



COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Interstate Operations and Enhancement Program

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§ 33.2-372

Interstate Operations and Enhancement Program

Goal of program is to improve the safety, reliability, and travel flow along interstate highway corridors

- 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

- **8.4% distributed to the Northern Virginia Transportation Authority**
- **43.7% distributed to Interstate 81 Corridor Improvement Fund**
- **Remaining funds allocated by the Board**
 - **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 on any interstate**

Distribution of IOEP Funding

(in \$ millions)

	Previous	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
NVTA	17.8	12.7	13.2	13.1	13.8	14.5	13.7	98.7
Interstate 81*	119.8	55.7	68.4	68.3	71.6	75.2	71.2	530.2
Interstate 95	47.1	13.2	25.8	25.8	27.0	28.4	26.9	194.2
Interstate 64	32.1	9.9	18.5	18.5	19.4	20.3	19.2	137.9
Other Interstates	53.6	20.3	30.7	30.7	32.1	33.7	32.0	233.0
TOTAL	270.4	111.8	156.6	156.4	163.9	172.1	163.0	1,194.0

* does not include fuel tax revenue or estimated debt available

IOEP Funding Available to Allocate to Additional Operations and Capital Projects (in \$ millions)

	Previous	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	TOTAL
Interstate 95	19.7	0.0	12.6	13.2	19.4	28.2	26.9	119.8
Interstate 64	18.1	9.9	18.5	18.5	19.4	20.3	19.3	124.0
Other Interstates	53.6	20.3	30.7	30.7	32.1	33.7	32.0	233.0
TOTAL	91.4	30.2	61.8	62.4	70.9	82.2	78.2	477.0

Reflects remaining balance after previous commitments for operational improvements on I-95 (Jan. 2020) and I-64/664 (Jan. 2021).

Corridor Improvement Plan Process

- **Develop corridor improvement plans (CIPs) for each corridor with dedicated funding (I-81, I-95 and I-64) for CTB adoption**
 - ***Targeted***: identify top problem areas (top 25% locations for congestion, safety, reliability)
 - ***Performance driven***: develop operational strategies using return on investment methodology
 - ***Right-size solutions***: develop transportation demand management strategies and capital improvements for top problem areas (uses SS-like methodology)
- **Analyze conditions on other Interstate corridors**
 - Use same methodology, and compare needs across all interstate corridors
 - Ensure recommendations meet a VTrans need

Prioritization Process

- **Operations projects**
 - Prioritize by return on investment
- **TDM and capital projects**
 - Prioritize using a SMART SCALE like process
- **Weights - same as I-81 CIP and apply statewide, *aligns with goals from 33.2-372:***
 - 40% for Person Hours of Delay Reduction
 - 40% for Reduction of Fatal and Severe Injury Crashes
 - 20% for Accessibility to Jobs
- **Adjust initial prioritization based on constructability and risk issues**
- **Escalate project estimates based on anticipated year of construction**

