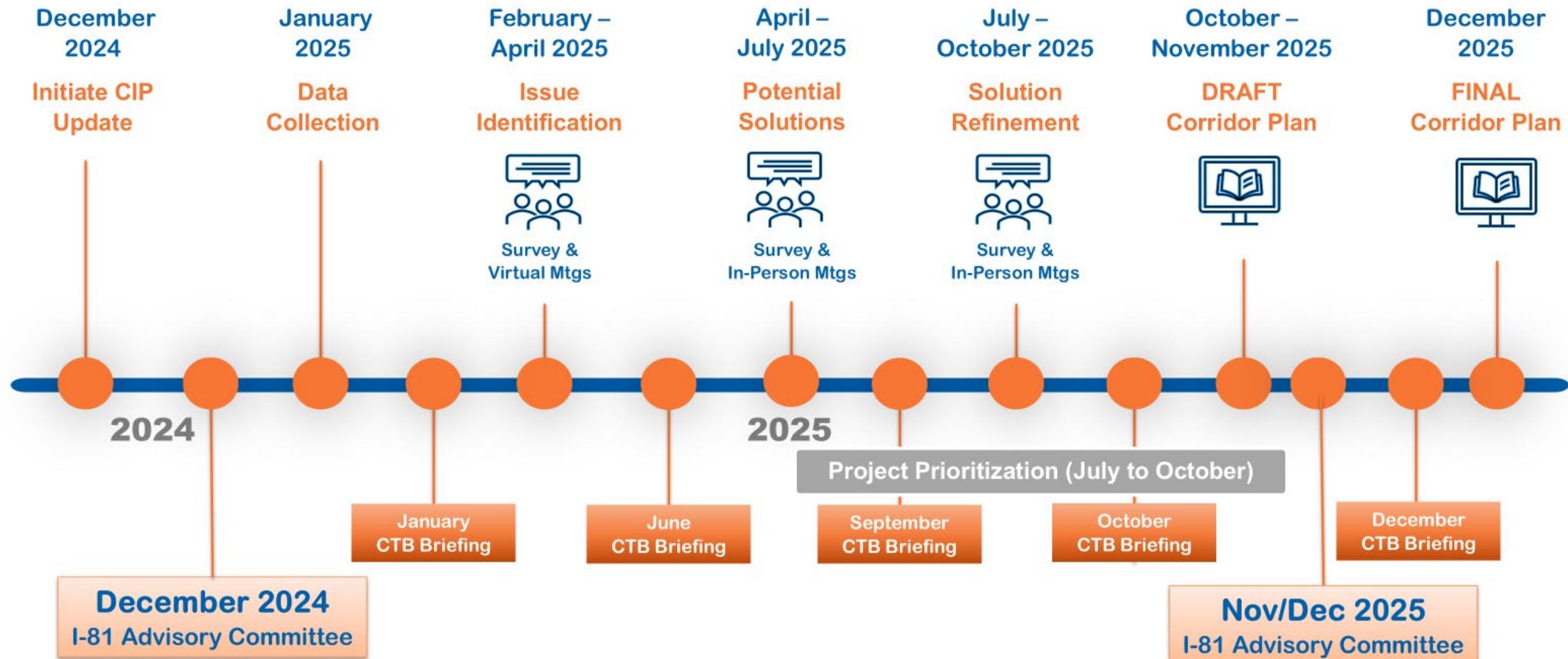
* Estimates are in uninflated 2024 dollars



Update to Corridor Improvement Plan

- **Current financial outlook allows for additional projects for inclusion in the program**
- **New tranche of I-81 projects to be added to the program need to be identified**
- **Remaining 36 projects from the original CIP will be re-evaluated in the update**
- **Corridor Improvement Plan update to begin in 2025**
- **CIP update will include:**
 - **Problem identification**
 - **Potential solutions identification**
 - **Recommended priorities**
 - **Public outreach**
 - **I-81 Advisory Committee briefings**
 - **CTB briefings**

Tentative CIP Schedule: November 2024 – December 2025



Public Outreach Anticipated

Virtual Meetings and Surveys

- Supporting issue identification
- All in-person meetings will include a virtual component

In-Person Public Meetings (8: 2 sets of 4 meetings)

- Supporting potential project solutions (4) and project refinement and prioritization (4)
- Locations: Bristol, Salem, and Staunton (north and south)

Five CTB Briefings

Two Advisory Committee Briefings

Recommendations and Next Steps

- **I-81 Advisory Committee recommendations:**
 - **Move forward with advancing the last five 2018 CIP projects to the Six-Year Improvement Program as funding becomes available**

Project	District	Description
1	Staunton	NB Widening MM 190-195
2	Staunton	SB Widening MM 190-195
3	Staunton	NB Widening MM 298-300
4	Salem	NB/SB S-Curves MM 167-168
5	Staunton	SB Widening MM 195-200

- **Initiate update of the next I-81 CIP in accordance with the Code of Virginia § 33.2-3604**

Summary

- **Updates to project estimates (to reflect market conditions), refined project scoping, and debt assumptions extended delivery of the original program of projects**
- **Revenue and allocations that support Interstate 81 Improvements continue to remain strong to support project delivery**
- **Capacity for additional projects will begin to be available from the program's current funding sources sooner, as a result of recent infusions**



Virginia Breeze

Connecting the Commonwealth with
Virginia's intercity bus service

Zach Trogdon, Chief of Public Transportation





Background



Launched in 2017 after a needs assessment determined that bus operators had abandoned unproductive routes and were not meeting the intercity travel needs of the rural areas of the Commonwealth



Valley Flyer was the original route and connected Blacksburg to Union Station in D.C. Service funded solely through FTA Intercity Bus Program and ticket sales



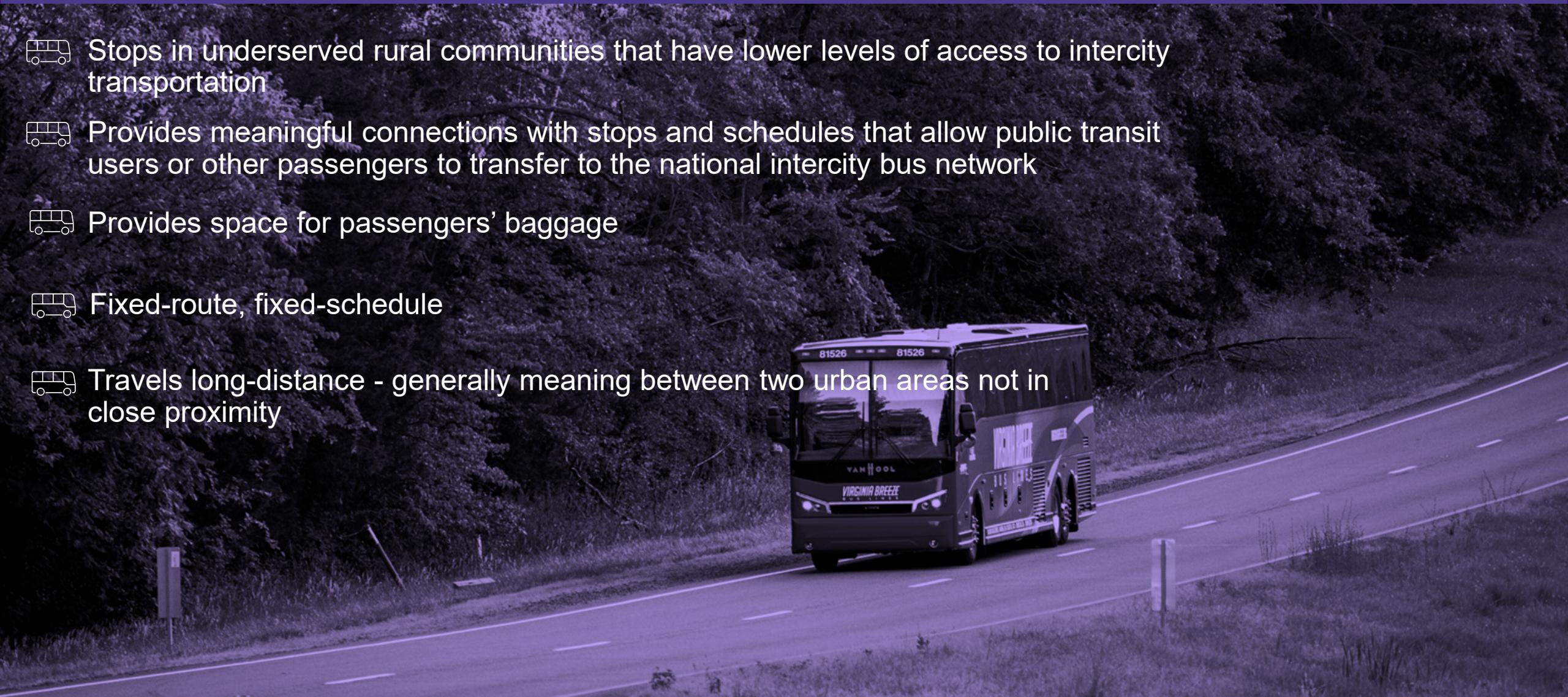
Two new routes added in August 2020 – Piedmont Express (Danville to D.C. via Route 29) and Capital Connector (Martinsville to D.C. via 360/95)



Operated by Dillon's Bus Service, which provides vehicles, drivers, and maintenance.

Background (cont.) – FTA Definition of Intercity Bus Service

- stops in underserved rural communities that have lower levels of access to intercity transportation
- Provides meaningful connections with stops and schedules that allow public transit users or other passengers to transfer to the national intercity bus network
- Provides space for passengers' baggage
- Fixed-route, fixed-schedule
- Travels long-distance - generally meaning between two urban areas not in close proximity





EXTENDING VIRGINIA BREEZE SERVICE TO BRISTOL

- The I-81 Advisory Committee was created in 2019 and provided an opportunity to fund a multimodal project in the I-81 Corridor Improvement Plan (CIP). DRPT completed a study in 2020 that recommended using the funding to extend Virginia Breeze service to southwest Virginia with a terminus in Bristol.
- The Commonwealth Transportation Board approved I-81 funding that included \$243,000 per year for five years (through November 2026) from operational improvement funds to support a portion of operating expenses for a service extension to Bristol. \$100,000 in one-time capital funds were also included in the initial CIP for stop improvements on the route such as shelters and benches. The new service, named the Highlands Rhythm, began operation in November 2021. Stop improvements are underway.

Virginia Breeze Routes

Valley Flyer Top Performing Stops

- 1) Blacksburg
- 2) Dulles Airport
- 3) Harrisonburg
- 4) Union Station
- 5) West Falls Church

Highlands Rhythm Top Performing Stops

- 1) Harrisonburg
- 2) Dulles Airport
- 3) Union Station
- 4) Radford
- 5) Bristol



VALLEY FLYER

PIEDMONT EXPRESS*

CAPITAL CONNECTOR*

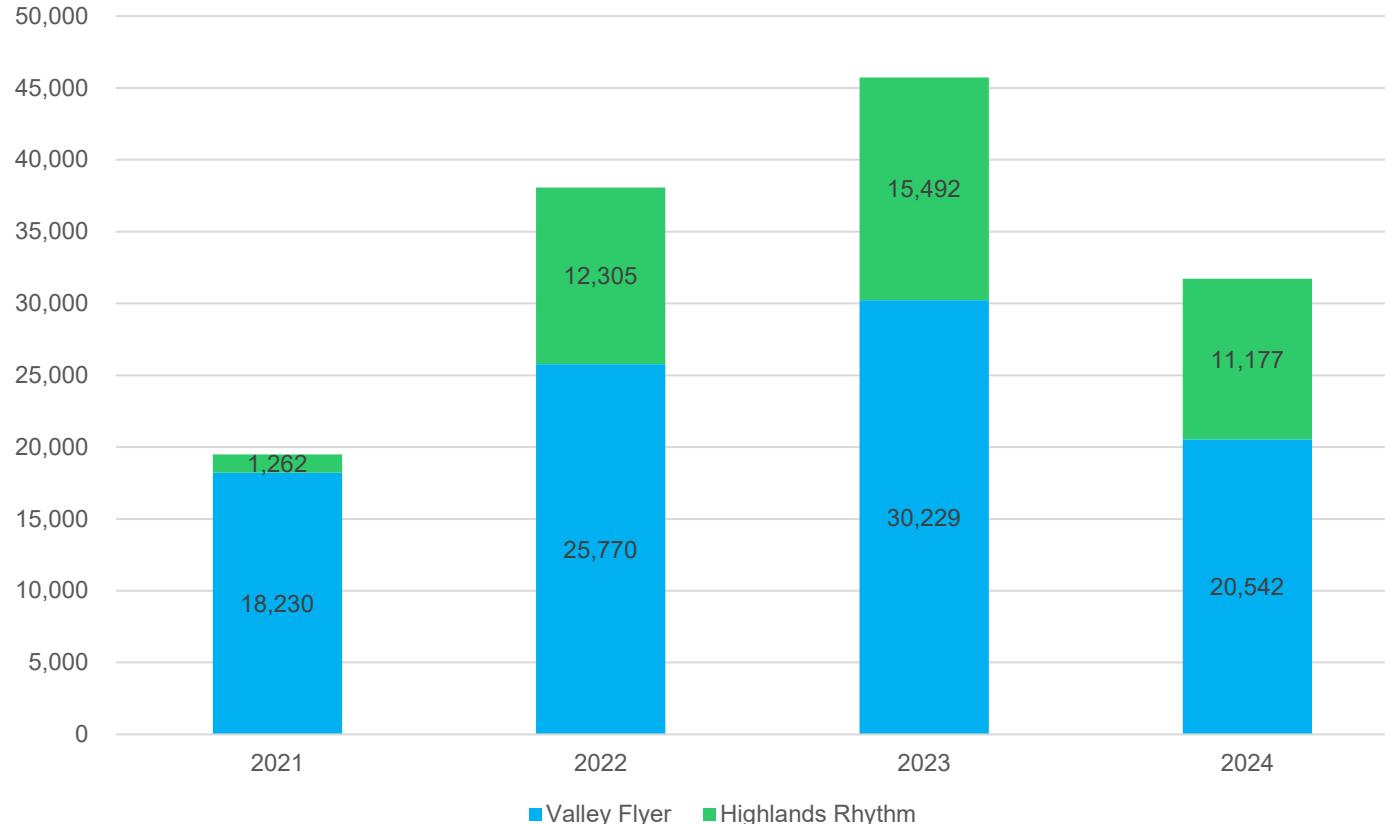
HIGHLANDS RHYTHM

*Piedmont Express and Capital Connector routes shown for illustration. These routes do not serve the I-81 Corridor or receive I-81 funding.

Highlands Rhythm Funding Sources

Funding Sources		
Source	<i>FY 2024 Actual</i>	<i>FY 2025 Budget</i>
I-81 Program Multimodal Funding	\$243,000 (17%)	\$243,000 (17%)
FTA 5311(f) Intercity Bus Program	\$631,244 (46%)	\$677,940 (47%)
Ticket Sales	\$509,971 (37%)	\$512,832 (36%)
Total Funding Sources	\$1,384,215	\$1,433,772

Virginia Breeze Ridership - I-81 Corridor



- Highlands Rhythm began operation in November 2021
- Valley Flyer does not receive funding from the I-81 program
- Ridership displayed by calendar year (January-December)
- *Ridership Year-to-Date for 2024

Ridership

- **2021: 19,492**
 - Valley Flyer: 18,230
 - Highlands Rhythm: 1,262
- **2022: 38,075**
 - Valley Flyer: 25,770
 - Highlands Rhythm: 12,305
- **2023: 45,721**
 - Valley Flyer: 30,229
 - Highlands Rhythm: 15,492
- **2024: 31,719 (Jan-Sept)***
 - Valley Flyer: 20,542
 - Highlands Rhythm: 11,177

Highlands Rhythm - Schedule

- Launched November 2021
- Operates 365 days per year with bidirectional travel along I-81/I-66
- Fares range from \$21 to \$60 depending on origin/destination and average fare is \$31.

NORTHBOUND SCHEDULE

Bristol to Washington, D.C.

CITY / STOP Change Direction	DEPARTURE (DAILY)
BRISTOL Exit 5 Park and Ride Lot	11:00 AM
WYTHEVILLE Rural King Parking Lot	12:10 PM
RADFORD Radford University Parking Lot JJ	12:55 PM
CHRISTIANSBURG Falling Branch Park & Ride	1:10 PM
SALEM Exit 130 VDOT Park and Ride Lot	1:45 PM
HARRISONBURG JMU, Godwin Transit Center	3:40 PM
DULLES INTERNATIONAL AIRPORT Curb 2A	5:45 PM
WEST FALLS CHURCH West Falls Church Metrorail Station	6:20 PM
WASHINGTON, D.C. Union Station Bus Deck	6:55 PM

SOUTHBOUND SCHEDULE

Washington, D.C. to Bristol

CITY / STOP Change Direction	DEPARTURE (DAILY)
WASHINGTON, D.C. Union Station Bus Deck	12:50 PM
WEST FALLS CHURCH West Falls Church Metrorail Station	1:20 PM
DULLES INTERNATIONAL AIRPORT Curb 2A	1:55 PM
HARRISONBURG JMU, Godwin Transit Center	4:00 PM
SALEM Exit 130 VDOT Park and Ride Lot	5:50 PM
CHRISTIANSBURG Falling Branch Park & Ride	6:15 PM
RADFORD Radford University Parking Lot JJ	6:35 PM
WYTHEVILLE Rural King Parking Lot	7:20 PM
BRISTOL Exit 5 Park and Ride Lot	8:30 PM



I-81 Intercity Bus Enhancements



Wytheville Bus Stop Relocation

Efforts currently underway to utilize I-81 capital funds to relocate existing bus stop to have greater connectivity and amenities to include lighting, ADA accessibility, and a bus shelter. Estimated cost for shelter is \$60,000 and anticipated construction to begin summer of 2025.



Tidewater Current Route Development

New route being developed linking I-64 and I-81 Corridors with proposed stops including Virginia Beach, Norfolk, Newport News, Williamsburg, New Kent, Richmond International Airport, Richmond Main Street Station, Charlottesville, Staunton, and Harrisonburg. Anticipated launch date is October 2025.



Questions?

