

COMMONWEALTH OF VIRGINIA
Office of the
SECRETARY OF TRANSPORTATION

Interstate Operations and Enhancement Program
Prioritization Approach

John Lawson
Deputy Secretary of Transportation
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Interstate Operations and Enhancement Program

- The purpose of the Interstate Operations and Enhancement Program (the Program) is to improve the safety, reliability, and travel flow along interstate highway corridors in the Commonwealth.
- The Program is a result of the 2019 Interstate 81 bill
- The Omnibus legislation in 2020 codified Program and its requirements (33.2-372)
- Program receives 20% of funds available for construction, after revenue sharing take-down

Distribution of Funding

- Funds distributed based on share of total vehicle miles traveled by trucks
- 43.7% distributed to Interstate 81 Corridor Improvement Fund for Interstate 81 Corridor Improvement Program
- 8.4% distributed to and controlled by the Northern Virginia Transportation Authority Fund
- For any interstate highway with more than 10 percent of total vehicle miles traveled by trucks
 - 16.5% must be used on I-95
 - 11.8% must be used on I-64
 - Remaining 19.6% can be used at Board's discretion for Interstate improvements

Available Funding

Excluding Interstate 81 and NVT

(in millions)

	Previous	2022	2023	2024	2025	2026	2027	Total
Interstate 95	\$20.8	\$0.2	\$12.9	\$13.5	\$19.8	\$28.6	\$27.3	\$123.0
Interstate 64	18.1	10.8	18.8	18.8	19.6	20.6	19.6	126.3
Interstate Improvements	53.6	21.7	31.1	31.1	32.6	34.2	32.5	236.8
Total	\$92.4	\$32.7	\$62.8	\$63.4	\$72.0	\$83.4	\$79.4	\$486.1

Prioritization Process

- The Board, with the assistance of the Office of Intermodal Planning and Investment, is required to establish a process to evaluate and prioritize potential strategies and improvements
- The Code requires priority be given to operational and transportation demand management strategies that improve reliability and safety of travel

Interstate Corridor Planning

- Funds may be used to address a need identified in VTrans or an Interstate corridor plan approved by the Board
- Planning processes to evaluate potential solutions for needs identified on Interstate corridors
 - First, develop corridor-wide operations and incident management plans
 - Second, development of solutions focused on multimodal alternatives
 - Lastly, identify capital improvements

Operational Improvements

- Each Interstate corridor was analyzed to identify gaps in existing operations focused on safety and reliability
- Key components examined and considered include:
 - Changeable message signs and cameras
 - Expanded safety service patrol
 - Detour routes and improvements to parallel routes
 - Quick clearance towing programs

Operational Improvements

- Require that in each programming cycle funds be allocated off the top for the identified operational improvements system-wide
- Operational improvements have on-going O&M costs. Should the Program -
 - Pay for the O&M costs every year?
 - Pay for The O&M costs for a defined period of time?
 - Not pay for any O&M costs?

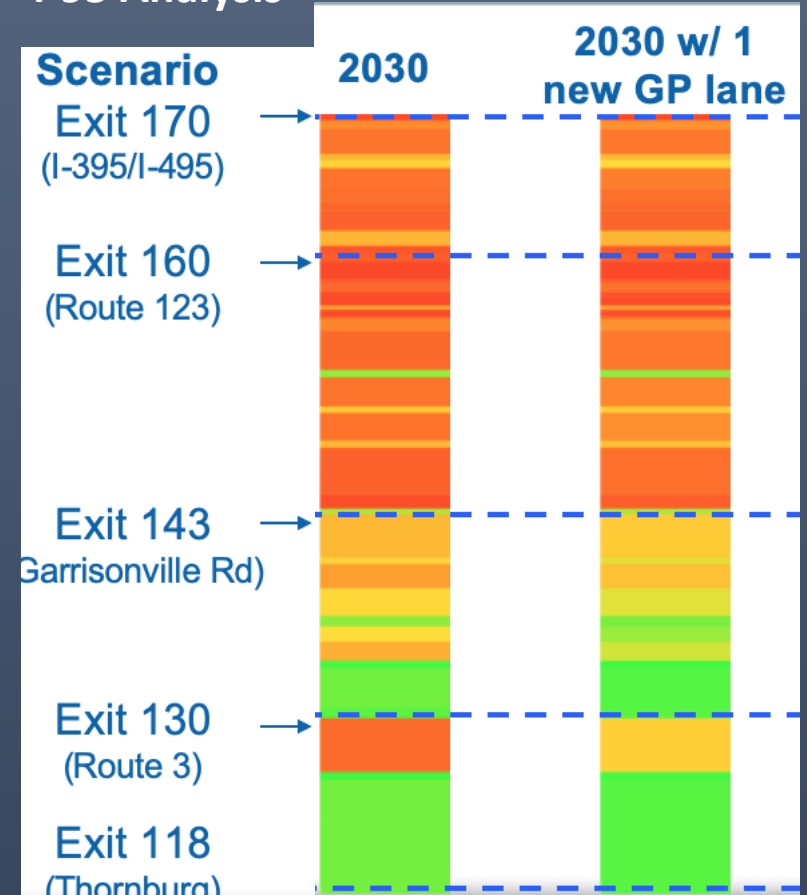
Cost of Planned Operational Improvements (in millions)