Funding Scenario

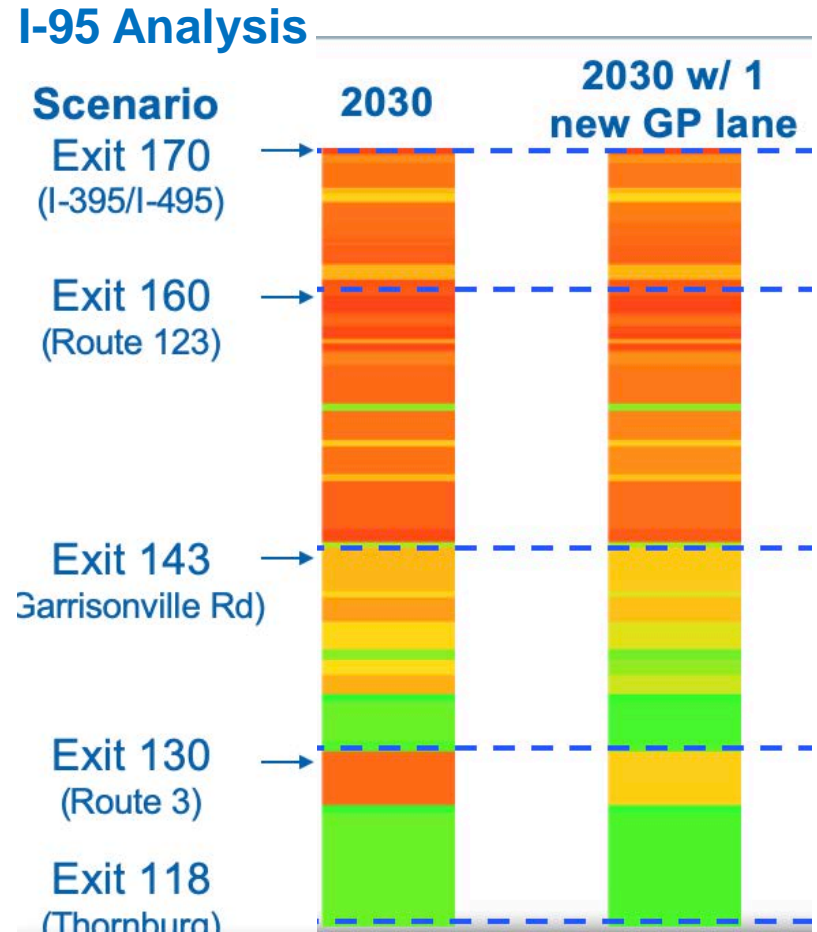
- **Initial Funding Scenario**
 - Step 1 – fund operations improvements and initial O&M costs for all interstates from their respective dedicated funding
 - Step 2 – fund capital projects on I-95 and I-64 independently using dedicated corridor funding until remaining funds are insufficient to fund the next ranked project
 - Step 3 – combine remaining 95 and 64 projects along with other interstate recommendations and fund with remaining dedicated funds and Other Interstate funds until remaining funds are insufficient to fund the next ranked project
- **Final Funding Scenario**
 - CTB may adjust the funding scenario to allocate remaining balances

Ongoing Operating and Maintenance Costs

- **Operating projects O&M**
 - Fund ongoing operating and maintenance costs through FY2027
 - Allows HMOF revenues to recover
- **Fund initial transit operating costs for three years**
 - Board has the discretion to provide additional operating assistance for three additional years on high performing routes where no other funding is available
- **New operations and transit projects (in subsequent CIPs)**
 - Fund ongoing operating and maintenance costs associated with new operations projects and transit service for three years

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 within 20 years, the implementation of multimodal options or express lanes should be given priority over general purpose lanes



Other Considerations

- **CIP Update Cycle**
 - Update at least every 4 years to support updates to the IOEP program
- **Federal approvals (such as interchange access requests) must be developed or submitted by VDOT to FHWA**



I-95 and I-64/664 Corridor Improvement Plans Status Update

May 2021



I-95 and I-64/664 Corridor Improvement Plans Status Update



- **Both Plans:**
 - Performance issues identified and validated through public engagement
 - Operations improvements identified, prioritized based on ROI analysis and programmed
 - Targeted transportation demand management and highway capital solutions identified and presented to the public
 - SMART SCALE-like evaluation of TDM and capital improvements is underway

Reporting

- Existing conditions
- Performance measures
- Development of targeted improvements
- Cost estimating
- SMART SCALE and ROI analysis
- Project prioritization
- Projects recommended for further study
- Next steps





I-95 Corridor Improvement Plan

- **Study initiated in April 2019**
 - **General Assembly requested study of I-95 from Exit 118 to Exit 170**
 - **Secretary of Transportation and CTB requested expansion to include all 179 miles of I-95**
- **Multimodal corridor**
- **Public involvement**
- **Interim Corridor Improvement Plan adopted in January 2020**



I-95 Improvement Highlights

- **Further Study Underway**
 - Exit 74C Routes 33/250
 - Exit 76 Belvidere Street