Zach Trogdon
Chief of Public Transportation
zach.trogdon@drpt.virginia.gov





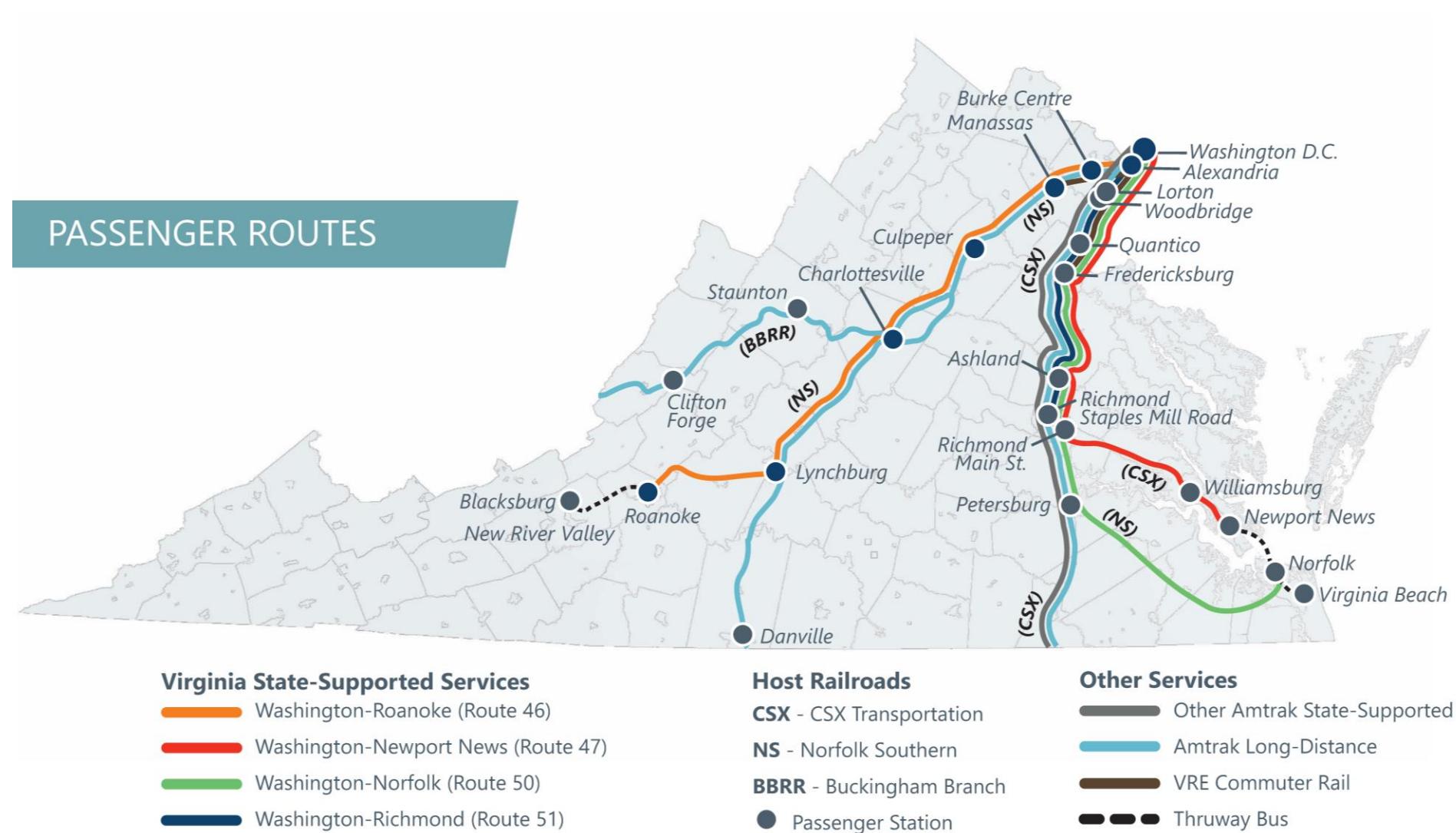
New River Valley Passenger Rail Update

I-81 Advisory Committee
December 13, 2024



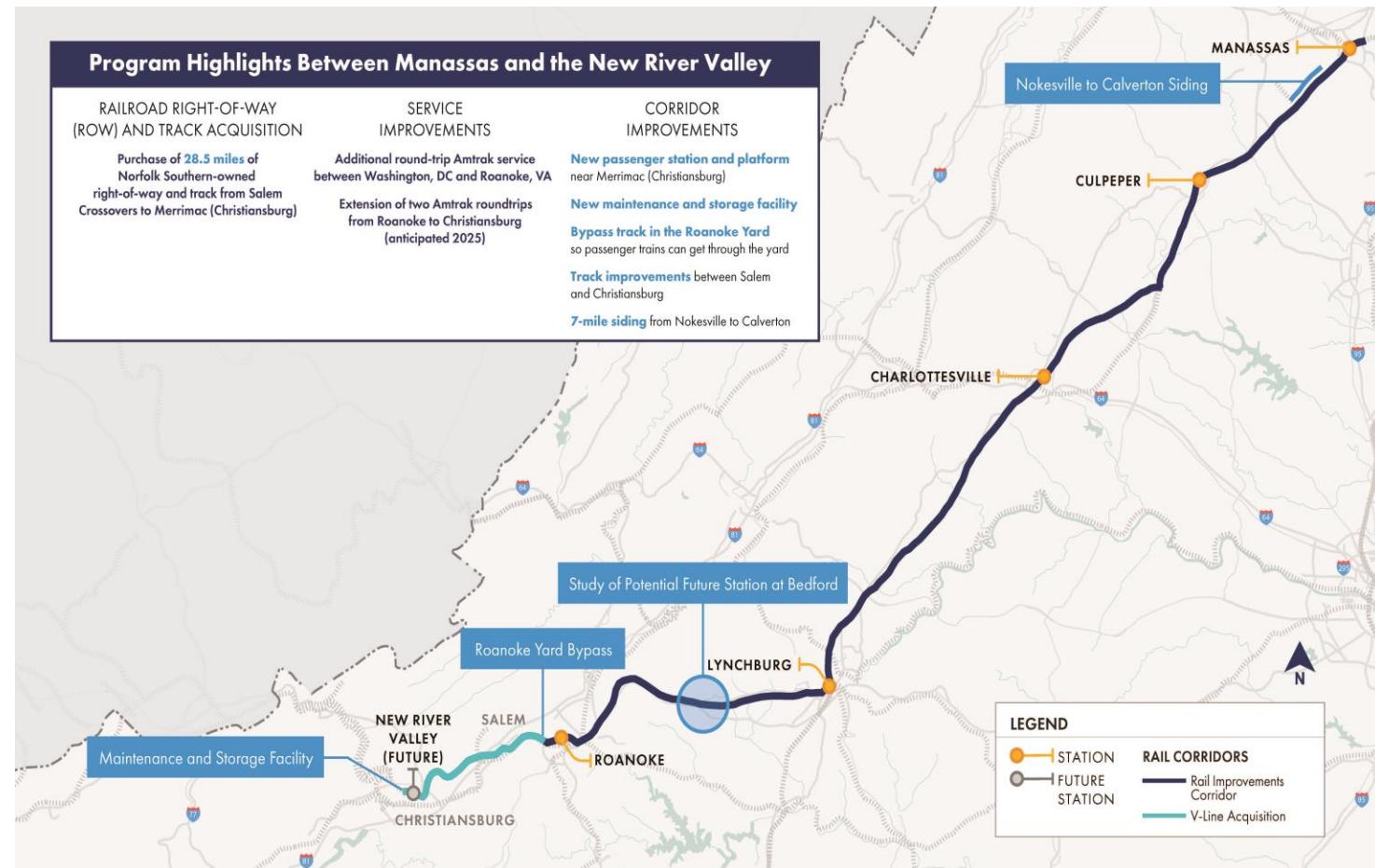
Background: Virginia Passenger Rail Network: 2024

- Four State-Supported Amtrak Routes: 8 daily roundtrips
 - Roanoke: 2
 - Richmond: 1
 - Newport News: 2
 - Norfolk: 3
- Six Amtrak Long Distance Roundtrips
- One NC State-Supported Roundtrip
- Two Virginia Railway Express (VRE) Commuter Routes
 - 16 daily roundtrips
 - Manassas: 8
 - Fredericksburg: 8



Background: NS-VPRA 2022 Agreement

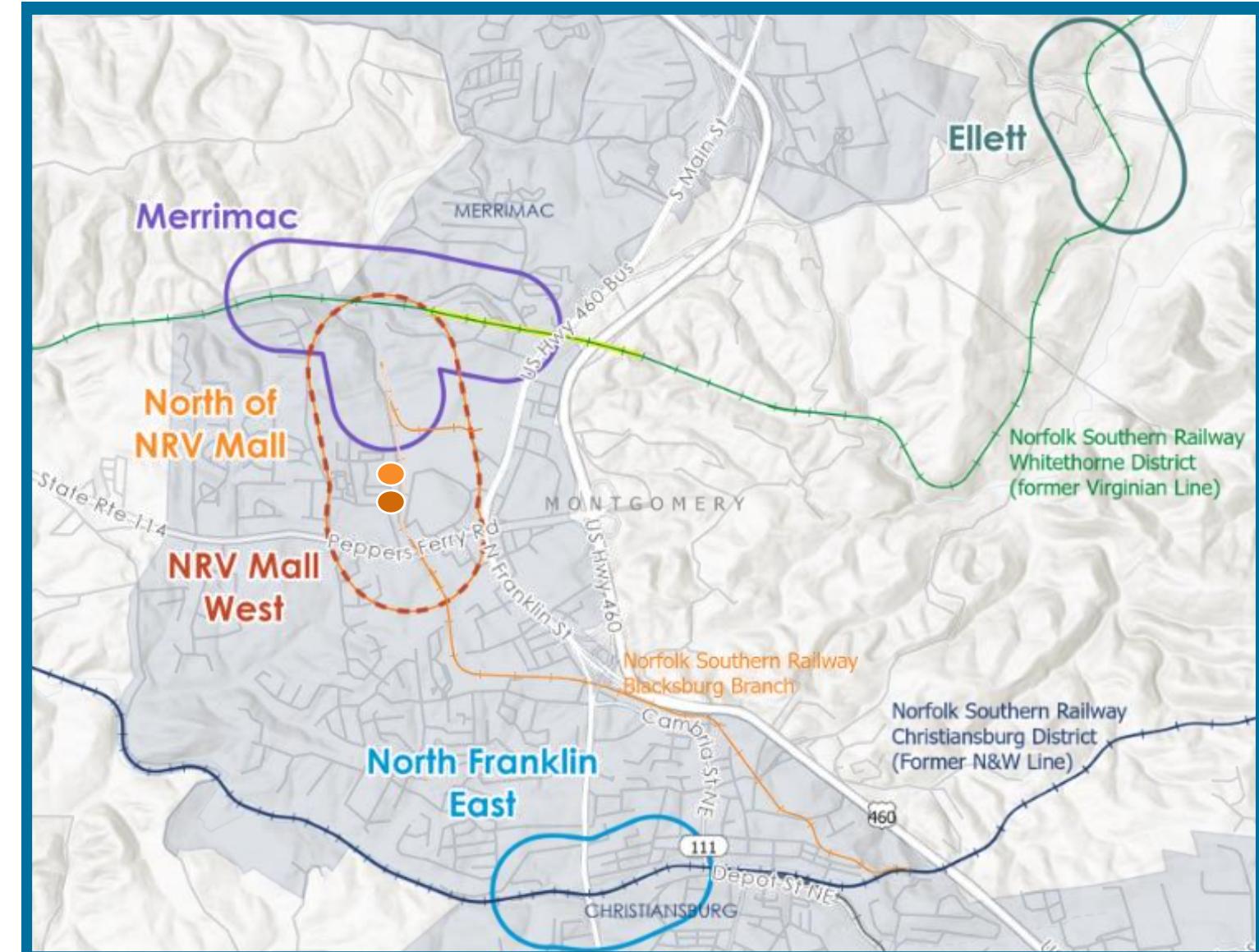
- Amtrak service began in 2009 with one round trip between Lynchburg and Boston - annual ridership forecast of 33,100; Service more than tripled the ridership forecast in the first year.
- Service expanded to Roanoke in November 2017.
- 2022 Agreement with NS included:
 - 2nd roundtrip to Roanoke, which began on July 11, 2022.
 - Extension to the New River Valley along the 28-mile Virginian Line, which Virginia purchased.
 - \$36.5M to NS for passenger rail improvements in Roanoke Yard
 - \$131M to NS for improvements along the Western Rail Corridor, such as Nokesville to Calverton double track



An estimated 80,000 net new riders annually will be added to the route due to the 2nd train to Roanoke and extension of both trains to the New River Valley.

NRV Station Feasibility Study (2022)

- Evaluated the feasibility of bringing passenger rail to the NRV.
- Assessed sites in the region that could feasibly support a passenger rail station.
 - Ellett
 - Merrimac
 - **North of NRV Mall (NRV-N)**
 - **NRV Mall West (NRV-W)**
 - North Franklin East



NRV Extension & Challenges

2022 Concept: Extend Amtrak service to New River Valley along NS's secondary "Virginian Line" (V-Line)

2022 estimates at 0% design:

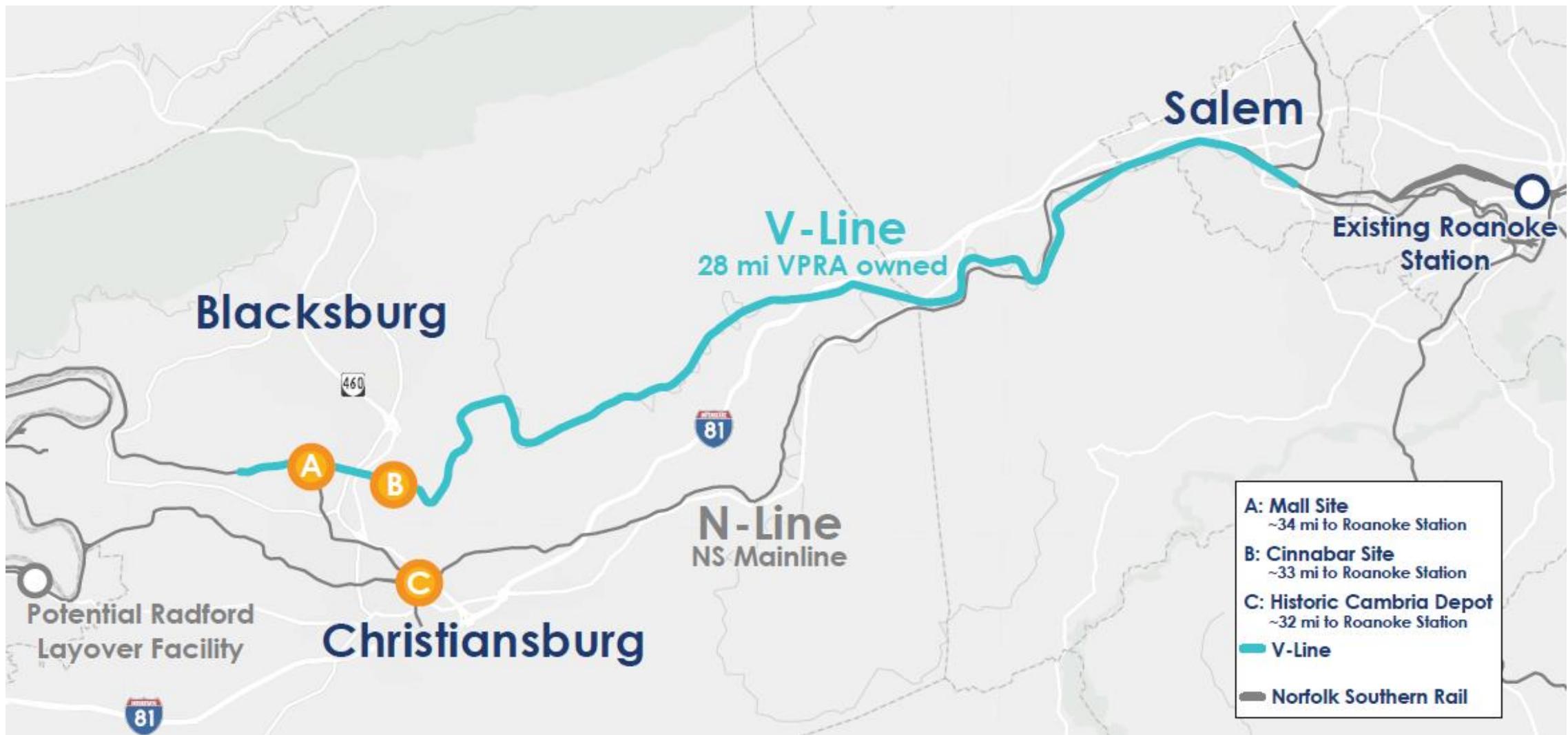
- Cost to extend to NRV: **\$257M**
- Start of passenger service: **2026**

January 2024 Challenges: 30% design showed higher costs and longer schedule

- Least expensive option to New River Valley: **\$545M**
- Start of passenger service: **2028**
- Extension to preferred Mall site an additional **\$240M-400M** (service start **2029**)

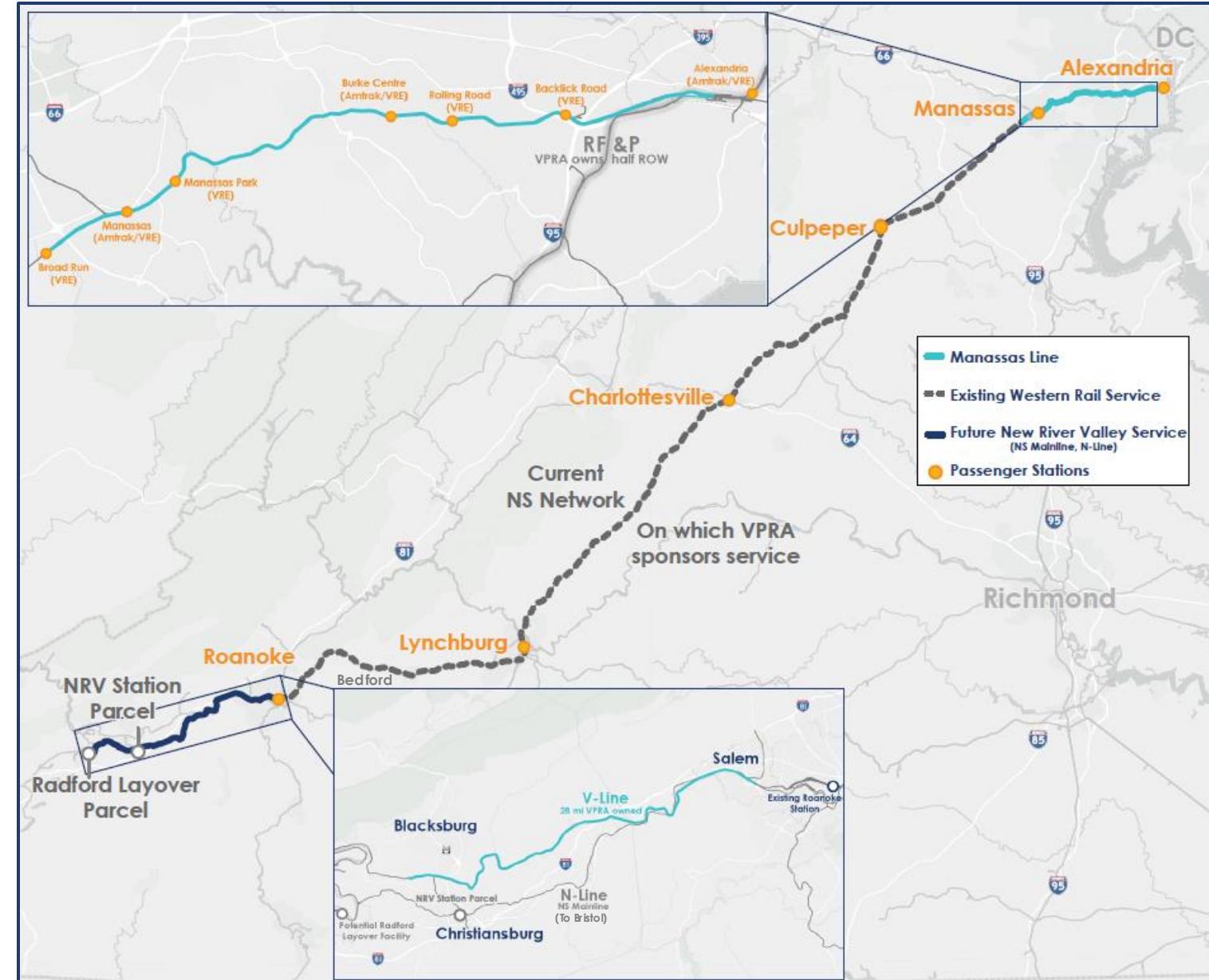


NRV Station Alternatives (2024)



