I-81 Improvement Plan Overview

Public Outreach
- 12 Public Input Meetings
- 5 CTB Updates
- 2,000 + Comments from the Public
- 950 + Meeting Attendees

Public Input Meetings – Seeking Feedback
- June: Identified problems; safety, congestion, and other issues
- August: Proposed targeted solutions and potential funding options
- October: Prioritized solutions and identified potential funding options and economic impacts
## I-81 Operational Improvements Plan Summary

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Estimated Implementation Cost</th>
<th>Estimated Annual O&amp;M Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expand Traffic Cameras &amp; CMS</td>
<td>$10,750,000</td>
<td>$615,600</td>
</tr>
<tr>
<td>Enhanced Safety Service Patrols</td>
<td>$1,663,000</td>
<td>$1,744,200</td>
</tr>
<tr>
<td>Contract Emergency Clearance</td>
<td>$3,500,000</td>
<td>$3,591,000</td>
</tr>
<tr>
<td>Parallel facilities Improvements</td>
<td>$27,100,000</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>$43,000,000</td>
<td><strong>$5,950,800</strong></td>
</tr>
</tbody>
</table>
I-81 Operational Improvements Plan Summary

1. CCTV Cameras
   - Installing 13 new CCTV cameras, following the I-81 Study recommendations
   - 1-Exit 175
   - 1-MM 238 (just south of Mt. Crawford (Exit 240))
   - 3-Exit 296, MM 299, MM 304.xx (truck scales)

<table>
<thead>
<tr>
<th>1-Exit 175</th>
<th>1-Exit 213</th>
<th>3-Exits 220, 222, 232</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-Exits 269, 277</td>
<td>1-Exit 279</td>
<td></td>
</tr>
</tbody>
</table>

   - Design is at 95%
   - Installation by ITS Maintenance on-call contract (DTS); online by mid/late September
   - Ordering Materials
   - Project administered by SWRO (Sean Grinnell)

   Two sites online by Jan 2020, remainder online by Feb 2020

2. CMS signs
   - Installing 35 CMS signs in Staunton (21-feeder routes, 14-mainline)
   - Delivering by stand-alone contract with October 9 target Ad date
   - Staunton TE (Keith Rider) is administering for both Regions

3. Flashing Chevrons
   - Identified three (3) locations for these (MM 273-SB curve, MM 172-176 curves-NB & SB)
   - Installation planned in August 2019 in Staunton by on-call sign contractor at MM 273/ Salem by state forces & will also install the Chevrons within Rockbridge Co. (same curve)
   - MM 273 completed 9/19/2019, MM 172-176 NB &SB completed week of 9/23/2019

4. Safety Service Patrol (SSP)
   - One new Route patrol on I-81 in Augusta Co.
   - Winchester I-81 route will be split from the I-66 overlap
   - I-66 will be covered with its own patrol through Fauquier Co. in Culpeper District
   - Seven (7) trucks arrived and ready to go; staffing is ready
   - Expanded operations began on Monday, July 1

Will increase service from 7d x 12 hr. coverage to 7d x 16 hr. coverage on October 26, 2019
I-81 Operational Improvements Plan Summary

5. I-81 detour plans completed & distributed for all of Staunton District

6. Operations Planning activities for I-81

   • Operations Readiness Plan
     - Emergency Lane Clearance Improvements
     - Other operations plans being developed include, improvements along detour routes
       (signal operations, small geometric improvements at intersections, Traffic re-entry
       (TEAM)-Staunton District)
     - TOC improvement & staffing needs
   • Lift & Tow Pilot-SSP; Working through a contract modification to allow
   • F-550 truck SSP to hook and pull a TT—Georgia “HERO” program
# I-81 Capital Improvements Plan Summary