- **Project Updates**
 - Variable Speed Limits – Design underway
 - Transforming Rail in Virginia – Agreement signed
 - Transit – Express bus service from Fredericksburg to DC potential changes due to COVID
 - Exit 160 Route 123 Interchange Study

Improvement Highlights

Multimodal Improvements



- **Bus Service**
 - **Fredericksburg to Pentagon/Washington DC**
 - **Stafford County to Washington DC**
 - **Central Prince William County to Downtown Alexandria**
- **Park & Ride Lot Enhancements and Expansions**
 - **Exit 158 Horner Road Lot (Route 294 Prince William Parkway)**
 - **Exit 152 (Route 234 Dumfries Road)**
- **New Park & Ride Lots**
 - **Exit 133 (Route 17)**
 - **Exit 89 (Route 802 Lewistown Road)**
 - **Exit 61 (Route 10)**
 - **Exit 58 (Route 620 Walthall)**

Improvement Highlights

Southbound I-95 at Exit 160 Interchange Improvements



Improvement Highlights

Exit 61 Interchange Improvements and Park & Ride Lot



North Arrow & Scale		Legend	
	Proposed Asphalt		Existing Right of Way
	Concrete		Existing Property Line
	Proposed Stormwater Management BMP		Proposed Right of Way Line
	Proposed Raised Grass Medlan		Proposed Permanent Easement
	Proposed Curb & Gutter or Curb		Proposed Right of Way Acquisition
	Proposed Concrete Barrier		UPC 109322 - Phase 1 Improvements
	Proposed 200 FT Set Back		UPC XXXXX - I-95 NB & SB Auxiliary Lanes Project
	Traffic Signal		UPC 102952 - Route 10 (1 to 95)

I-64/664 Corridor Improvement Plan



- Study initiated in December 2019
 - Need identified to provide an accounting of needs on both interstates receiving dedicated funds
 - Interstate Operations and Enhancement Program legislation passed in early 2020
- Virtual public engagement
- Operations improvements programmed in January 2021
- SMART SCALE-like scoring underway

VDOT I-64/664 Corridor Improvement Plan Performance Measures Potential Solutions Feedback

I-64/664 Corridor Improvement Plan

Existing Conditions

Welcome!

Thank you for joining us to learn more about the I-64/664 Corridor Improvement Plan existing conditions. This website is intended to introduce you to the study and give you an opportunity to provide input to the study team. Please begin by listening to the 3-minute project introduction video below.

On the top and bottom of this page, there are links to additional pages with information for you to review. The **Performance Measures** page describes the measures used in this study and then shows you where the study team is focusing its attention as they start to develop targeted improvements at the locations of greatest safety and congestion need. The **Potential Solutions** page shows many of the potential improvements that could be implemented in this corridor.

Most importantly, we are looking for you to provide feedback to the study team using the survey on the Feedback page. We know that data does not tell the whole story of congestion and safety in the corridor, which is why we are looking for your input. Using the survey, please take time to identify any issues you experience in the corridor and provide us with some of your recommended solutions to fix them. The study team will use this input as they develop potential solutions in the corridor including operations, multimodal, and highway capital improvements.




As we receive comments and questions, we will be developing a list of frequently asked questions with corresponding responses. We will be adding information to this website as the study progresses, so please stay connected with us.

Improvement Highlights - Multimodal







- **Bus Service in Richmond:**
 - **Broad Street – Short Pump express bus service**
 - **Increase frequency on Route 7**
- **Bus Service in Hampton Roads:**
 - **Newport News Route 106 and 107 enhancements**
 - **Tidewater Community College to Newport News Shipbuilding via HRBT (Route 972)**
- **Park-and-Ride lots**
 - **3 in Richmond**
 - **3 in Hampton Roads**

Legend

-  Existing Passenger Rail & Station
-  Existing Express/Commuter Bus Coverage
-  Existing Park-and-Ride