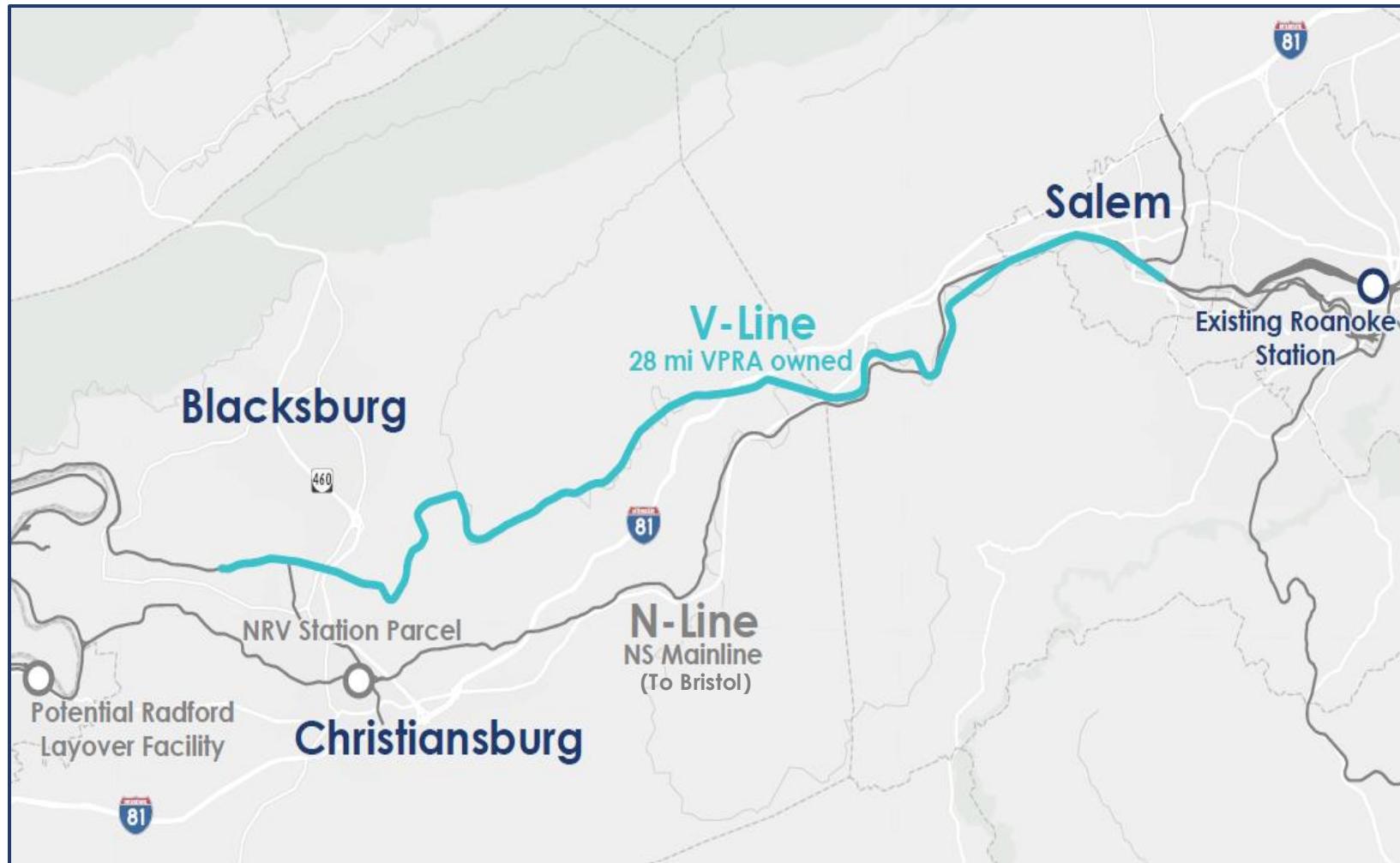
2024 NS Deal: Saving Time and Money

- VPRA approached NS in January 2024 seeking better options to reach the New River Valley
- NS open to extending passenger service on NS N Line if VPRA acquires Manassas Line
- Agreement executed between Virginia and NS on August 29, 2024
- Start of passenger service to NRV **no later than 2027**
 - 1-2 years sooner than 2022 location(s)
- VPRA control of Manassas Line
 - Dispatch services
 - Enables night and weekend VRE service



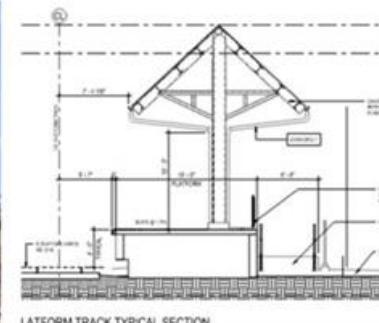
2024 NS Deal: New River Valley

- Extend to Christiansburg on NS Main Line ("N-Line")
- Sale of the V-Line back to NS
- **NS Constructs platform, pocket track, and layover facility**
 - Service no later than **2027**
- **Acquire historic depot building**
 - In service from 1906 -1979
- Adds **Bedford** station stop
- Opens door for **Radford** service and **Third Daily Roanoke Train**
- Keeps **Bristol** expansion possible by avoiding costly Merrimac Tunnel on V-Line



2024 NS Deal is Better for Virginia

1. **Faster:** Expands to New River Valley about two years sooner
2. **Less Risk:** Shifts risk of construction delivery to NS and incentivizes early and under-budget delivery
3. **Cheaper:** Saves the Commonwealth over \$100M
4. **Better Location:** More central Christiansburg location; includes historic depot building
5. **More Service:** New Bedford service and opens possibility for Radford service and third Roanoke train
6. **Cost Avoidance:** Obviates maintenance costs on aging bridges and structures on V-Line
7. **Favorable to Expansion:** Locates passenger rail station on the mainline to Bristol, reducing future cost of potential SW expansion by avoiding costly tunnel upgrades
8. **More Control:** Dispatch and control of Manassas Line; add weekend and night VRE service
9. **Cost Certainty:** Guarantees VRE cost-controlled access to Manassas Line



New River Valley Project Funding: Sources & Uses

Cambria platform, pocket track, parking, and layover facility at Radford: **\$65M**

- \$47.9M from 2021 Commonwealth Appropriations Act
- \$17.5M from VPRA's Commonwealth Rail Funding

Roanoke Yard Improvements: **\$36.5M**

- \$36.4M from Commonwealth High Priority Projects Program (via SMART SCALE recommendation)
- \$.1M from VPRA Commonwealth Rail Funding

Western Rail Improvements: **\$131.5M**

- \$100M from I-81 funding
- \$13.5M from Commonwealth High Priority Projects Program (via SMART SCALE recommendation)
- \$17.9M from VPRA Commonwealth Rail Funding

NRV Station at Cambria Rendering



New River Valley Passenger Rail Station Conceptual Facility Layout



Next Steps

Immediate next steps:

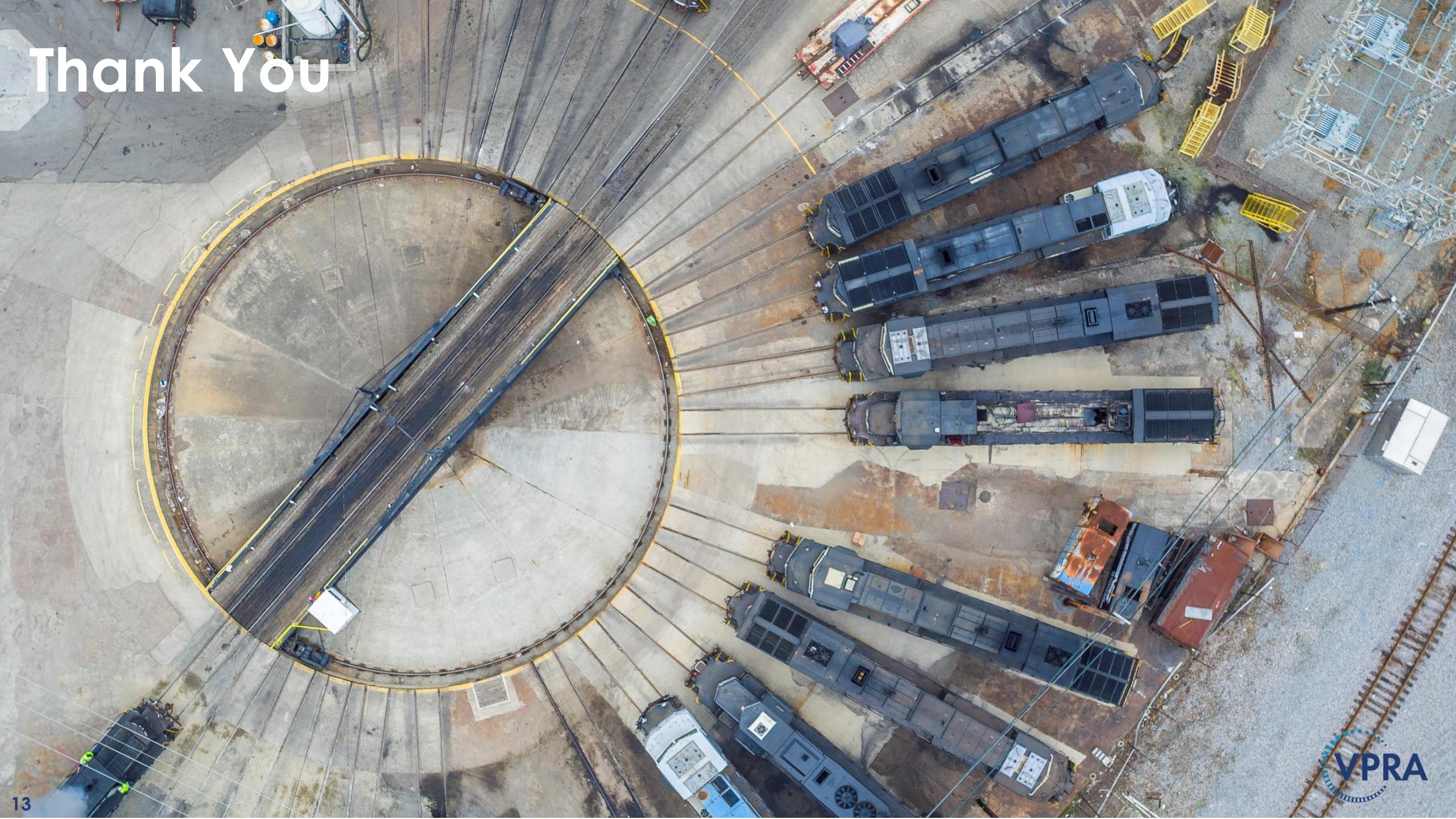
- Prior to end of 2024: NS to complete final design of NRV Station and Layover Facility
- February 2025: State Environmental Impact Review on VPRA-owned infrastructure approved
- February-March 2025: NS to begin construction at Radford and Christiansburg
 - Note: Construction of maintenance facility for NS at Christiansburg site has already begun

Later steps:

- VPRA to pursue the transfer of \$2M FRA funding to NRV Passenger Rail Station Authority (PRSA)
- VPRA & NRV PRSA to execute term sheet and MOA outlining roles and responsibilities of station area
- NS to convey Christiansburg and Radford sites no later than August 2027
- Passenger rail extends to Christiansburg



Thank You



Appendix

Cinnabar Site Improvements & Issues

\$545M Cost Drivers: Slate Hill Tunnel, Grading for Layover Track and Site

Slate Hill Tunnel Improvements

- Egress shaft
- Ventilation systems
- Emergency notification systems

Cinnabar Road Site Improvements

- Property acquisition
- Earthwork needed to grade site for level equipment storage
- Need to create access for patrons, crews and vehicular traffic
- Wetland and stream impacts



Slate Hill Tunnel



Cinnabar Road Site



Mall Site/Tunnel Improvements & Issues

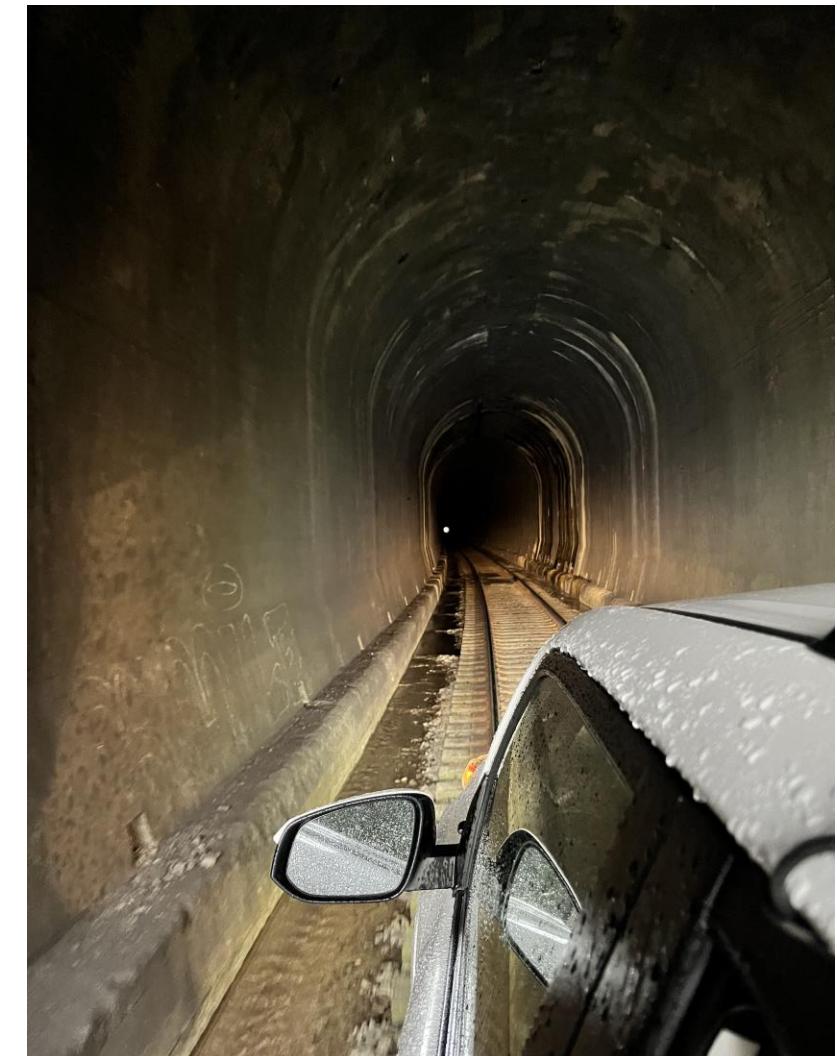
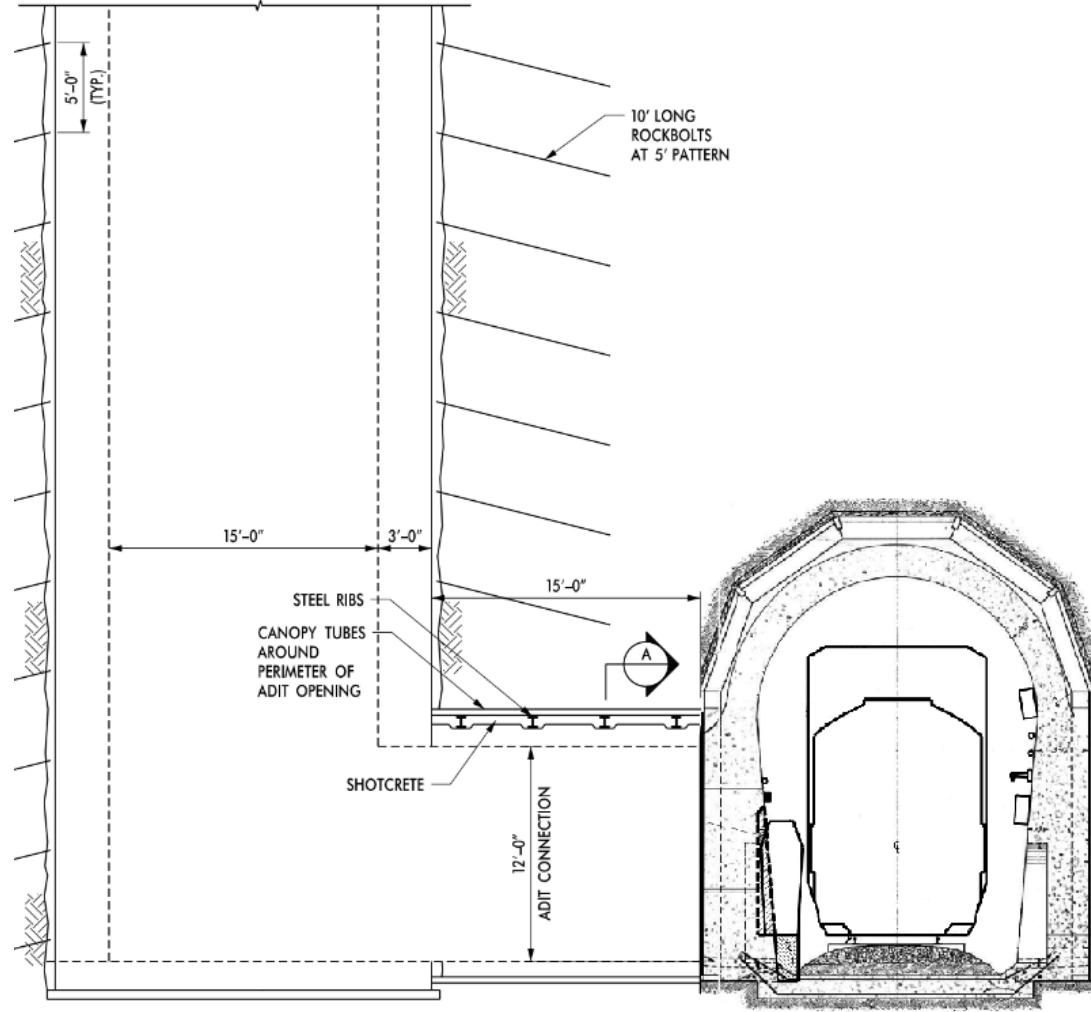
~\$785M Costs to traverse Merrimac Tunnel and Construct Mall Station