<table>
<thead>
<tr>
<th>District</th>
<th>Widening</th>
<th>Auxiliary Lane</th>
<th>Truck Climbing Lane</th>
<th>Acceleration Lane Extension</th>
<th>Deceleration Lane Extension</th>
<th>Curve Improvement</th>
<th>Shoulder Widening</th>
<th>Total Number of Projects</th>
<th>Total Cost (millions $)</th>
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<tbody>
<tr>
<td>Bristol District</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>6</td>
<td>10</td>
<td>4</td>
<td>0</td>
<td>27</td>
<td>$285.2</td>
</tr>
<tr>
<td>Salem District</td>
<td>4</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>0</td>
<td>13</td>
<td>$875.3</td>
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<tr>
<td>Staunton District</td>
<td>4</td>
<td>1</td>
<td>2</td>
<td>10</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>23</td>
<td>$838.1</td>
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<tr>
<td><strong>Total I-81 Corridor</strong></td>
<td><strong>9</strong></td>
<td><strong>4</strong></td>
<td><strong>5</strong></td>
<td><strong>20</strong></td>
<td><strong>16</strong></td>
<td><strong>8</strong></td>
<td><strong>1</strong></td>
<td><strong>63</strong></td>
<td><strong>$1,998.8</strong></td>
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</table>
Bristol District Recommendation Highlights

- Widen southbound to three lanes between Exit 10 and Exit 7
- Add northbound truck climbing lane from Exit 32
- Add a southbound truck climbing lane between MM 34 and MM 33
- Add northbound truck climbing lane from Exit 39
- Add SB auxiliary lane between Exit 54 and Smyth Safety Rest Area
- Add SB auxiliary lane between Exit 40 on I-77 and Exit 72 on I-81 and extend acceleration lane
- Add SB auxiliary lane between Exit 73 and Exit 72
Salem District Recommendation Highlights

• Widen northbound to three lanes from MM 119 to Exit 128

• Widen northbound to three lanes from Exit 128 to Exit 137

• Widen northbound and southbound to three lanes from Exit 137 to Exit 141
  – Links up with SMART SCALE funded improvements from 141 to 143

• Widen northbound and southbound from MM 144 to Exit 150
Staunton District Recommendation Highlights

- Add southbound auxiliary lane between Exit 221 and Exit 220
- Widen northbound and southbound to three lanes between Exit 225 and Exit 221
- Add northbound truck climbing lane between MM 234 & 237.9
- Add southbound truck climbing lane between MM 238 & 235.6
- Widen northbound and southbound to three lanes between Exit 243 and Exit 248
- Widen southbound to three lanes between MM 300.1 and 296.7
- Widen northbound and southbound to three lanes between Exit 313 & Exit 317
I-81 SB MM 221-220 – Add auxiliary lane between Exit 221 and Exit 220

Limits shows as From MM 221.5 to MM 221.2 Between Exit 221 (I-64 system interchange and Exit 220 (Rte. 262 South connection)
Project Length - 0.3 mile
Cost - $13,012,000
I-81 NB Exit 222-225 and SB Exit 225-221 – Widen to three lanes between Exit 221 and Exit 225.

From MM 221.8 to MM 225.3
Between Exit 221 (I-64 system interchange) and Exit 225 (Rte. 262 North connection)
Project Length - 3.5 mile
Cost - $112,332,000
I-81 MM 233.3 – 237.4 Add NBL Truck Climbing Lane

From MM 233.4 to MM 237.4 NBL
From north of Mt. Sidney Rest Area to approximately 0.5 mile north of Augusta CL/Rockingham CL.
Project Length - 4.1 miles
Cost - $96,391,000
I-81 SB MM 236 – 235 – Add truck climbing lane.

From MM 236.5 to MM 234.6
Between south of bridge over Byers Branch and adjacent to Blue Ridge Community College.
Project Length - 1.9 mile
Cost - $21,964,000
I-81 NB and SB – Exit 243-248 – Widen to three lanes.