Potential Multimodal Improvements

-  **Route 106 (Lee Hall to Newport News Shipbuilding/Downtown)**
*Existing express/commuter bus route
Increase to 30-minute peak frequency*
-  **Route 107 (Patrick Henry Mall to Newport News Shipbuilding/Downtown)**
*Existing express/commuter bus route
Increase to 30-minute peak frequency*
-  **Route 972 (Tidewater Community College to Newport News Shipbuilding/Downtown)**
*Existing express/commuter bus route
Increase to 2 trips per peak period*
-  **Park-and-Ride (New)**

**Rail service enhancements to be funded as part of the Transforming Rail in Virginia program. For more information, please visit the website: <https://transformingrailva.com/>*

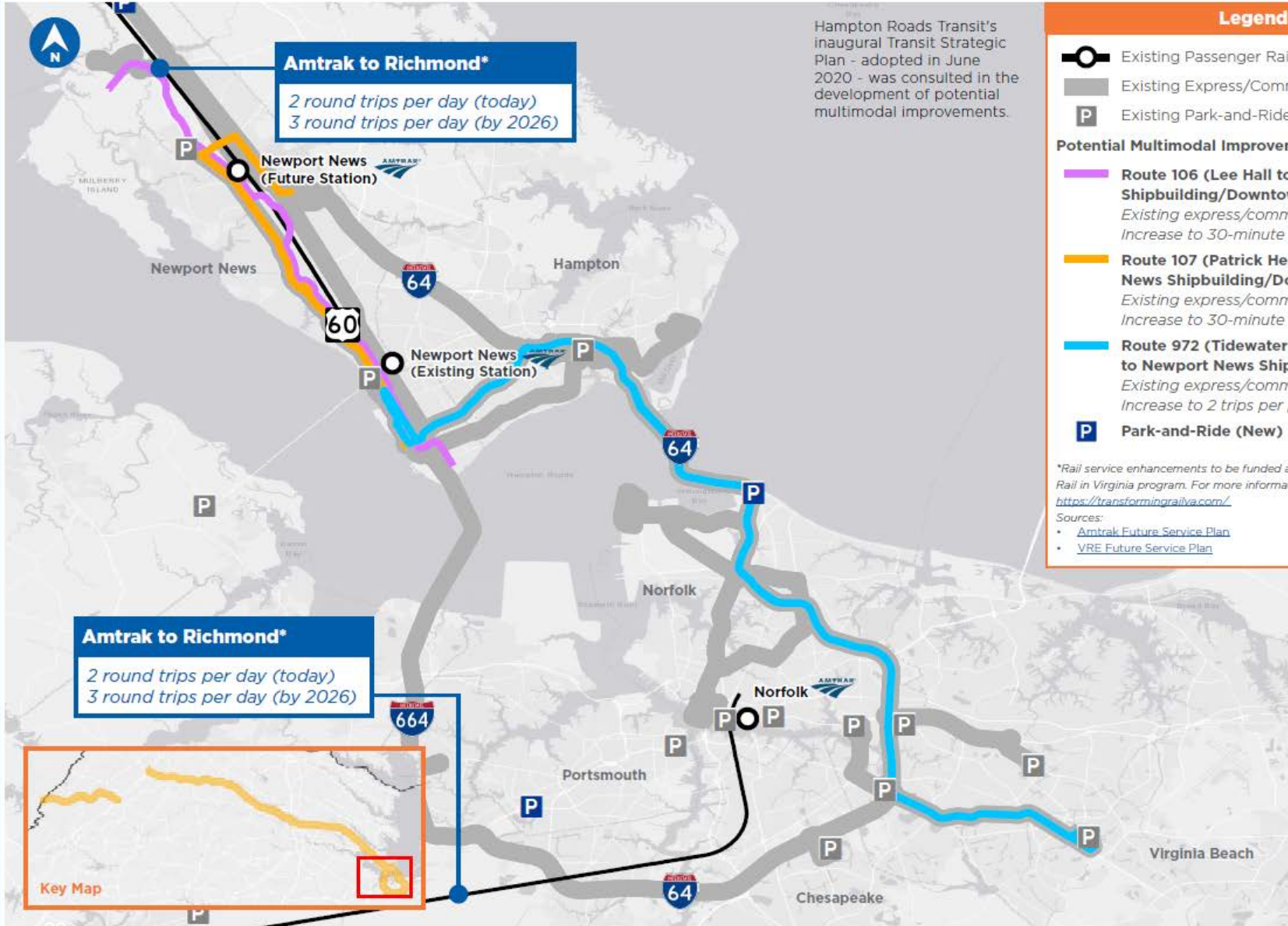
Sources:

- [Amtrak Future Service Plan](#)
- [VRE Future Service Plan](#)



I-64/664 Corridor Improvement Plan

Potential Multimodal Improvements – Hampton Roads



Hampton Roads Transit's inaugural Transit Strategic Plan - adopted in June 2020 - was consulted in the development of potential multimodal improvements.

Amtrak to Richmond*
2 round trips per day (today)
3 round trips per day (by 2026)

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2 round trips per day (today)
3 round trips per day (by 2026)

Legend

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- Existing Express/Commuter Bus Coverage
- Existing Park-and-Ride

Potential Multimodal Improvements

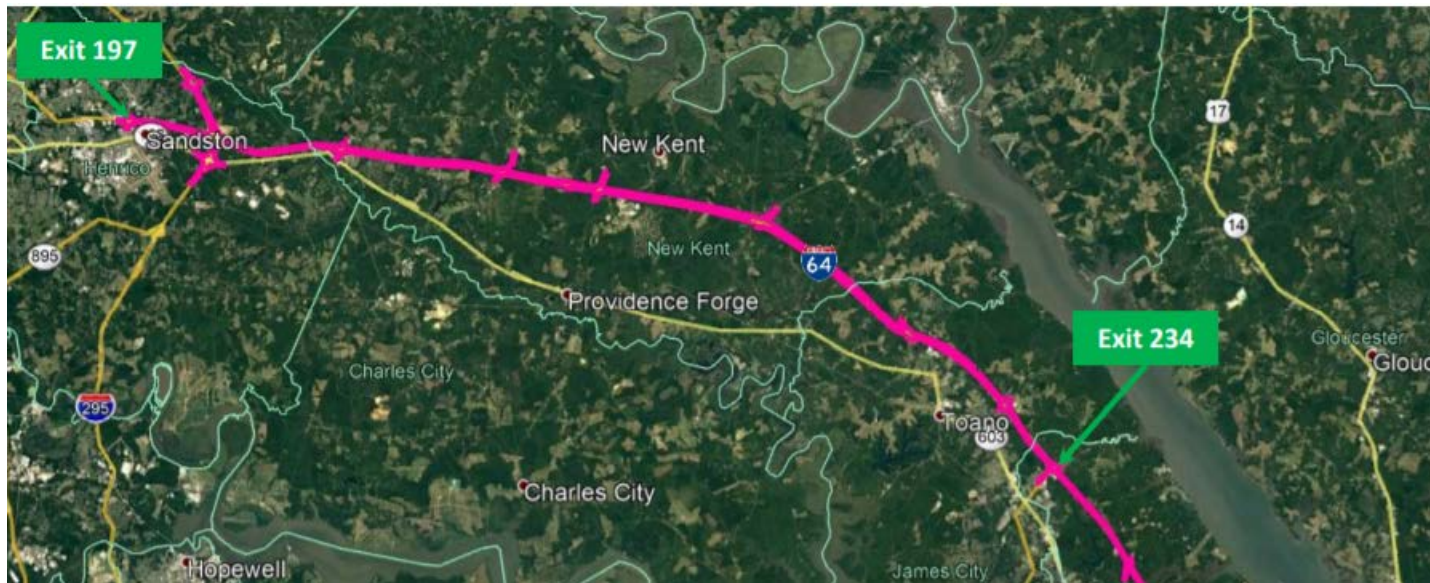
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Improvement Highlights