Merrimac Tunnel Safety Improvements

- Egress shafts
- Ventilation systems
- Emergency notification systems

Mall Site Improvements

- Reverse curve along 110 feet of elevation gain
- 600,000 cubic yards of rock cut



Appendix E:

July 2025 I-81 Advisory Committee Presentations





I-81 CORRIDOR IMPROVEMENT PROGRAM

I-81 Committee Meeting

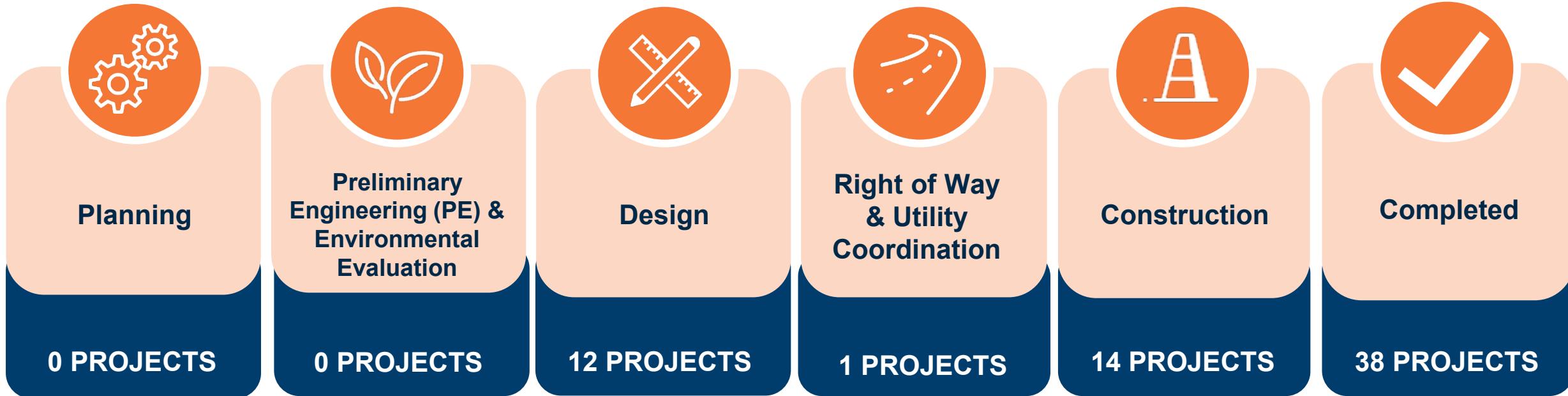
|

July 14, 2025

Project Development Process (Capital Projects)

Project Status Today (65 Projects)

* Note – Due to the addition of the southbound Exit 137 to Exit 128 project in Salem District, there are now 65 Capital Improvement Projects within the Program.



Project Status December 2024 (65 Projects)

0 PROJECTS

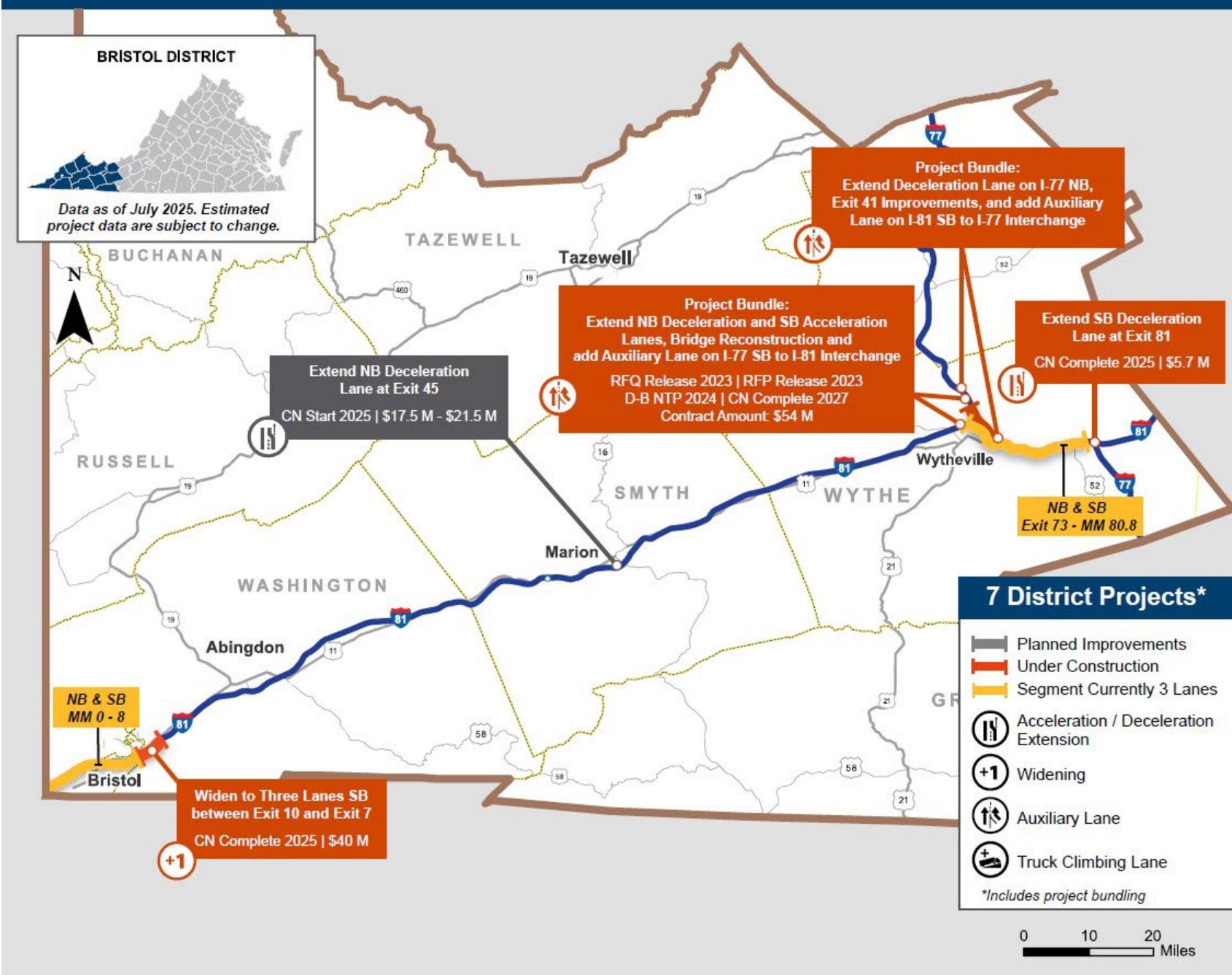
2 PROJECTS

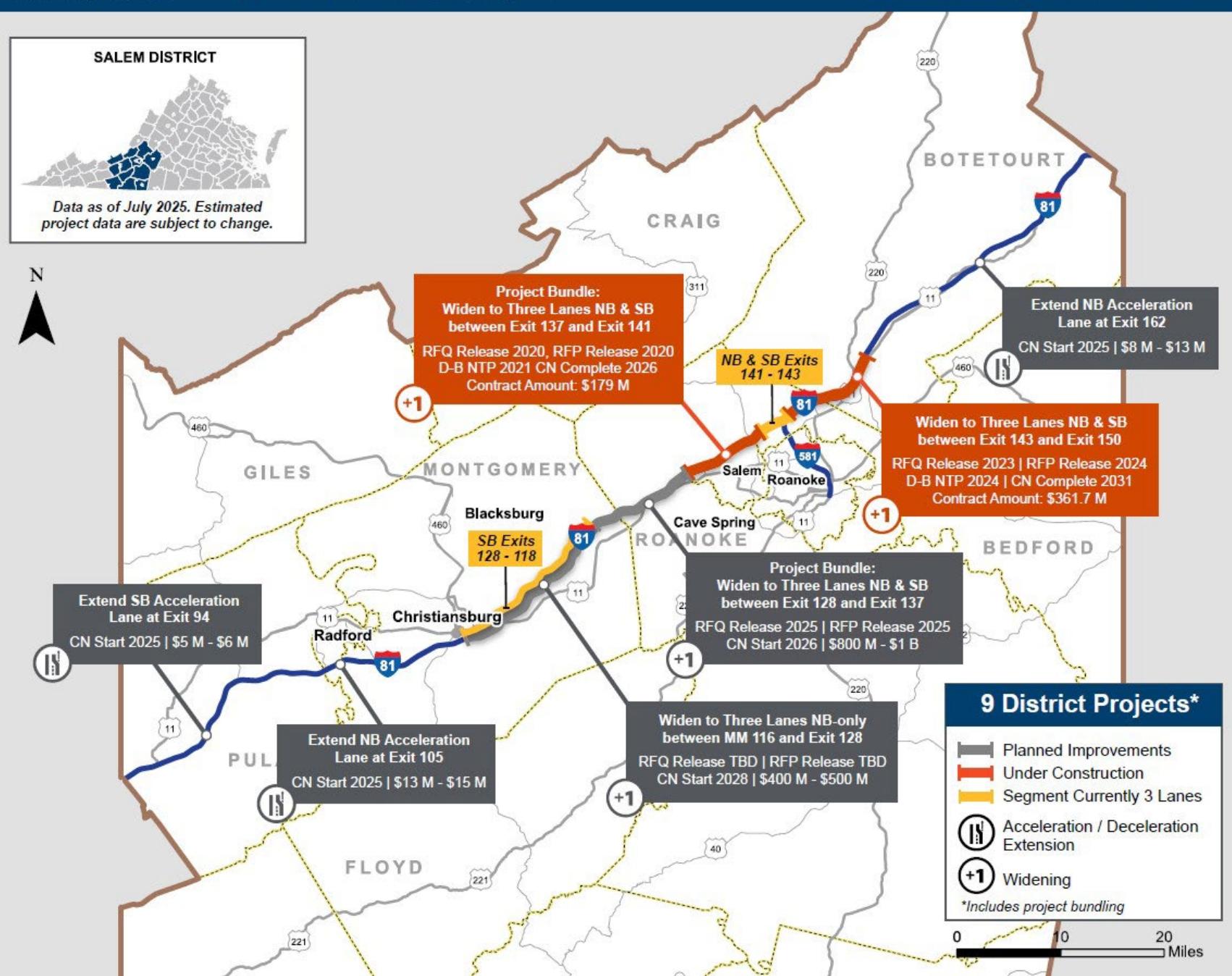
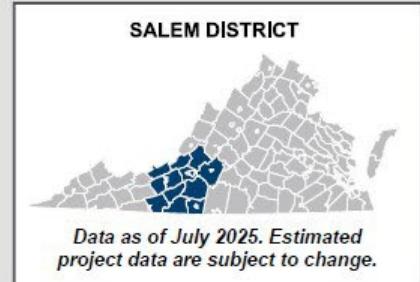
12 PROJECTS

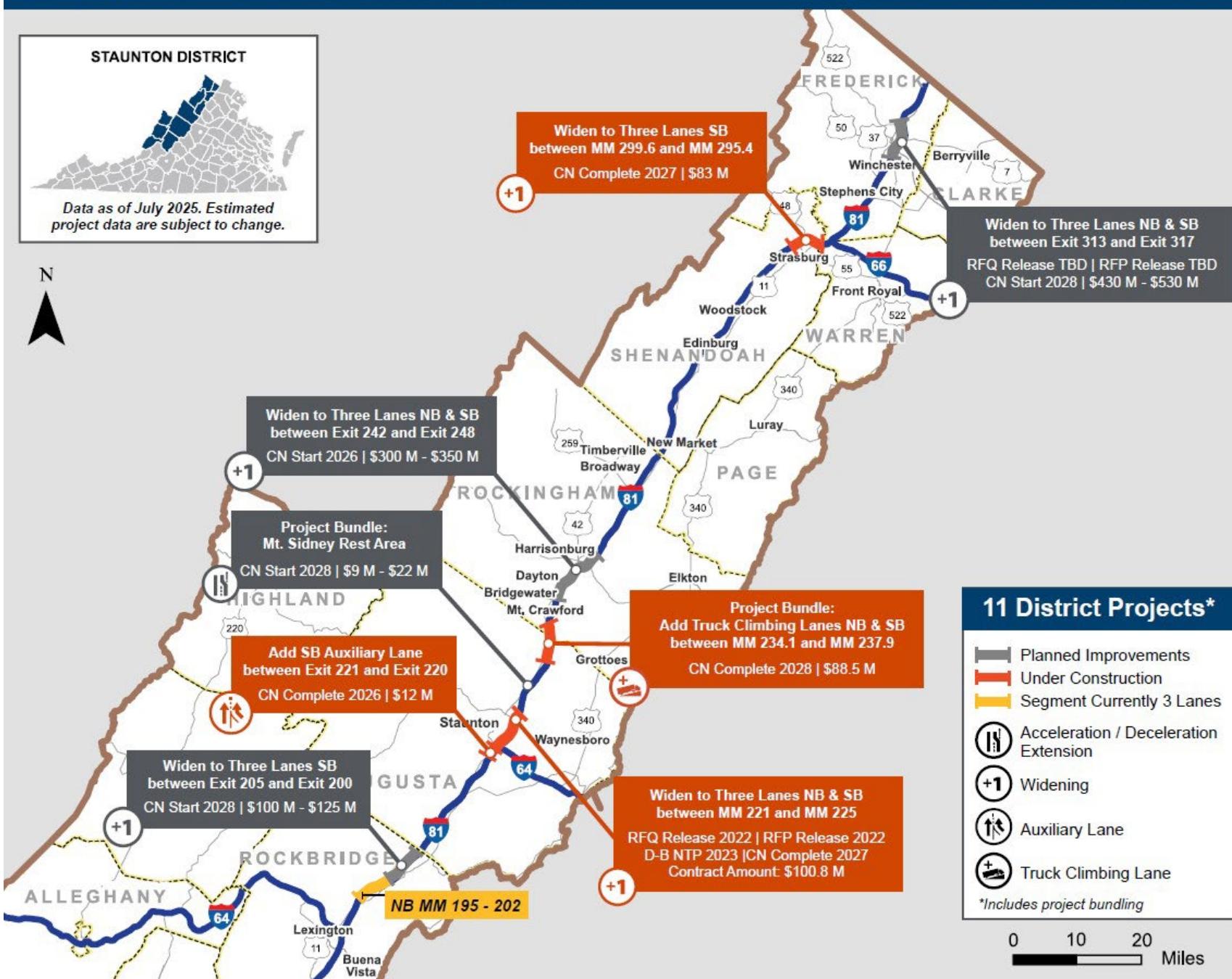
0 PROJECTS

16 PROJECTS

35 PROJECTS



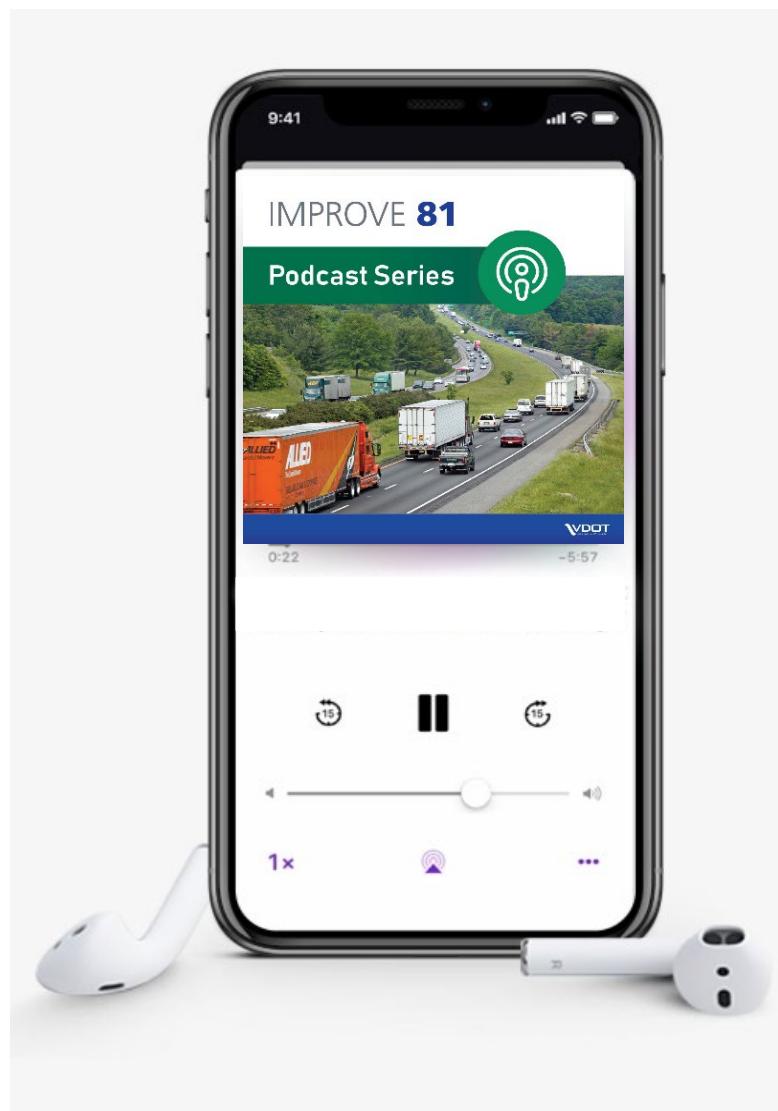
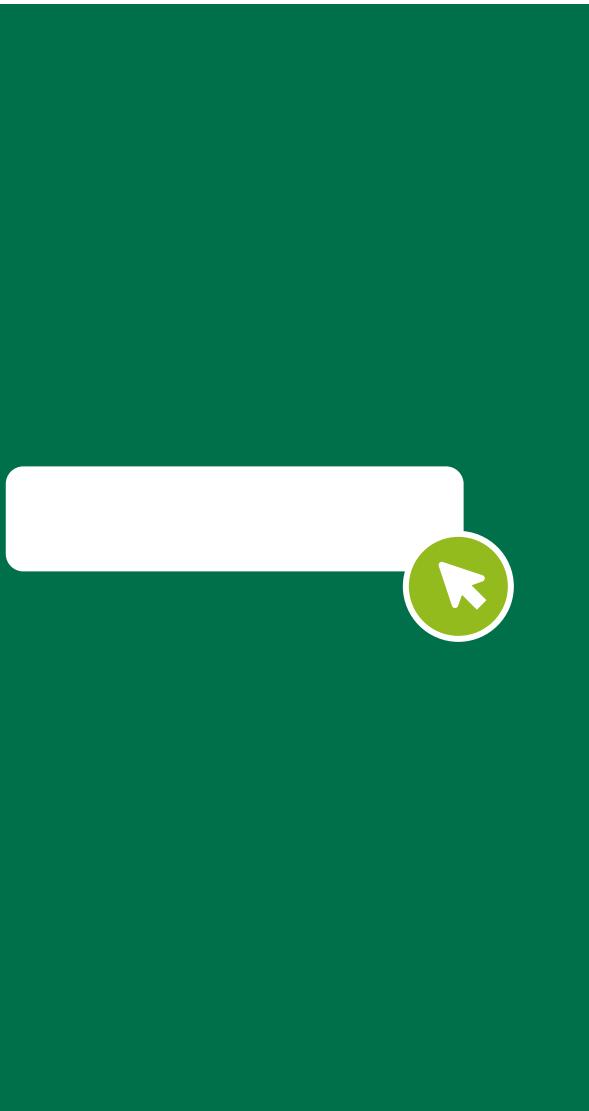




