



COMMONWEALTH of VIRGINIA

Office of the

SECRETARY of TRANSPORTATION

Interstate Operations and Enhancement Program

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Virginia Department of Rail and Public Transportation



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Interstate Operations and Enhancement Program

- **Funding is a result of the 2019 Interstate 81 bill**
- **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**
- **Goal of program is to improve the safety, reliability, and travel flow along interstate highway corridors**

Requirements of Program

- **Funds may be used to address a need identified in VTrans or an Interstate corridor plan approved by the Board**
- **Board, with OIPI's assistance, must develop prioritization process**
 - **Priority given first to operational improvements and TDM strategies that improve reliability and safety of travel**
 - **Funds cannot be used to supplant existing operational and TDM funding as of July 2019**

Distribution of Funding

- **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**
- **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**

Distribution of Funding

(Excluding Interstate 81 and NVTAs)

	Previous	2022	2023	2024	2025	2026	2027	TOTAL
Interstate 95	34.8	14.5	26.2	26.2	27.4	28.8	27.3	185.2
Interstate 64	32.1	10.8	18.7	18.8	19.6	20.6	19.6	140.2
Interstate Improvements	53.6	21.7	31.1	31.1	32.6	34.2	32.5	236.8

* Figures in millions

Planning Process

- **Develop corridor plans for each Interstate corridor with dedicated funding for Board adoption**
 - Identify top problem areas (congestion, safety, reliability)
 - Develop operational strategies
 - Develop potential improvements for top problem areas
- **Analyze conditions on other Interstate corridors**
 - Develop operational strategies
 - Develop potential improvements for areas with problems comparable to larger Interstates

Interstate Operations and Enhancement Program

- **Policy will recommend funding remaining operational strategies ‘off-the-top’**
- **Intermodal Office is developing draft prioritization process for remaining funds for Board’s consideration at March meeting**
 - **Process will be consistent with SMART SCALE**
 - **May include policy provisions related to transportation demand management**

Next Steps

- **March meeting – Present draft policy and cost of suite of operational improvements**
- **April meeting – Provide revised policy at April meeting, including draft funding recommendations**
- **May meeting – Board consideration of policy**
- **June meeting – Adoption of Six-Year Improvement Program with initial allocation of capital projects [this is the first time capital projects are mentioned] funded by Program**