INTERSTATE 81 – ANNUAL REPORT

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I-81 Corridor Improvement Program Progress Report

Pursuant to § 33.2-3602, the Report must include:

- **The safety and performance of the Interstate 81 Corridor**
  - **Number of incidents**
  - **Average duration of incidents**
  - **Number and average duration of incidents involving lane closures**
  - **Person-hours of delay along the Interstate 81 corridor**
- **An assessment of the effectiveness of the operational strategies and capital projects implemented and funded through the Program**
- **The status of capital projects funded through the Program**
- **The current and projected balances of the Fund**

Corridor Performance

I-81 is experiencing a decrease in two performance measures, especially in the southbound direction, comparing 2022 to 2023

- Equivalent property damage only (EPDO) crashes
- Person-hours of delay

Table 2. EPDO Crashes Excluding 2020 Data

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 3. Person-Hours of Delay (Thousands)

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%

Tables from Annual Report

Effectiveness of Improvements

- Performance measure data fluctuated by segment throughout the corridor in the years since the plan was developed
- Number of lane-impacting incidents lasting longer than one hour and number of hours of lane closures increased in 2023 but leveled off in 2024

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%

Tables from Annual Report

Performance Evaluation in Future

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

- **Height of construction activity will occur 2026 and after, so corridor performance may continue to worsen before it gets better**
- **Impacts of active work zones**
- **Lack of a sufficient time for projects to be implemented and to develop a performance trend**

Status of Projects funded through the Program

With current funding and project estimates, all planned projects currently in the adopted I-81 CIP are anticipated to be completed by 2035

	Project Type	Status	Total Projects	Estimated Completion
Capital	Widening	12	12	2035
	Acceleration/Deceleration Lane Extension	25 10	35	2029
	Auxiliary Lane	1 3	4	2027
	Truck Climbing Lane	3 2	5	2027
	Curve Improvements	9	9	Completed
Operations	Safety Service Patrol Expansion	1	1	Completed
	Towing and Recovery Incentive Program	1	1	Completed
	Camera Installation	42	42	Completed
	Changeable Message Sign Installation	30	30	Completed

Legend: Complete | Programmed

Source: Virginia Department of Transportation, 2025

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:

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

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

Next Steps

- **CTB adopts the annual report at the January 6, 2026 meeting and it is provided to the General Assembly**