Upcoming Capital Projects (Corridor-wide)

	Project Description	Anticipated Construction Start
Bristol District	Exit 45 NB Deceleration Lane Extension (Marion)	2025
Salem District	Exit 94 SB Acceleration Lane, Exit 105 NB Acceleration Lane, Exit 162 NB Acceleration Lane	2025/2026
	Exit 128 to Exit 137 Widening NB and SB (Ironto to Salem) – 2 Projects to be delivered under 3 construction contracts	2026
	MM 116 to Exit 128 Widening NB Only (Christiansburg to Ironto)	2028
Staunton District	MM 242 to MM 248 NB and SB Widening (Harrisonburg)	2026
	Exit 313 to Exit 317 NB and SB Widening – Construction 2028 (Winchester)	2028
	Mount Sidney Rest Area (SB Deceleration Lane, SB Acceleration Lane, NB Acceleration Lane)	2028
	Exit 205 to Exit 200 SB Widening (Raphine to Fairfield)	2028

Program Specific Website – Learn More!





Virginia Breeze

Connecting the Commonwealth with
Virginia's Intercity Bus Service

Zach Trogdon, Chief of Public Transportation



What is Intercity Bus Service?

- Has stops in underserved rural communities that have lower levels of access to intercity transportation
- Provides meaningful connections with stops and schedules that allow public transit users or other passengers to transfer to the national intercity network
- Provides space for passengers' baggage
- Maintains a fixed-route, fixed-schedule
- Travels long-distance - generally meaning between two urban areas not in proximity



What is the Virginia Breeze?



Launched in 2017 after a needs assessment determined that bus operators had abandoned unproductive routes and were not meeting the travel needs of rural Virginia



Valley Flyer was the original route connecting Blacksburg to Union Station in D.C. Service funded solely through FTA Intercity Bus Program and ticket sales



Two new routes added in August 2020 – Piedmont Express (Danville to D.C. via Route 29) and Capital Connector (Martinsville to D.C. via 360/95)



The Highlands Rhythm began operation in November 2021. CTB approved I-81 funding of \$243,000 annually for five years (through November 2026) to support a portion of operating expenses for Bristol extension. \$100,000 in one-time capital funds were also included for stop improvements such as shelters and benches

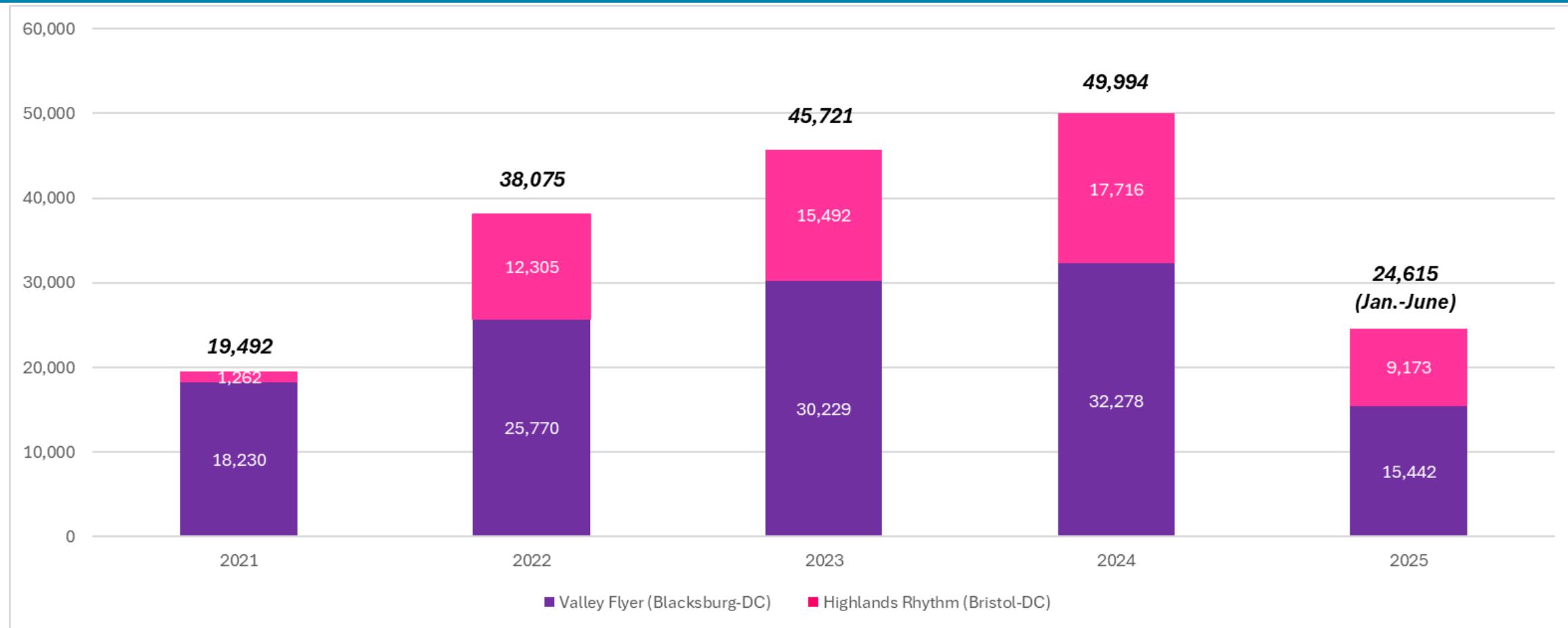


Operated by Dillon's Bus Service, which provides vehicles, drivers, and maintenance

Virginia Breeze Routes



Virginia Breeze Ridership I-81 Corridor



- Highlands Rhythm began operation in November 2021
- Valley Flyer does not receive funding from the I-81 program
- Ridership displayed by calendar year (January-December)

Highlands Rhythm

Daily Schedule

Northbound Schedule (Bristol-DC)	Departure	Southbound Schedule (DC-Bristol)	Departure
Bristol*	11:00am	Washington, DC*	12:50pm
Wytheville	12:10pm	West Falls Church	1:20pm
Radford*	12:55pm	Dulles Airport*	1:55pm
Christiansburg	1:10pm	Harrisonburg*	4:00pm
Salem	1:45pm	Salem	5:50pm
Harrisonburg*	3:40pm	Christiansburg	6:15pm
Dulles Airport*	5:45pm	Radford*	6:35pm
West Falls Church	6:20pm	Wytheville	7:20pm
Washington, DC*	6:55pm	Bristol*	8:30pm

* Top-Performing Stops

Highlands Rhythm Funding Sources

Source	FY 2025 Actual	FY 2026 Budget
I-81 Program Multimodal Funding	\$243,000 (16%)	\$243,000 (15%)
FTA 5311(f) Intercity Bus Program	\$681,790 (44%)	\$729,515 (45%)
Ticket Sales*	\$609,346 (40%)	\$652,000 (40%)
Total Funding Sources	\$1,534,136	\$1,624,515

*Fares range from \$21 to \$60 depending on origin/destination and average fare is \$31.

I-81 Intercity Bus Enhancements



Wytheville Bus Stop Relocation

Efforts currently underway to utilize I-81 capital funds to relocate existing bus stop to have greater connectivity and amenities to include lighting, ADA accessibility, and a bus shelter. Construction to be completed by the end of the year.



Tidewater Current Route Development

New route being developed linking I-64 and I-81 Corridors with proposed stops including Virginia Beach, Norfolk, Newport News, Williamsburg, New Kent, Richmond International Airport, Richmond Main Street Station, Charlottesville, Staunton, and Harrisonburg. DRPT anticipates selecting a contractor in Fall 2025 with a service launch in early 2026.



Questions?

Zach Trogdon
Chief of Public Transportation
zach.trogdon@drpt.virginia.gov



New River Valley Update

Presentation to the I-81 Committee
July 14, 2025

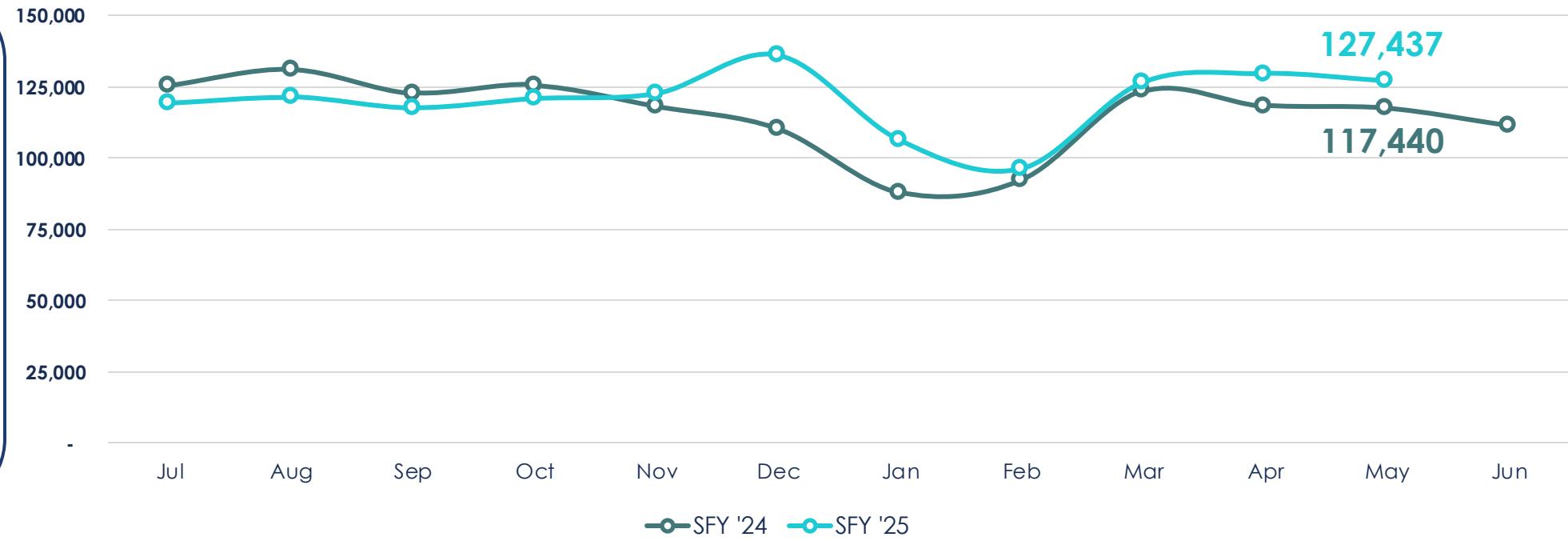


Virginia-Supported Amtrak Monthly Ridership and Station Activity

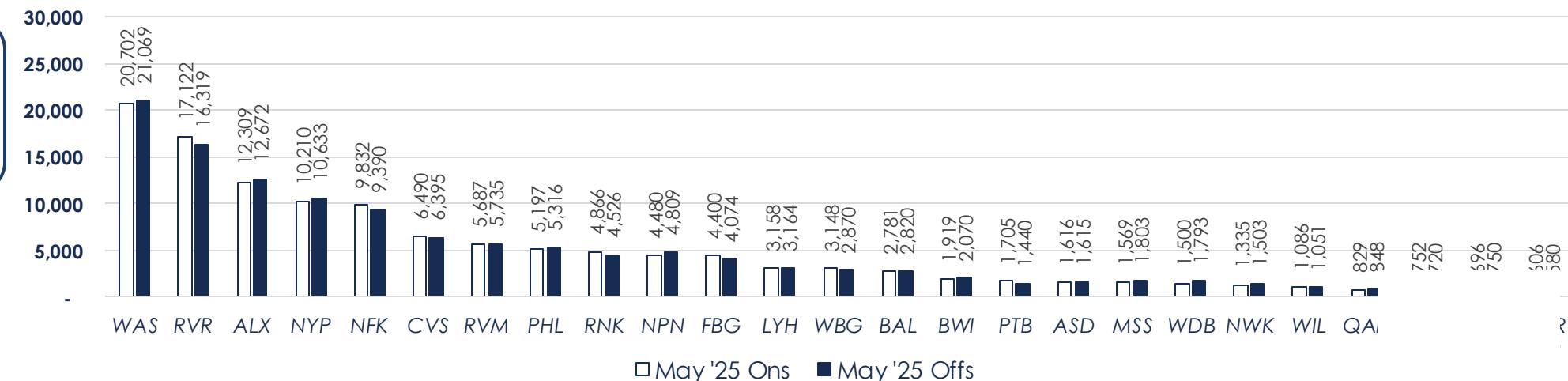
May 2025:
+8.5% ridership YoY

May 2025 was the fourth-highest ridership month since Virginia-supported service began in 2009 and had the highest May ridership on record.

State Fiscal Year Ridership To Date: +4.1%



Station Ons: The number of passengers who board
Station Offs: The number of passengers who alight

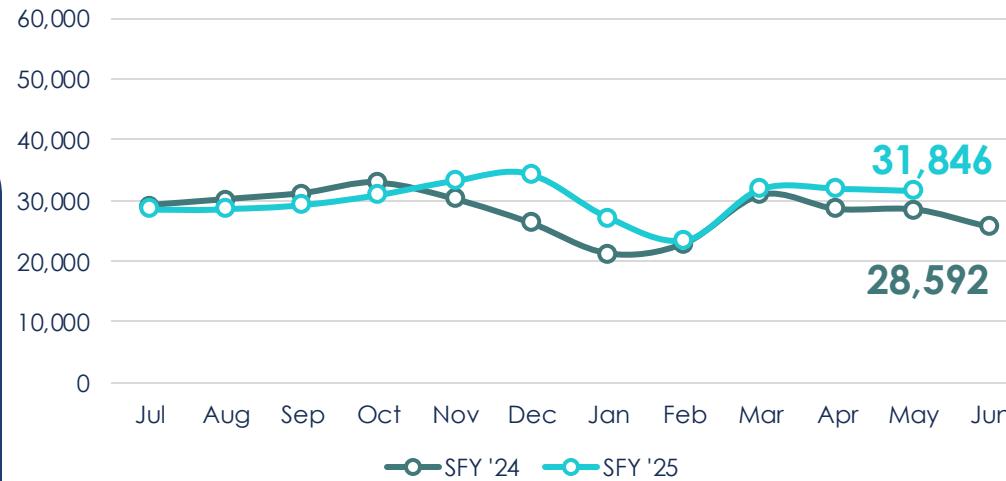


Virginia-Supported Monthly Ridership by Route SFY '25 vs. SFY '24

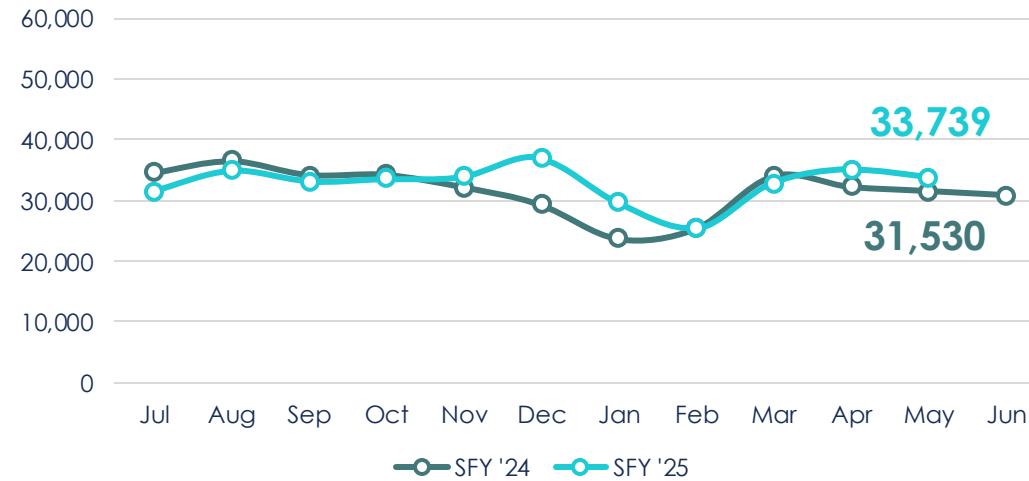
Eight trains cancelled due to WAS Terminal Interlocking work weekend of 5/17-5/18.

Friday – Sunday remain the most popular travel days.