From MM 242.2 to MM 248.1
Between Rte. 11 South interchange near car auction and approximately 0.5 mile north of Rte. 33 interchange.
Project Length - 5.9 miles
Cost - $239,956,000
I-81 SB MM 299.2 – 295.7 – Widen to three lanes.

From MM 299.2 to MM 295.7
Between south of I-66 system interchange and south of Rte. 55 interchange in Strasburg.
Project Length - 3.5 mile
Cost - $95,082,000
I-81 NB and SB – Exit 313-317 – Widen to three lanes.

From MM 313.8 to MM 317.5
Between Exit 313, Rte. 50 interchange, Apple Valley Mall area and Exit 317, N. Rte. 37 and Rte. 11 interchange.
Project Length - 3.7 miles
Cost - $159,193,000
Governor Northam’s Amendments

- Recommended 28 line amendments to both HB2718 (Landes and Austin) and SB1716 (Obenshain and Carrico)
  - Increase in statewide truck registration fees
  - Impose a 2.1% regional fuels tax along 81 corridor
  - Increase in statewide diesel and road taxes
  - Technical amendments
  - “Kill switch” provision
  - NVTA Technical amendments
Overview of Amendments

• Raises both statewide and regional revenues

• Statewide revenues are distributed based on truck miles traveled on Interstate highways
  – 41.0% to Interstate 81 corridor
  – 17.9% to Interstate 95 corridor (outside NOVA)
  – 12.6% to Interstate 64 corridor
  – 9.1% to the Northern Virginia Transportation Authority
  – 19.4% for other improvements to Interstate highway corridors
FY 2020 – 2025 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan
FY 2020 CTF and VDOT Budgets

Laura Farmer, Acting Chief Financial Officer

June 18, 2019
Revenue Estimates for Chapters 837/846 (HB 2718/SB 1716)

<table>
<thead>
<tr>
<th>(in millions)</th>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>TOTAL</th>
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</thead>
<tbody>
<tr>
<td>Truck Registration Fees</td>
<td>$76.0</td>
<td>$76.0</td>
<td>$76.0</td>
<td>$76.0</td>
<td>$76.0</td>
<td>$76.0</td>
<td>$456.0</td>
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<td>Road Tax and Diesel Tax</td>
<td>35.8</td>
<td>88.3</td>
<td>156.2</td>
<td>159.4</td>
<td>156.0</td>
<td>158.2</td>
<td>753.9</td>
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<tr>
<td>Regional Fuel Tax</td>
<td>55.0</td>
<td>60.7</td>
<td>61.3</td>
<td>61.3</td>
<td>61.2</td>
<td>61.8</td>
<td>361.3</td>
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<tr>
<td>TOTAL</td>
<td>$166.8</td>
<td>$225.0</td>
<td>$293.5</td>
<td>$296.7</td>
<td>$293.2</td>
<td>$296.0</td>
<td>$1,571.2</td>
</tr>
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</table>
## Allocation of Revenue for Chapter 837/846 (HB 2718/SB 1716)

