SB 971 Legislation Requirements

- Board shall study financing options for the I-81 Corridor
- Study shall evaluate:
  - Tolls on heavy commercial vehicles
  - High-occupancy toll lanes
- Study shall not evaluate tolling options that apply to commuters
- Board may consider other funding and financing options, including regional fuels tax
Board shall develop I-81 Corridor Improvement Plan

The plan shall-

- Identify segments of I-81 for improvement
- Identify targeted set of improvements, for each segment that can be financed by evaluated financing options
- Include corridor-wide incident management strategies
- Evaluate concepts to minimize impact of truck-only tolls on local truck traffic and diversion of truck track
- Assess economic impacts on corridor for toll financing
Problem Identification
What Makes I-81 Unique - Delay

DELAY

ALL VA Interstates

- 16% Incidents
- 6% Workzone
- 1% Weather
- 5% Holiday

72% Recurring

51% Incidents

- 15% Workzone
- 3% Weather
- 10% Holiday

21% Recurring
Problem Identification
What Makes I-81 Unique - Delay

I-81 has the **lowest** proportion of Recurring Delay and the **highest** proportion of Incident Delay of any interstate in Virginia.

<table>
<thead>
<tr>
<th>Interstate</th>
<th>Percent of Recurring Delay*</th>
<th>Percent of Incident Delay*</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-64</td>
<td>61%</td>
<td>25%</td>
</tr>
<tr>
<td>I-66</td>
<td>87%</td>
<td>7%</td>
</tr>
<tr>
<td>I-77</td>
<td>36%</td>
<td>35%</td>
</tr>
<tr>
<td>I-81</td>
<td>21%</td>
<td>51%</td>
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<tr>
<td>I-85</td>
<td>29%</td>
<td>23%</td>
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<td>I-95</td>
<td>70%</td>
<td>15%</td>
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<tr>
<td>I-264</td>
<td>69%</td>
<td>24%</td>
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<tr>
<td>I-295</td>
<td>30%</td>
<td>21%</td>
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<tr>
<td>I-395</td>
<td>88%</td>
<td>8%</td>
</tr>
<tr>
<td>I-495</td>
<td>91%</td>
<td>4%</td>
</tr>
</tbody>
</table>

*Incidents defined as lane-impacting crash and disabled vehicle events on the interstate mainline that last > 30 minutes.
Person Hours of Delay between Interchanges – Average per One Mile Segment
Duration of Incident-Related Lane Closures between Interchanges
Equivalent Property Damage Only – One-Mile Segments
EPDO per 100M VMT – One Mile Segments
Public Involvement

- **Public Meeting Attendance**
  - June 6: Bristol - 41
  - June 12: Staunton (Strasburg) - 101
  - June 13: Staunton (Weyers Cave) - 104
  - June 14: Salem - 153

- **Several options to provide general and location/issue specific comments** -
  - Public meeting display map dot activity and study website online map: 680 public comments by geographic location
  - Comment forms, Email and Phone: 195 public comments
Public Comments by Geographic Location (680)

- Congestion (37%)
- Safety (26%)
- Other (37%)
Development of Potential Improvements

• Examining each identified problem to determine the cause(s)
  – Sharp curves
  – Steep grades
  – Traffic volumes
  – Weaving
  – Short acceleration and deceleration lanes
  – Lack of alternative routes and traveler information
Development of Potential Improvements

- Develop potential improvements that address causes of the identified problems
  - Improved operations and incident management
  - Widening
  - Geometric improvements
  - Truck climbing lanes
  - Interchange improvements
  - Acceleration and deceleration lanes
Operations/Incident Management Improvements

- Expanded operations / incident management component will form basis of all potential recommendations packages

- Potential options include:
  - Innovative incident response
  - Freight safety service patrol
  - Dynamic message signs
  - Corridor management to improve parallel routes
  - Instant tow dispatch
  - Towing response incentive program
August Public Meetings

• Summarize congestion and safety issues, public feedback received in June meetings

• Present potential improvements to address identified problems

• Provide information on potential revenue generation mechanisms

• Seek public feedback on potential recommendations and revenue generation mechanisms
August Public Meetings

• Meeting dates and locations:
  – August 20: Bristol – Holiday Inn Bristol Conference Center
  – August 22: Staunton (North) – Lord Fairfax Community College
  – August 23: Staunton (South) – Blue Ridge Community College
  – August 28: Salem – Salem Civic Center
Next Steps After August Meetings

• Evaluate potential recommendations using SMART SCALE process along the corridor
• Evaluate economic impact of revenue generation mechanisms
• Develop recommended package of improvements and financing/funding options
• Host Fall public meetings along the corridor
• Present updated recommended package to the Board for consideration