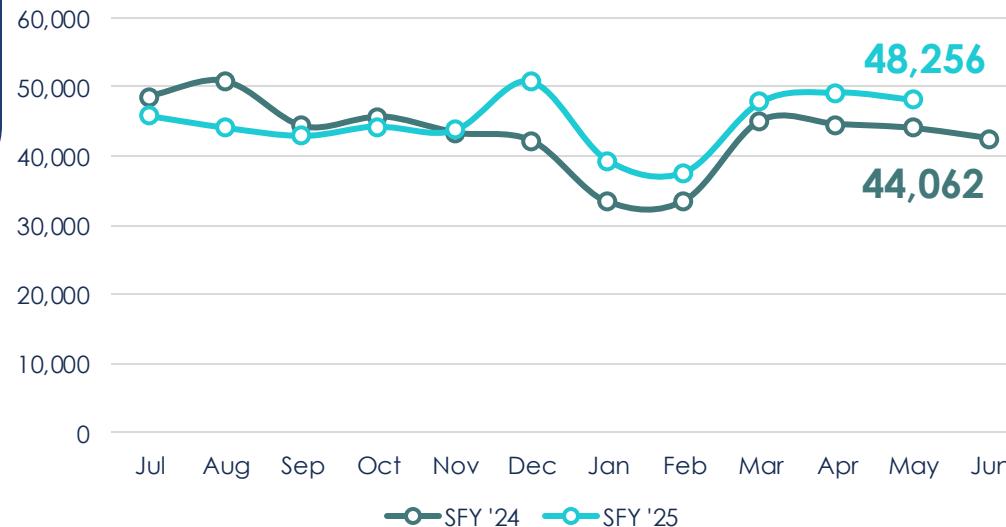
Route 46: Roanoke (+11.4%)



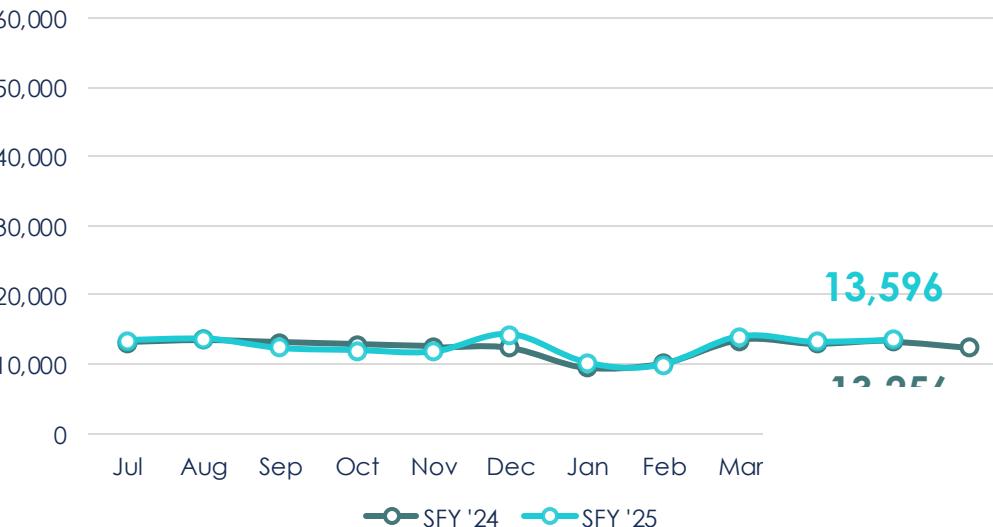
Route 47: Newport News (+7.0%)



Route 50: Norfolk (+9.5%)



Route 51: Richmond (+2.6%)



Growth of Amtrak Virginia's Roanoke Corridor

Calendar Year	Ridership
2024	343,585
2023	331,836
2022	268,774
2021 - Pandemic	143,101
2020 - Pandemic	79,711
2019	224,521

*Ridership has increased 53% from pre-pandemic (record) levels.





New River Valley Project Overview

Extension of Roanoke service will bring passenger rail back to the New River Valley for the first time since 1979.

A new agreement between VPRA and Norfolk Southern, completed last fall, will result in service returning to Christiansburg sooner than expected and at a lower cost.

The New River Valley Passenger Rail Station Authority has the lead on the renovations to the historic station at Cambria.

Amtrak Virginia service is expected to begin in 2027 with two daily roundtrips between the New River Valley and Washington, DC connecting to Amtrak's Northeast Corridor.

New River Valley Project Funding: Sources & Uses

Cambria platform, pocket track, parking, and layover facility at Radford: **\$73M**

- \$48M from 2021 Commonwealth Appropriations Act
- \$25M from VPRA's Commonwealth Rail Funding

Roanoke Yard Improvements: **\$36.5M**

- \$36.4M from Commonwealth High Priority Projects Program (via SMART SCALE recommendation)
- \$.1M from VPRA's Commonwealth Rail Funding

Western Rail Improvements: **\$131.5M**

- \$100M from I-81 funding
- \$13.5M from Commonwealth High Priority Projects Program (via SMART SCALE recommendation)
- \$17.9M from VPRA's Commonwealth Rail Funding

Passenger Capacity Grant: **\$25M**

- \$25M from 2021 Commonwealth Appropriations Act



NRV Station at Cambria Rendering

New River Valley Groundbreaking

Event held on April 24, 2025

Attendees included Governor Youngkin, Secretary Miller, local and state elected officials, and representatives from Norfolk Southern and Amtrak.

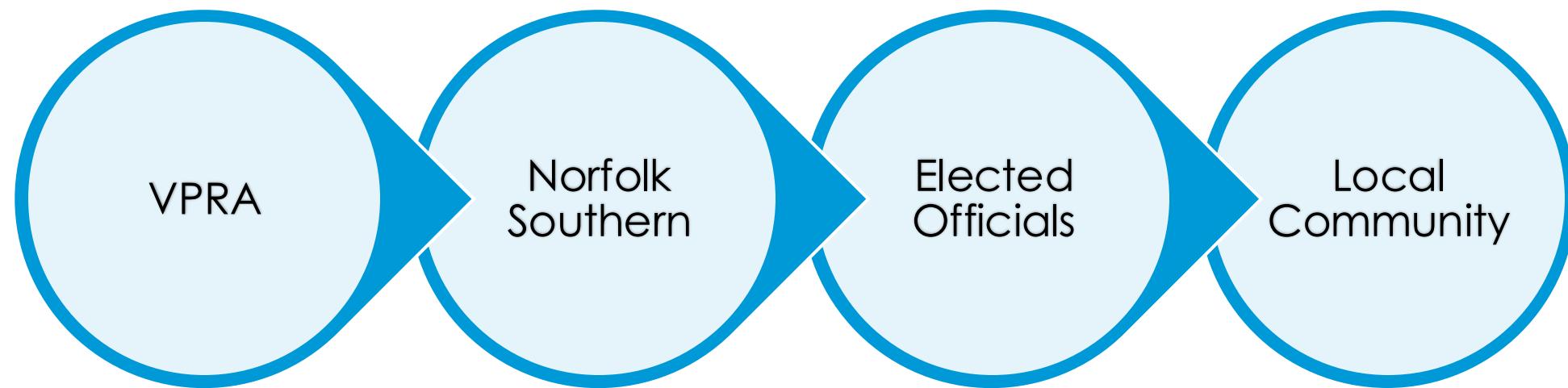
More than 200 local leaders attended.

Media coverage included all 4 Roanoke TV affiliates as well as all local news outlets and trade publications.

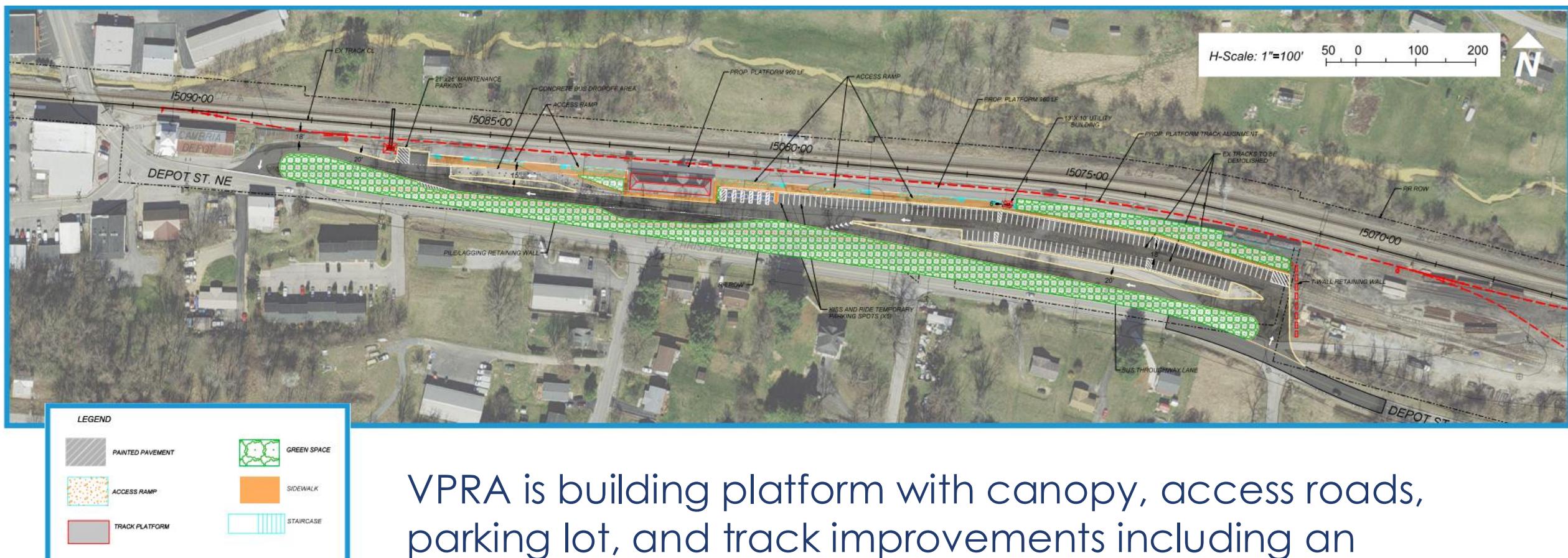


Success of NRV Project

- Strong local support for years led to plans for the extension of service.
- Partners working together will make the project run smoothly.
- Everyone willing to do what needs to be done means the project will be completed on time and on budget.



Cambria Station Site



VPRA is building platform with canopy, access roads, parking lot, and track improvements including an updated signaling system.

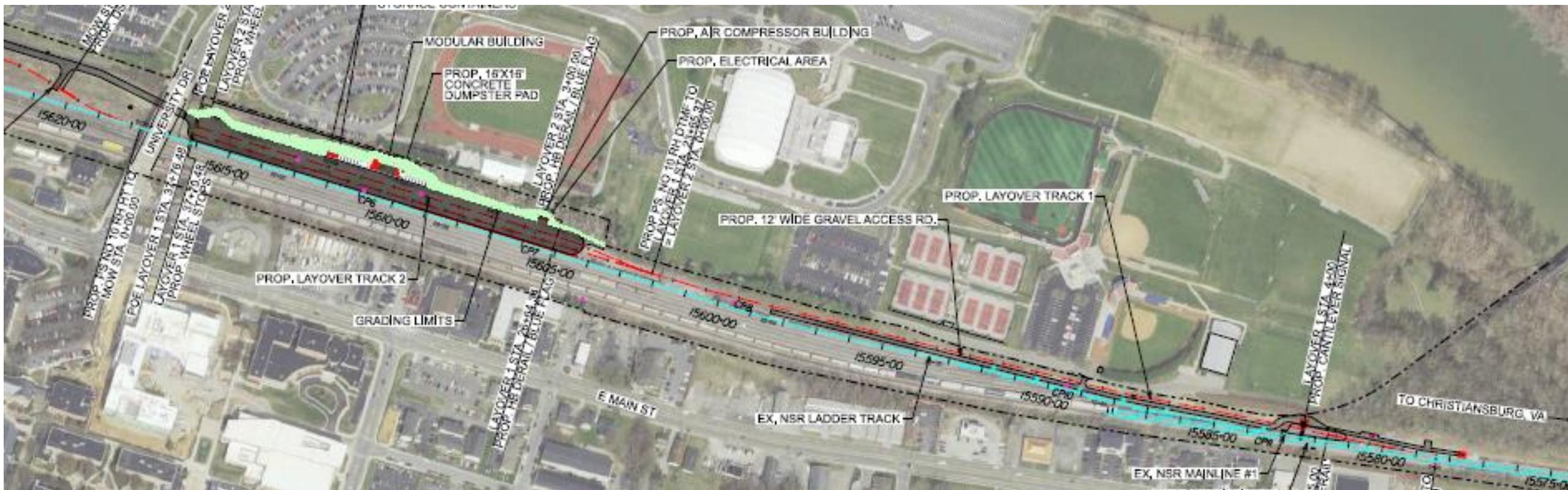


Construction Progress – Cambria Station Site

- Tree removal at the site is complete.
- Removal is necessary to make room for the jack and bore machines.
- These machines will be used to install pipes and other underground structures.
- Construction crews are removing the existing tracks east of the new Norfolk Southern Maintenance of Way building.
- Old yard tracks were removed to make way for construction of the platform and parking lot.
- Access road has been roughly graded.



Radford Layover Facility

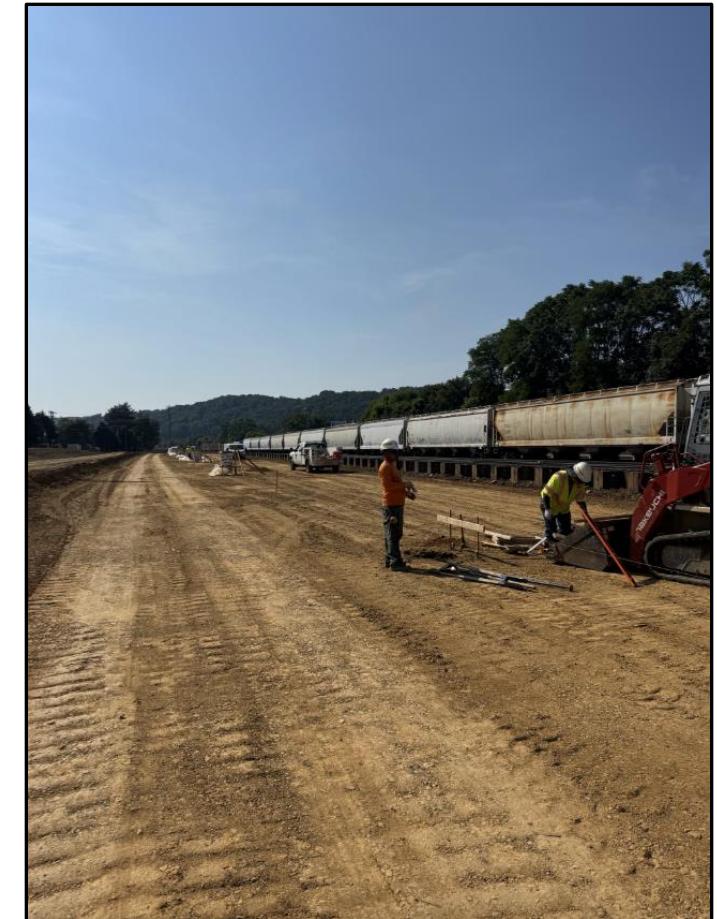


VPRA is building a layover facility where trains will turn, be cleaned, and staged for their next departure north.



Construction Progress – Radford Layover Facility

- Crews are using a crane and vibratory hammer to install a sheet pile retaining wall.
- Should be completed in the next few weeks.
- Stormwater diversion ditch has been lined with erosion and sediment stone to slow the speed of storm runoff.
- Crews have placed a different, smaller stone along the access road east of the overpass.



Future Service

Service to launch in 2027

Two Daily Roundtrips

Stops in Virginia:

Roanoke, Lynchburg, Charlottesville, Culpeper, Manassas, Burke Centre, and Alexandria

Trip Times:

50 minutes between Christiansburg and Roanoke

Just under 6 hours from Christiansburg to Washington, DC



NRV Station at Cambria Rendering

Recent VPRA Updates

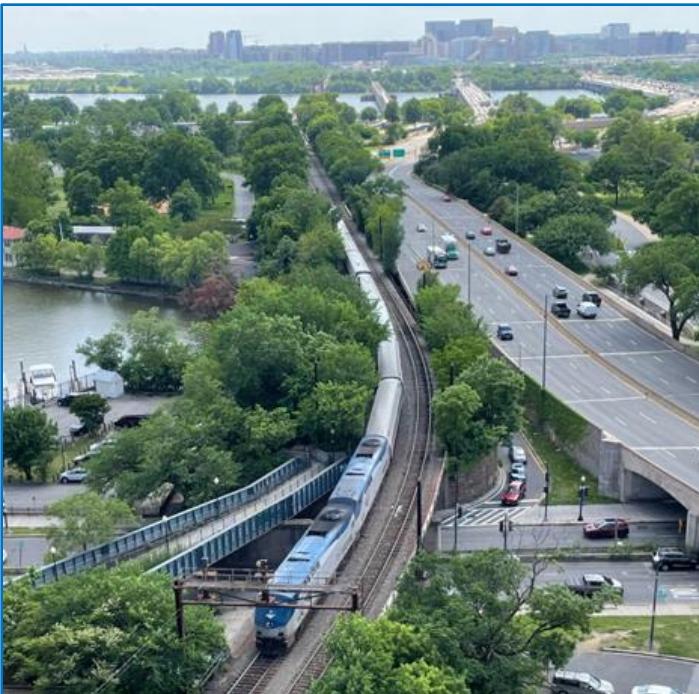
In the month of June, VPRA executed two major construction contracts.

For the **Long Bridge North Package**, VPRA executed the Phase 2 (Construction) Contract Amendment with Skanska-Flatiron Joint Venture on June 27.

- Project budget of \$1.65B in FY26 Amended Budget.
- SFJV will continue early works construction activities on the North Package.

For the **Franconia-Springfield Bypass**, VPRA executed the Phase 2 (Construction) Contract Amendment with Flatiron-Herzog Joint Venture on June 13.

- Project budget of \$532M in FY26 Amended Budget.
- VPRA issued notice to proceed to FHJV for construction of the shoofly tracks.





Thank you!