	Operational Improvements	Annual O&M
Interstate 95	\$74.2	\$9.0
Interstate 64	14.0	0.95
Other Interstates	7.7	1.3
Totals	\$95.9	\$11.25

Transportation Demand Management

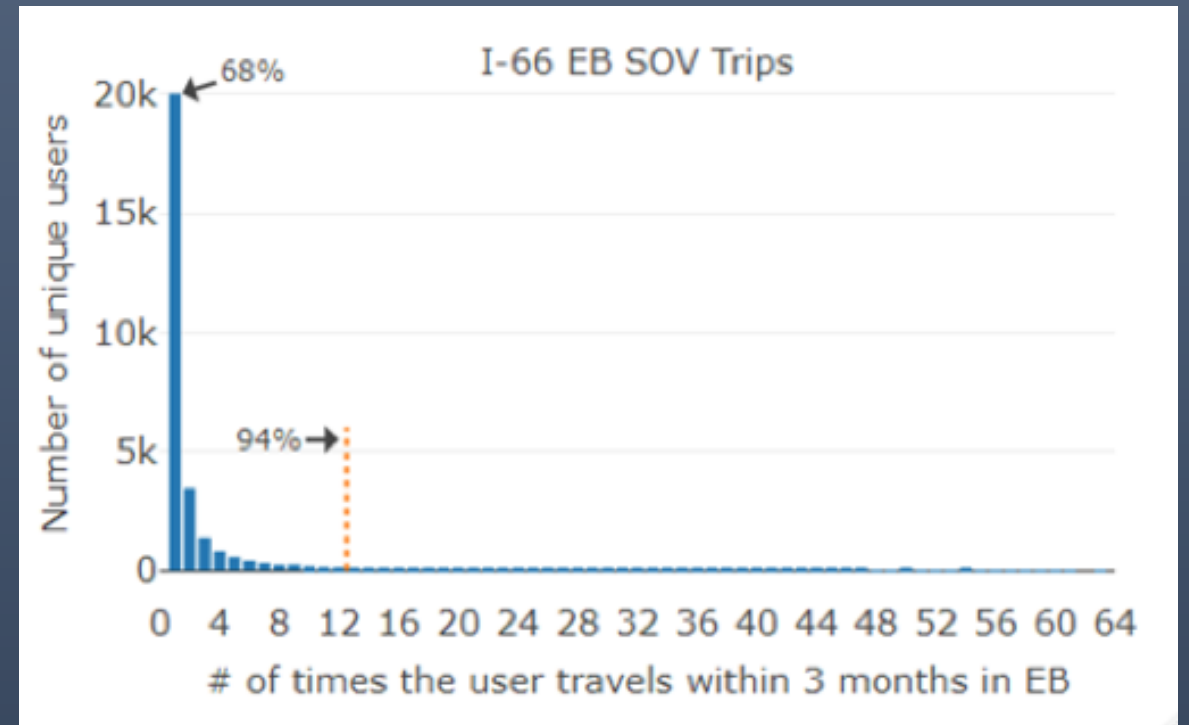
- Interstate widening projects can provide long-term travel flow and reliability benefits
 - Widening I-81 is projected to provide improved travel flow for 50 to 80+ years
- In certain circumstances widening projects do not provide long-term relief

I-95 Analysis



Transportation Demand Management

- Express lanes provide travel choices to users and provide a reliable and faster option when necessary
- By maintaining travel flow express lanes can move more vehicles during peak periods
- Provide fast option for buses and carpoolers



Transportation Demand Management

- Northern Virginia has a mature express lanes network
 - By 2022 90+ mile network on all major interstate corridors
 - 95 Express Lanes move more than 2x times as many people per hour during peak periods as general purpose lanes
- Hampton Roads is implementing a 45 mile network on I-64 expected to be completed by 2025

Transportation Demand Management

- When considering the potential expansion of Interstate highways, the Board should evaluate whether the new lanes will provide long-term benefits
- If new general purpose lanes are expected to remain or become congested again, the implementation of express lanes should be given priority over general purpose lanes

Transportation Improvements, Strategies, or Services

- The planning process also identifies and considers other transportation improvements such as:
 - Safety improvements
 - Transit Capital (Initial operating costs)
 - Park and Ride Lots
 - Acceleration and Deceleration lane extensions
 - Interchange improvements
 - Widening projects

Prioritization of Capital Improvements

- Code requires Board to develop a prioritization process for programming the capital funds
- Recommending the use of a SMART SCALE-like process with benefits compared to project costs and scores determined as follows:
 - 40% based on person hours of delay
 - 40% based on change in crash frequency
 - 20% based on change in access to jobs

Prioritization of Capital Improvements

- Funding would be applied in a step-wise approach
 - First, funding for operational upgrades provided off the top for both corridors with dedicated funding, and remaining interstate corridors
 - Second, allocations to corridors with dedicated funding based on SMART SCALE-like scoring (similar to District Grant step)
 - Third, allocations to all corridors based on SMART SCALE-like scoring (similar to High Priority step)

Next Steps

- May – Present the Interstate Operations and Enhancement Prioritization Policy document
- June – Board consideration of the Program Policy
- July – Present the initial allocation of Interstate projects funded by Program

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