<table>
<thead>
<tr>
<th>(in millions)</th>
<th>FY 2020</th>
<th>FY 2021</th>
<th>FY 2022</th>
<th>FY 2023</th>
<th>FY 2024</th>
<th>FY 2025</th>
<th>TOTAL</th>
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<tbody>
<tr>
<td>Interstate 81 (Regional Fuel Tax)</td>
<td>$55.0</td>
<td>$60.7</td>
<td>$61.3</td>
<td>$61.3</td>
<td>$61.2</td>
<td>$61.8</td>
<td>$361.3</td>
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<tr>
<td>Interstate 81 (43.4%)</td>
<td>48.5</td>
<td>71.3</td>
<td>100.8</td>
<td>102.1</td>
<td>100.7</td>
<td>101.6</td>
<td>525.0</td>
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<tr>
<td>Northern Virginia Transportation Authority (6.4%)</td>
<td>9.4</td>
<td>13.8</td>
<td>19.5</td>
<td>19.7</td>
<td>19.4</td>
<td>19.6</td>
<td>101.4</td>
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<tr>
<td>Interstate 95 (17.3%)</td>
<td>19.3</td>
<td>26.4</td>
<td>40.1</td>
<td>40.7</td>
<td>40.1</td>
<td>40.4</td>
<td>209.0</td>
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<tr>
<td>Interstate 64 (11.7%)</td>
<td>13.1</td>
<td>19.2</td>
<td>27.1</td>
<td>27.5</td>
<td>27.1</td>
<td>27.4</td>
<td>141.4</td>
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<td>Interstate Improvements (19.2%)</td>
<td>21.5</td>
<td>31.7</td>
<td>44.8</td>
<td>45.4</td>
<td>44.7</td>
<td>45.1</td>
<td>233.2</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$166.8</td>
<td>$225.0</td>
<td>$293.5</td>
<td>$296.7</td>
<td>$293.2</td>
<td>$296.0</td>
<td>$1,571.2</td>
</tr>
</tbody>
</table>

*Ratio of the vehicle miles traveled by vehicles classified as Class 6 or higher by the Federal Highway Administration to the total vehicle miles traveled on all interstate highways in the Commonwealth by vehicles classified as Class 6 or higher by the Federal Highway Administration (2017 Data)*
Truck Registration Fees
(58.1-697.2)

- Increases maintain Virginia’s progressive fee structure
- Captures both in-state and interstate trucks through International Registration Plan
- Increases bring Virginia more in-line with other I-81 corridor states
- Fees for farm vehicles remain ½ of the fee for heavy trucks as of January 1, 2019
2.1% Regional Fuels Tax  
(58.1-2295.1)

- Applies in Planning District Commissions in which Interstate 81 is located
  - PDCs 3, 4, 5, 6, and 7

- Functions the same as the regional fuels tax in Hampton Roads and Northern Virginia

- 100% of revenues are deposited in Interstate 81 Corridor Improvement Fund
Central Shenandoah Planning District Coverage Area
Road Tax
(58.1-2701)

- Road Tax is a surcharge on diesel fuel paid by trucks through International Fuels Tax Agreement that—
  - Have two axles and weight greater than 26,000 pounds
  - Have three or more axles
  - Are combination vehicles with a weight greater than 26,000 pounds

- Current rate is $0.035 per gallon
Road Tax
(58.1-2701)

• Starting July 1, 2019 the rate will be $0.01125 times the average fuel economy for heavy trucks
  – Current average mpg is 6
  – $6 \times 0.01125 = $0.0675 per gallon
  – An increase of $0.0325 per gallon

• Starting July 1, 2020, rate will be $0.0225 \times \text{average mpg}
  – $6 \times 0.0225 = $0.135 per gallon
  – An increase from current rates of $0.10 per gallon
Diesel Tax
(58.1-2217.1)

- Amendments impose an additional diesel tax at the wholesale level of 2.03%
  - Results in an $0.068 increase in diesel tax rate
- Starts July 1, 2021
- Includes the floor from HB2313 (2013)
Interstate 81 Corridor Improvement Fund and Program
(33.2-3601 and 33.2-3602)

- Moneys may only be used for capital, operating and other improvement costs identified in an adopted Interstate 81 Corridor Improvement Plan

- Board must, starting July 1, 2020, annually update and adopt the 81 Corridor Improvement Program
  - Must consult with Interstate 81 Committee and review their recommendations
  - Must report on status and effectiveness of projects
Interstate 81 Corridor Report
(33.2-3602 D)

• Board must report to the General Assembly by December 15 each year on—
  – Safety and performance of Interstate 81
  – Assessment of effectiveness of the operational strategies and capital projects implemented through the Program
  – Status of projects funded through the Program
  – Current and projected balances of the Fund
**Interstate 81 Committee**
*(33.2-3603)*