<https://vapassengerrailauthority.org/>



I-81 Corridor Finance Update

| Laura Farmer, Chief Financial Officer

July 14, 2025

Changes since December 2024 Financial Update

- **Dedicated I-81 Fuel Tax Estimate – Update provided by Department of Taxation**
- **Commonwealth Transportation Fund Revenue Update**
- **Allocation updates to VDOT Program Areas to address inflation and other needs**
- **Resulting changes to the funding available for Construction Formula Distribution**
 - **20% of state and federal funding available is dedicated to Interstate Operations and Enhancement Program**

Estimate/Allocation Changes since December Update (Overlapping years)	(in millions)					Total
	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	
I-81 Fuel Tax	(\$4.6)	(\$5.7)	(\$5.9)	(\$6.1)	(\$6.2)	(\$28.5)
I-81 Share of Interstate Operations and Enhancement Program (IOEP)	(17.3)	(11.4)	(10.4)	(12.4)	(10.4)	(61.9)

- **Total estimated cost of the I-81 Corridor Program increased from \$3.6 billion to \$3.9 billion. This change is primarily due to the estimate update for the Ironto Widening Segment, Exit 128 to Exit 137**

Additional Funding

- **General Fund Support - \$245 million**
 - **\$70 million provided during the 2024 Session to support continued advancement of projects in the Interstate 81 Corridor**
 - **\$175 million from 2024 GF surplus to support projects on the corridor (Appropriated during the 2025 General Assembly Session)**
- **This funding was assumed in the December 2024 Advisory Committee Presentation**

Revenue and Expenditures to Date

Interstate 81 Improvement Fund (in millions) Activity through June 30, 2025 (Preliminary)

Sources	Actuals Through FY 2025
I-81 Fuels Tax	\$465.7
Interstate Operations and Enhancement Program Allocation (State and Federal)	436.3
General Fund	245.0
Other Sources Prior to FY 2021/Other	71.5
Interest Income	48.5
Total	\$1,224.9
Bonds/TIFIA Loan	199.4
Total	\$1,466.4

Activity	Total
Expenditures	
Pay-Go Project Expenditures	\$405.6
Bond / TIFIA Fund Project Expenditures	116.9
Debt Service	18.0
Financing Costs/Administration	1.4
Total	\$541.9
Balance Remaining	
Fund Balance	\$762.4
Bond Balance	0.0
Federal IOEP Balance	37.4
Federal Earmark	42.0
TIFIA Balance	82.6
Total Available	\$882.4
Expenditures and Balance Remaining Total	\$1,466.2

Totals differ due to rounding

Sources – Revenue Performance and Projections

Sources	Actuals Through FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	Total
Regional Fuels Tax	\$465.7	\$88.6	\$89.5	\$91.4	\$93.4	\$95.4	\$95.4	\$1,019.4
Interstate Operations and Enhancement Program Allocation	436.3	97.4	107.3	112.8	120.9	128.1	133.6	1,136.4
General Fund	245.0							245.0
Other Sources Prior to FY 2021/Other/Federal Earmark*	71.5	-	-	-	-	-	-	71.5
Interest Income	48.5	-	-	-	-	-	-	48.5
Prior Year Revision		(3.3)						(3.3)
Total	\$1,266.9	\$182.7	\$196.8	\$204.2	\$214.3	\$223.5	\$229.0	\$2,517.4
Planned Debt for Construction	199.4	199.4	334.2		266.9	-		\$1,000.0
Total	\$1,466.4	\$382.1	\$531.0	\$204.2	\$481.2	\$223.5	\$229.0	\$3,517.4

Estimate Sources:

Regional Fuels Tax estimate provided by the Virginia Department of Taxation, December 2024

Interstate Operations and Enhancement Program, Commonwealth Transportation Fund Six-Year Financial Plan, June 2025

*Federal earmark of \$42 million allocated in FY 2025

Uses - Support I-81 Corridor Improvement Program

Uses (in millions)	Through FY 2025*	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	TOTAL
Debt Service	\$18.0	\$12.7	\$10.6	\$9.5	\$14.2	\$18.1	\$18.1	\$101.2
Remaining Fuel Tax Revenue	446.5	70.8	77.1	80.5	77.8	76.9	76.9	906.5
Interstate / IOEP Allocation / Other	801.3	97.4	107.3	112.8	120.9	128.1	133.6	1,501.4
Administration and Financing Costs	1.2	1.8	1.8	1.4	1.4	0.4	0.4	8.4
Total	\$1,266.9	\$182.7	\$196.8	\$204.2	\$214.3	\$223.5	\$229.0	\$2,517.4
Planned Debt to support Construction	199.4	199.4	334.2	-	226.9	-	-	1,000.0
Total with Planned Debt	\$1,466.4	\$382.1	\$531.0	\$204.2	\$481.2	\$223.5	\$229.0	\$3,517.4

*As of June 30, 2025; preliminary and unaudited

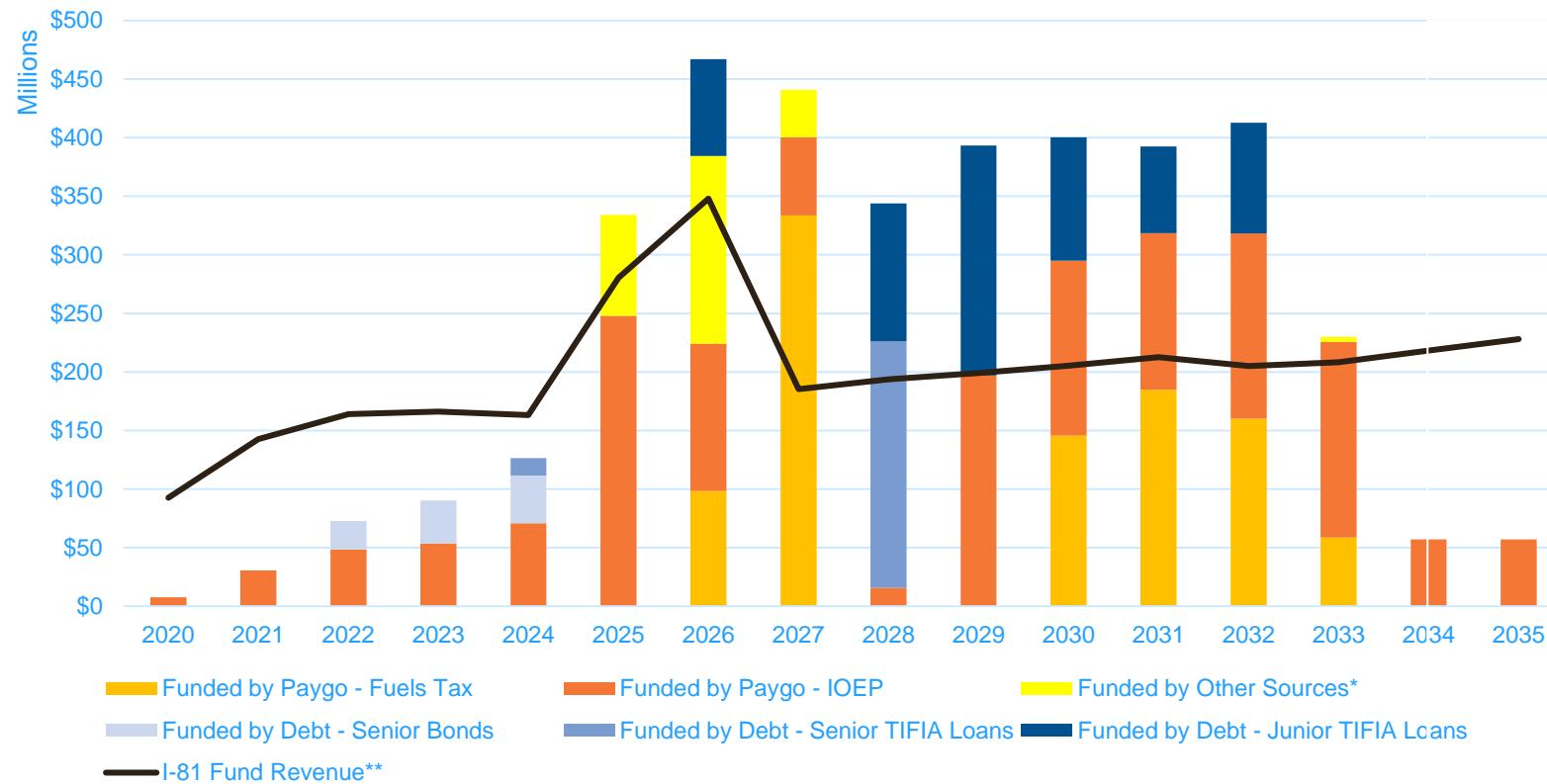
Extended Financial Outlook for I-81 Program

I-81 Corridor Program – Project Costs

The estimated cost of all improvements included in the current CIP totals \$3.9 billion, with projects funded through 2035 (based on the current revenue assumptions and debt model)

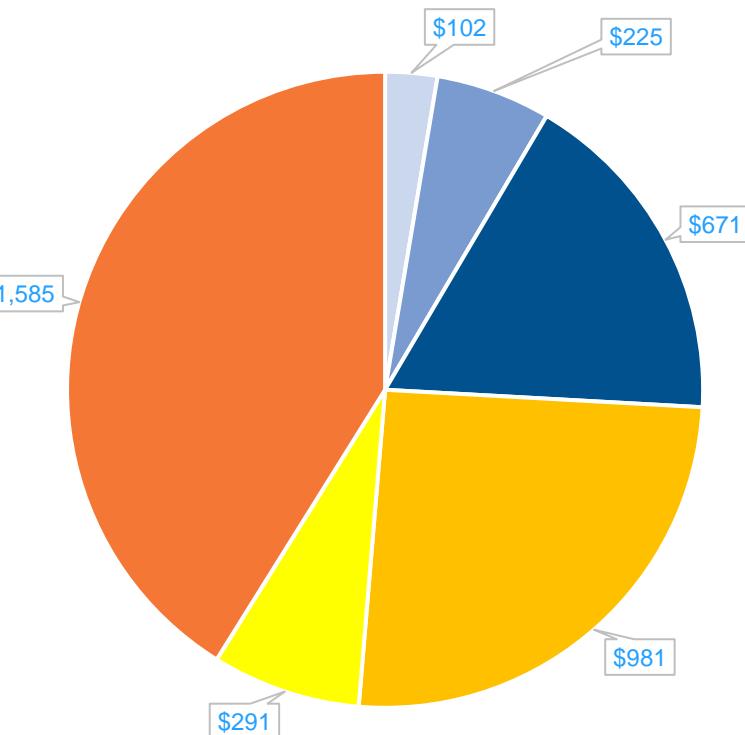
Preliminary Funding by Year and Source

- The current I-81 Program of \$3.9 billion is fully funded by a mix of IOEP and fuels tax pay-go as well as multi-lien fuels tax debt
 - Chart Reference – Bars – Modeled Expenditures; Line – Revenue net of financing costs



* Includes \$42 million Federal Earmark, \$70 million General Fund appropriated in FY 2025, and \$175 million General Fund Surplus dedicated to I-81

** net of financing payments



Modeled Funding Potential for Additional Improvements

(in millions)	2034	2035	2036	2037	2038	2039	2040	2041
Estimated Allocations available after debt obligations	\$161	\$171	\$238	\$249	\$235	\$270	\$282	\$295

- **Assumes debt authorization of \$1 billion for the program is fully leveraged in first tranche of projects**
Remaining funding available is pay-go from remaining fuel tax revenue, after debt service, and IOEP allocations dedicated to I-81
- **Based on this potential trajectory, the working amount for the IOEP Plan Update is \$2 to \$2.25 billion, with significant resources available beginning in FY 2034**
The I-81 Program will continue to benefit from interest earnings on the I-81 Fund and any additional funding provided to supplement the dedicated revenue and allocation streams. This provide opportunities to advance improvements sooner.



I-81 2025 CORRIDOR IMPROVEMENT PLAN

I-81 Advisory Committee Meeting

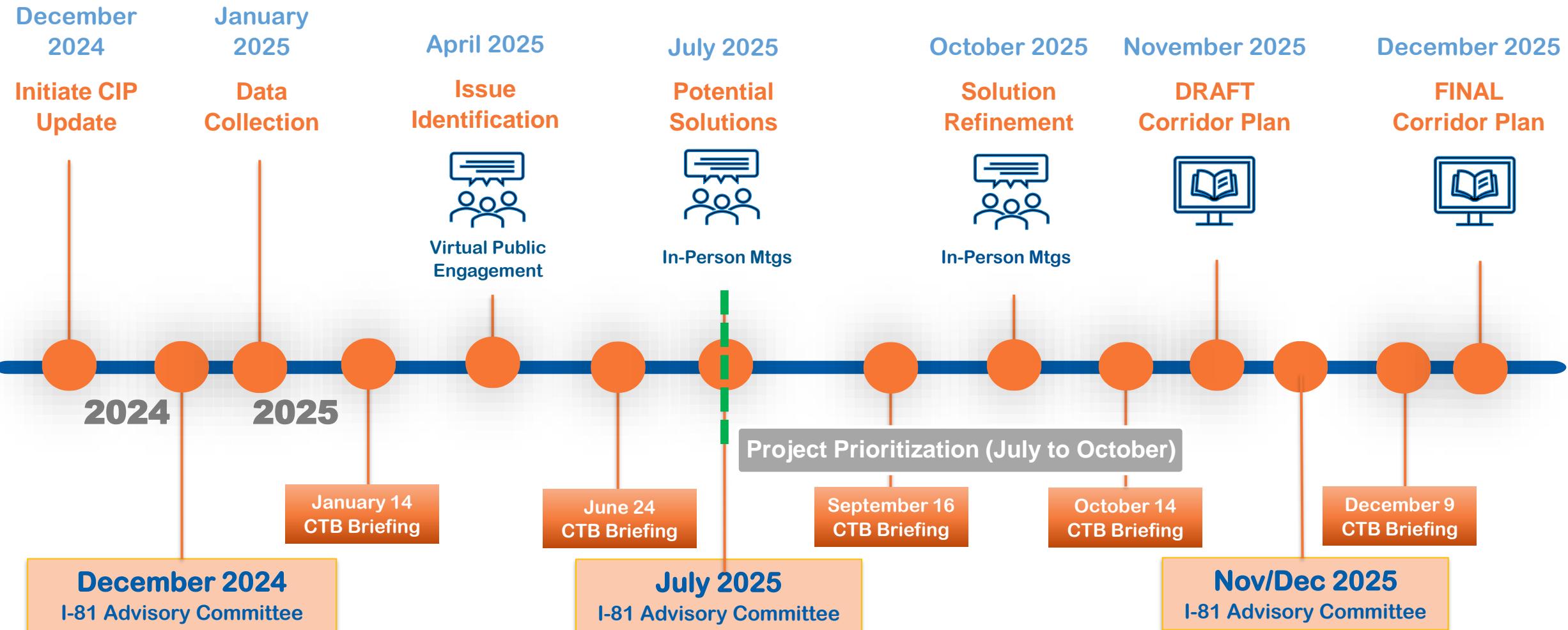
Ben Mannell, AICP

July 14, 2025

2025 I-81 CIP: I-81 Committee Update

- **I-81 CIP Schedule and Update**
- **I-81 CIP Update- Work to Date**
 - **Performance Measures**
 - **Public Feedback from Round 1 Engagement**
- **Upcoming Round 2 Public Meetings**
- **Next Steps**

CIP Schedule: December 2024 – December 2025



I-81 Corridor Improvement Plan Update

- **65 projects in the 81 Program have advanced or are advancing to construction**
- **Next tranche of projects need to be identified**
 - Projects are complex and need to be identified early
 - Allows advanced activities- resulting in refined construction costs and shovel-ready projects
- **Project identification is performance driven**
- **Solutions will be identified using a SMART SCALE-like process**



UNLOCKING THE CORRIDOR

Virginia is making significant investments along the I-81 corridor to enhance safety, reduce congestion, and unlock the region for further economic growth.

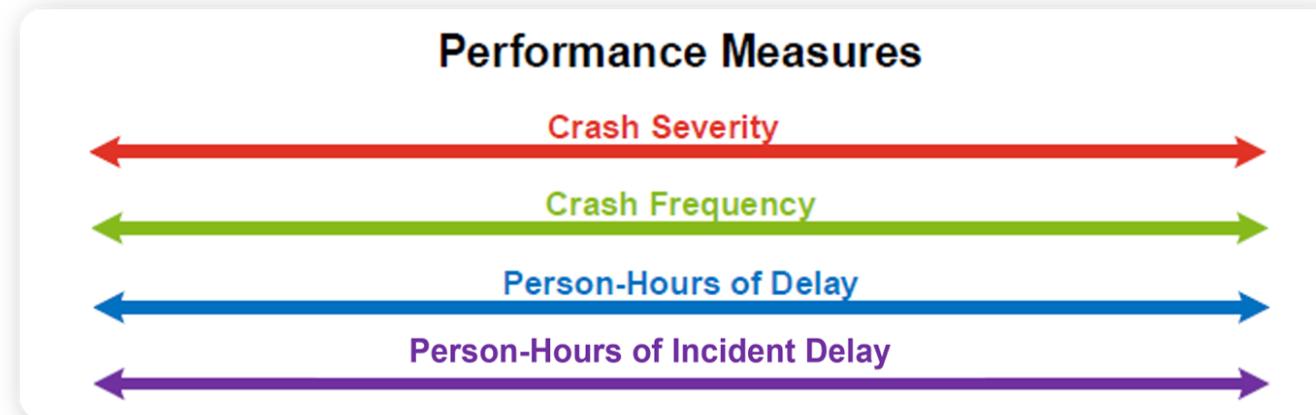
I-81 CIP Update: Work to Date

- **Performance measures analysis- complete**
- **Round 1 public engagement- complete**
 - Performance measures and public validation
 - Feedback on issues
- **Potential solutions development- underway**
- **Round 2 public meetings- underway**
 - Summary of feedback from Round 1
 - Feedback on potential solutions

Performance Measures Used

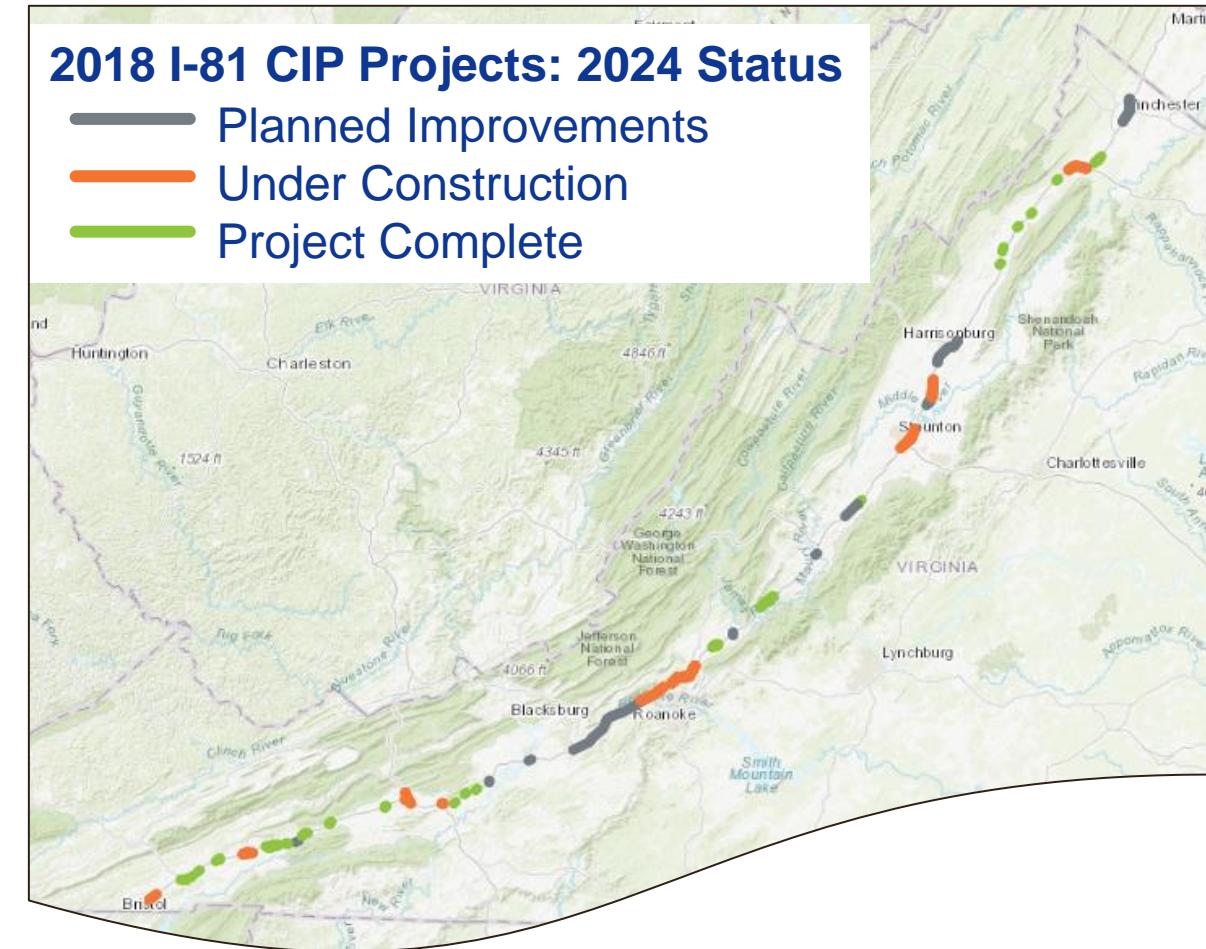
Determine the top 25% of one-mile segments for the following performance measures in both directions of I-81

Crash Severity	fatal and severe injury crashes over the last 5 years
Crash Frequency	rate of crashes during the last 5 years
Person-hours of Delay	hours of delay caused by congestion, incidents, and weather events
Person-hours of Incident Delay	incidents or crashes that lead to at least one lane of the interstate being closed an hour or more



Data Analysis Assumptions

- **Exclude 2020 data**
 - 5-year dataset: 2019 & 2021-2024
- **Exclude one-mile segments in 2018 I-81 CIP with widening and truck climbing projects already programmed for improvement**



Performance Measures Summary

Milepost	District	Number of One-Mile Segments (both directions) in the Top 25% by Performance Measure			
		Crash Severity	Crash Frequency	Person Hours of Delay	Person Hours of Incident Delay
0–88	Bristol	44	49	9	2
88–175	Salem	30	33	29	23
175–325	Staunton	59	49	93	109

Source: VDOT Roadway Network System (RNS) Data, INRIX

Round 1 Public Outreach (Virtual)—Problem Identification

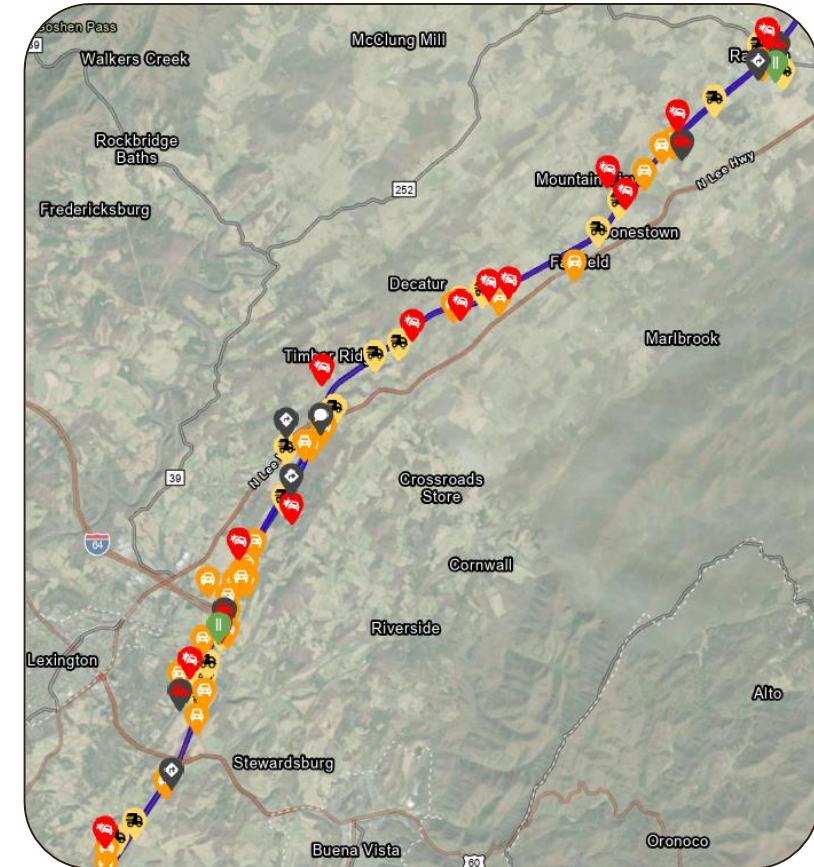
- Open April 1-15, 2025

VIRTUAL ENGAGEMENT

 4,000
COMMENTS

 4,700
PARTICIPANTS

- Performance measures identified, public asked to validate based on their driving experience
- Location-specific issues identified, and written comments provided



Round 1 Public Outreach Feedback Summary

Location-Specific Issue Identification by District

Issue Type	Bristol	Salem	Staunton	Total
 1. Congestion	36%	31%	42%	39%
 2. Truck Operations	25%	26%	20%	22%
 3. Safety	18%	16%	23%	21%
 4. Speeding and Aggressive Driving	10%	16%	9%	10%
5. Geometry	5%	7%	3%	4%
6. Pavement Markings and Signing	3%	1%	2%	2%
7. Other	2%	3%	1%	2%

- Participant-identified
- Top four issue types accounted for 92% of the total identified

Round 1 Public Outreach Feedback Summary Continued

Top 10 Written Comment Themes



Need for additional lanes- 22%



Congestion and backups- 20%



Heavy truck volumes- 19%



Frequent crashes and safety concerns- 14%



Aggressive/high-speed driving- 10%



Short/poorly designed ramps- 6%



Interchange and weigh station geometry- 5%



Pavement and drainage issues- 2%



Noise and local impacts- 1%



Insufficient truck parking- 1%

Round 1 Public Outreach Comments by District

- **Written comment themes from each District**
 - Congestion or capacity constraints
 - Heavy truck volumes
 - Safety concerns
- **Comments on the above issues were focused in areas where there are currently programmed projects with construction activity or activity starting in the next 2 to 3 years**



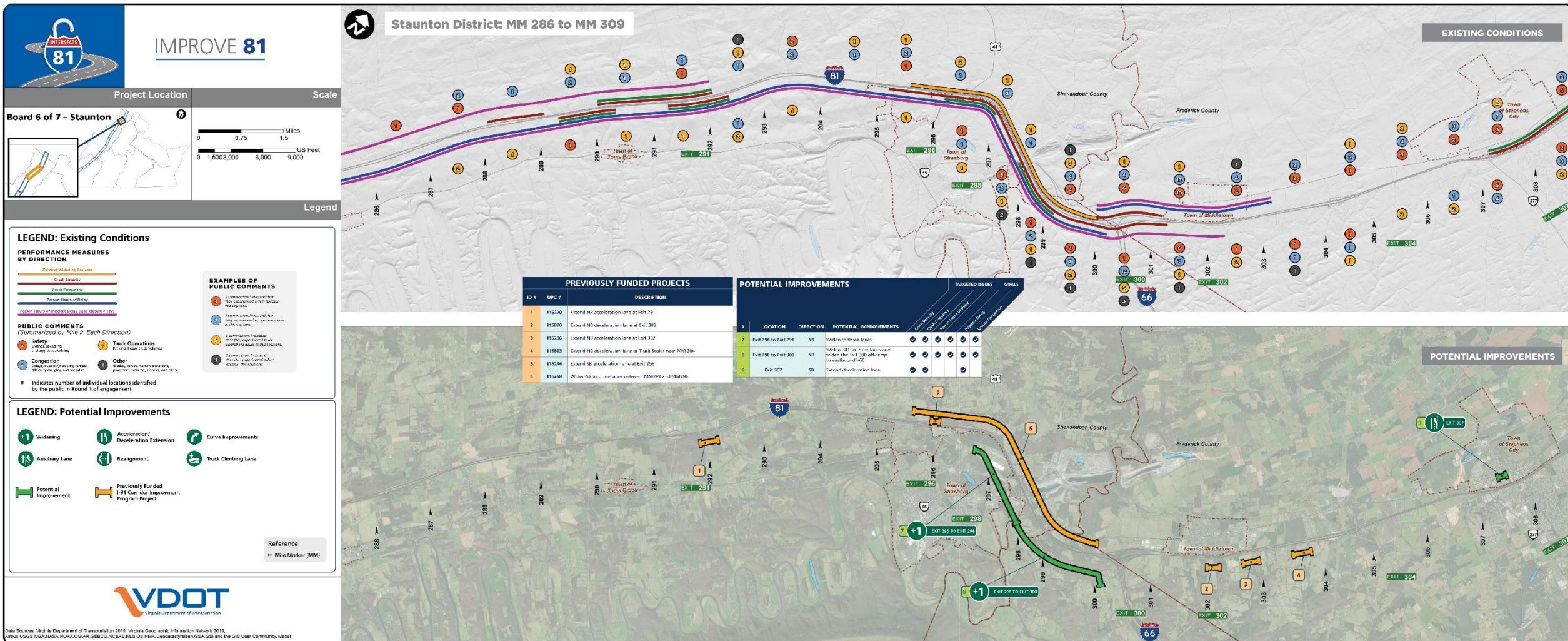
Round 2 Public Meetings—Potential Solutions

- Four in-person meetings held week of July 14th
- Maps with potential solutions driven by performance measures
 - Operations
 - Capital
- Survey gathering public comment on potential solutions
- Meeting materials and survey will be posted on-line

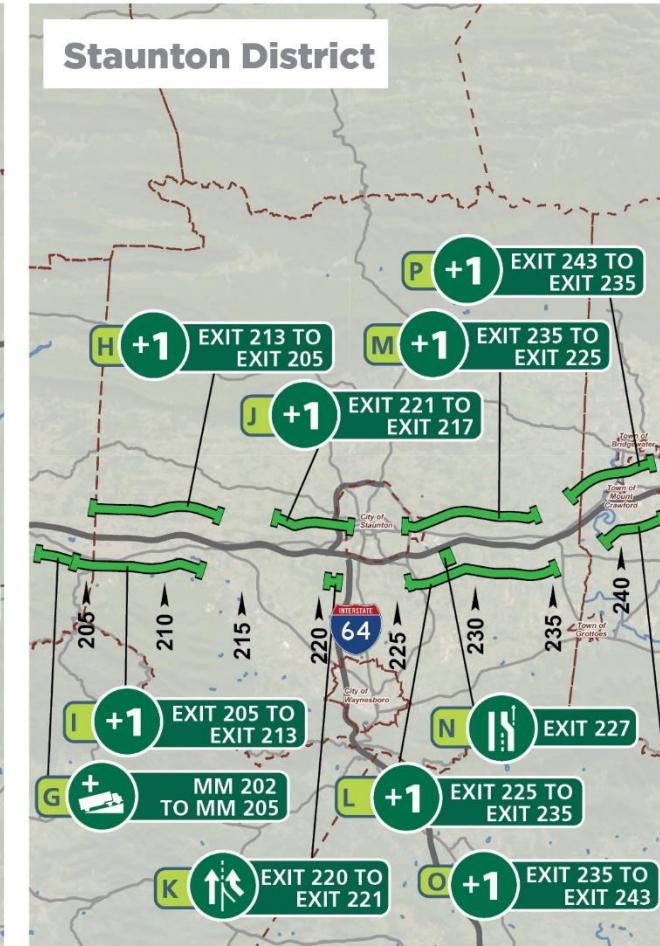
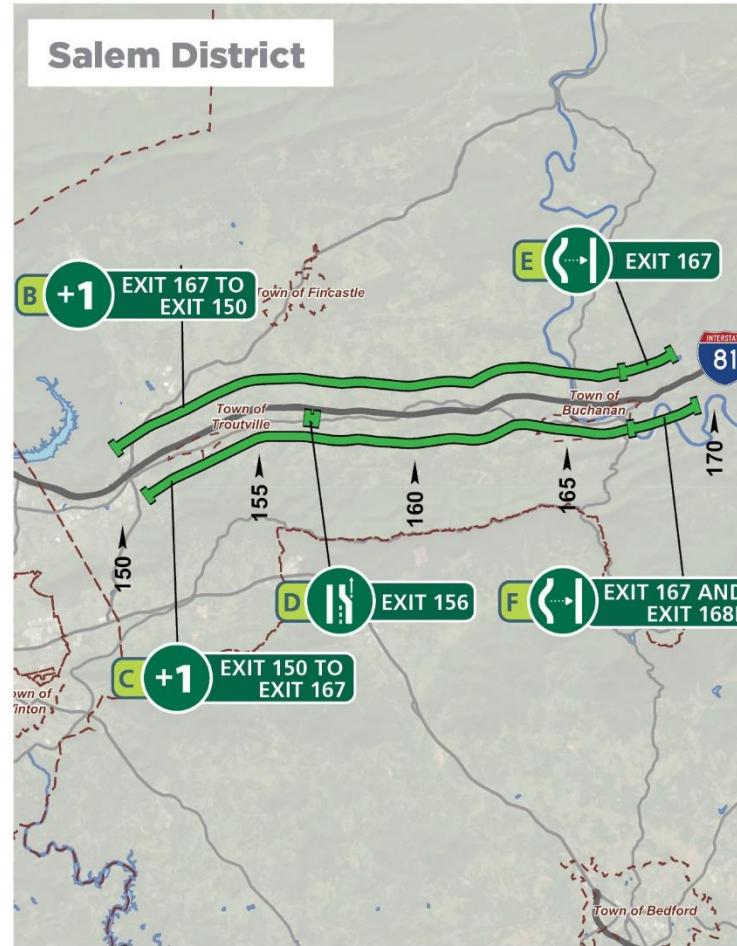
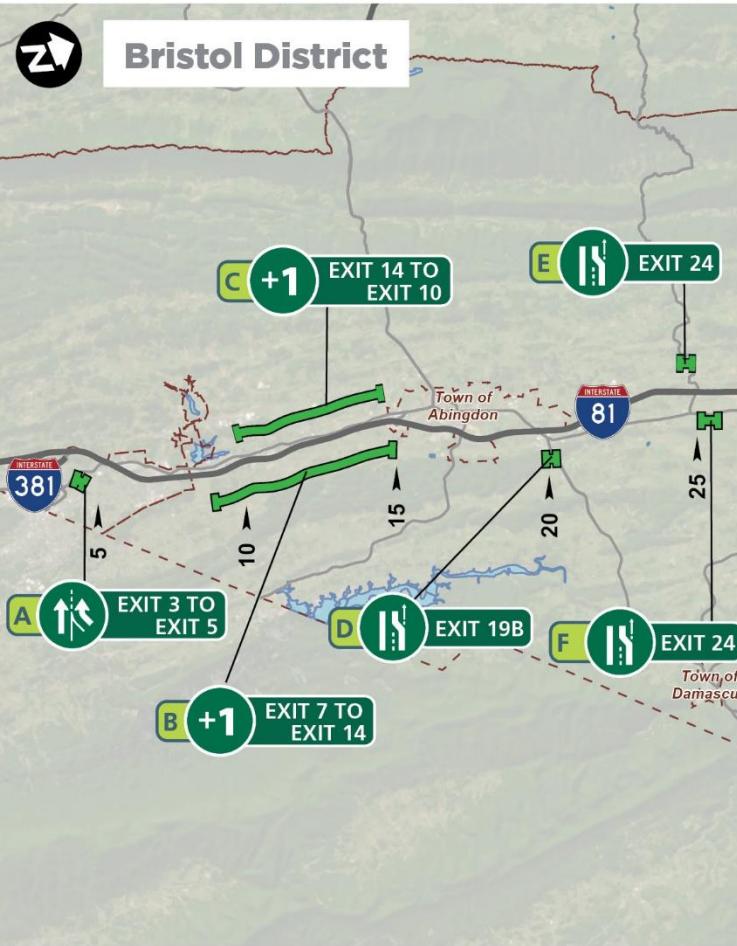


- 1 Staunton South- Blue Ridge Community College 5-7pm
- 2 Staunton North- Shenandoah University 4-6pm
- 3 Bristol Hilton Garden Inn (Exit 7) 5-7pm
- 4 Salem Civic Center 5-7pm

I-81 CIP Public Meeting Board—Sample



District Potential Solutions—Samples



LEGEND: Potential Improvements

- +1 Widening
- 1 Acceleration/Deceleration Extension
- 1 Curve Improvements
- 1 Auxiliary Lane
- 1 Realignment
- 1 Truck Climbing Lane

I-81 Corridor Improvement Plan—Potential Solutions Summary

District	Solutions Summary	Improvement Type						Total
		Widening	Auxiliary Lane	Truck Climbing Lane	Accel/Decel Lane Extension	Curve Improvement	Realignment	
Bristol	No. of Improvements	2	1	0	5	2	0	10
	Total Mileage*	10.9	0.4	0	2.1	2.9	0	16.3
Salem	No. of Improvements	2	0	2	1	0	2	7
	Total Mileage*	33.0	0	4.1	0.3	0	4.1	41.5
Staunton	No. of Improvements	13	1	2	7	0	0	23
	Total Mileage*	70.7	0.7	5.6	2.2	0	0	79.2
Total	No. of Improvements	17	2	4	13	2	2	40
	Total Mileage*	114.6	1.1	9.7	4.6	2.9	4.1	137.0

* I-81 corridor centerline mileage

Financial Constraints

- **\$2 - 2.25 billion in revenue anticipated to be available for new projects**
- **Potential solutions identified in 2025 CIP far exceed anticipated revenue**
- **SMART SCALE-like prioritization will be used to narrow potential solutions list**



Next Steps

- **Study team will use public feedback from the July meetings to inform recommended solutions**
- **Fall public meetings**
 - Present refined solutions that have been prioritized using a SMART SCALE-like process
- **Present refined solutions to the I-81 Advisory Committee and CTB**
- **Anticipate adopting updated Corridor Improvement Plan in December**

Questions and Comments

VDOT Study Managers

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Study Website

Improve81.org/get-involved/2025-cip-update/

Study Email

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