- Board must establish Interstate 81 Committee
- 15 voting members and two ex-officio
  - 5 planning district commission chairs
  - 4 members of the House of Delegates
  - 3 members of the Senate
  - 3 CTB members from Bristol, Salem and Staunton
  - VDOT Commissioner and DRPT Director ex-officio
- Required to hold 4 public meetings each year
## Committee Members

### General Assembly Members:
- **Senator Bill Carrico, R-Grayson**
- **Senator John Edwards, D-Roanoke**
- **Senator Mark Obenshain, R-Rockingham**
- **Delegate Terry Austin, R-Botetourt**
- **Delegate Chris Collins, R-Frederick**
- **Delegate Chris Hurst, D-Blacksburg**
- **Delegate Tony Wilt, R-Rockingham**

### Commonwealth Transportation Board Members:
- **F. Dixon Whitworth, Jr. - Staunton District**
- **Jerry Stinson – Bristol District**
- **Raymond Smoot – Salem District**
- **Chairman, PDC’s:**
  - Mount Rogers Planning District Commission (PD3) - Chair: Tim Reeves
  - New River Valley Regional Commission (PD4) - Chair: Michael Harvey
  - Roanoke Valley-Alleghany Regional Commission (PD5) - Commission Member: Bill Bestpitch
- **Ex-Officio Members:**
  - Central Shenandoah Planning District Commission (PD6) - Chair: Frank Friedman
  - Northern Shenandoah Valley Regional Commission (PD7) - Chair: Dennis Morris

### Additional Members:
- **Stephen Brich, VDOT Commissioner**
- **Jennifer Mitchell, DRPT Director**
Interstate 81 Committee
(33.2-3603)

- Purpose is to provide advice and recommendations to the Board—
  - Development of the Program
  - Updates to the I-81 Corridor Improvement Plan

- Committee shall review the Interstate 81 Corridor Improvement Plan as it relates to project prioritization and funding options
  - Must report to the General Assembly and Governor by December 15, 2019 on recommendations
Interstate 81 Corridor Improvement Plan
(33.2-3604)

• Requires the Board to regularly update the Plan and establishes requirements for such updates—
  – Needs assessment
  – Solutions identification
  – Prioritization of potential solutions
  – Incident management and truck parking

• Moneys in the Fund can only be used for items included in the Plan
I-81 Committee Meetings

1st meeting of I-81 Committee – Lexington, Virginia – August 13, 2019

- Nick Donohue, Deputy Secretary of Transportation presented on the roles and responsibilities of the Committee.
- Election of committee chair and vice-chair
  - Delegate Terry Austin was elected as chair of the committee.
  - Senator Bill Carrico was elected vice chair of the committee.
- John Lawson, Deputy Secretary of Transportation presented a financial overview.
- Bart Thrasher, Chief Engineer for VDOT presented the project prioritization process.
I-81 Committee Meetings

2nd meeting of I-81 Committee – Natural Bridge, Virginia - October 1, 2019

- Discussion and approval of minutes from August 13, 2019.
- Old Business
  - Roles and responsibilities of Committee
  - Timeline for the four required meetings
  - Location of future meetings
  - CTB report due to General Assembly by December 15th
- Project Status Presentation by Bart Thrasher, Chief Engineer Virginia Department of Transportation.
  - Discussion of a pay as you go or bonded scenario. Committee recommended pursuing a bonded funded scenario to the CTB.
  - Introduction of Dave Covington – I-81 Program Delivery Director
- Public comment period
- Committee approved a motion to approve the methodology and approach to the draft schedule at the discretion of the Department, as approved by the Engineer.
- Additional information on the agenda, improvement table, I-81 Board, I-81 Study Project Prioritization and meeting presentation can be found at the Commonwealth Transportation Board website at http://www.ctb.virginia.gov/projects/major_projects/i-81_study.asp
- Additional information can also be found at the I-81 website at http://www.VA81corridor.org.
Questions?