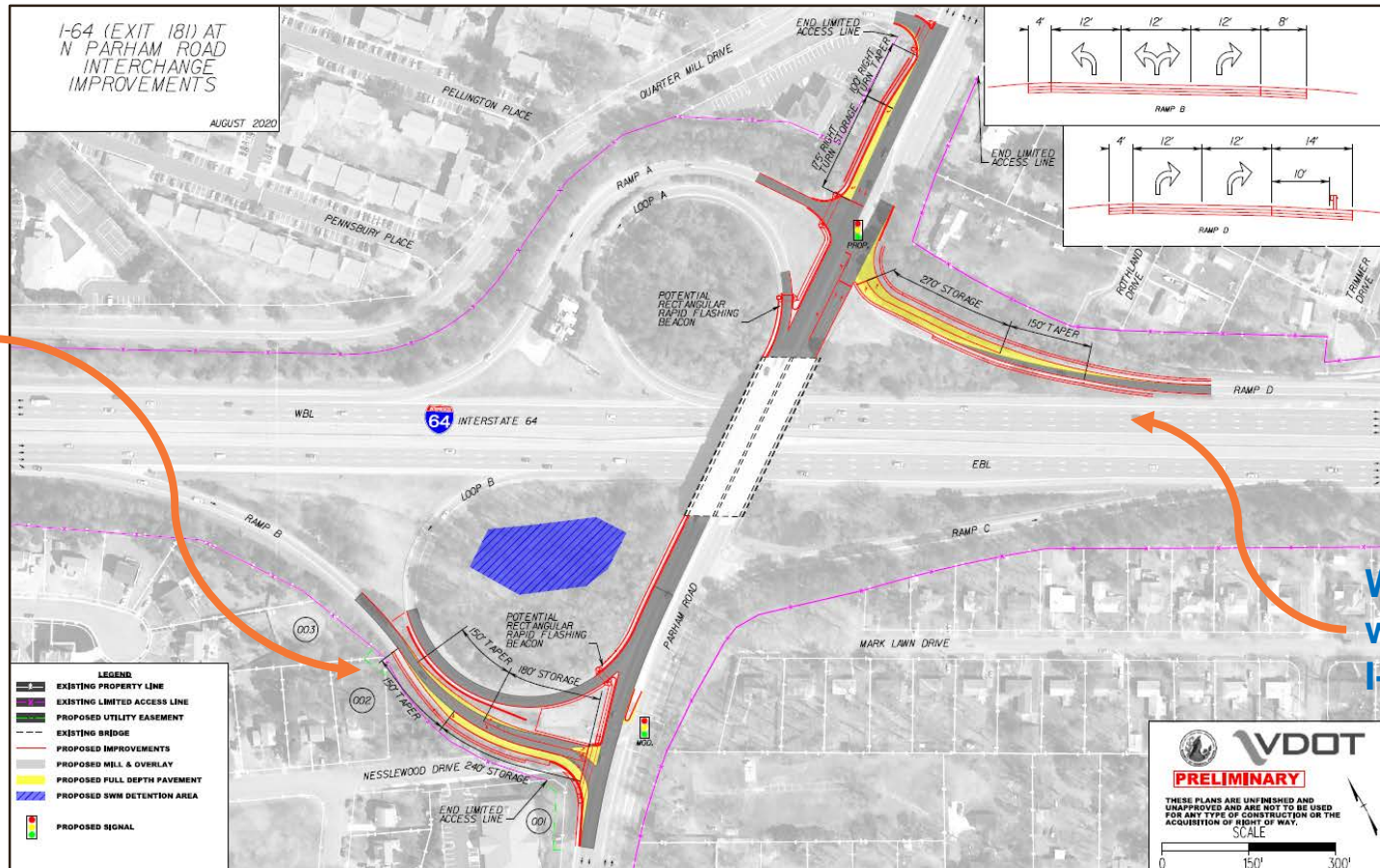
I-64 Peninsula Widening



Consideration of one additional lane in each direction between Exit 205 and Exit 234 on the peninsula

Improvement Highlights

Exit 181 Interchange Improvements

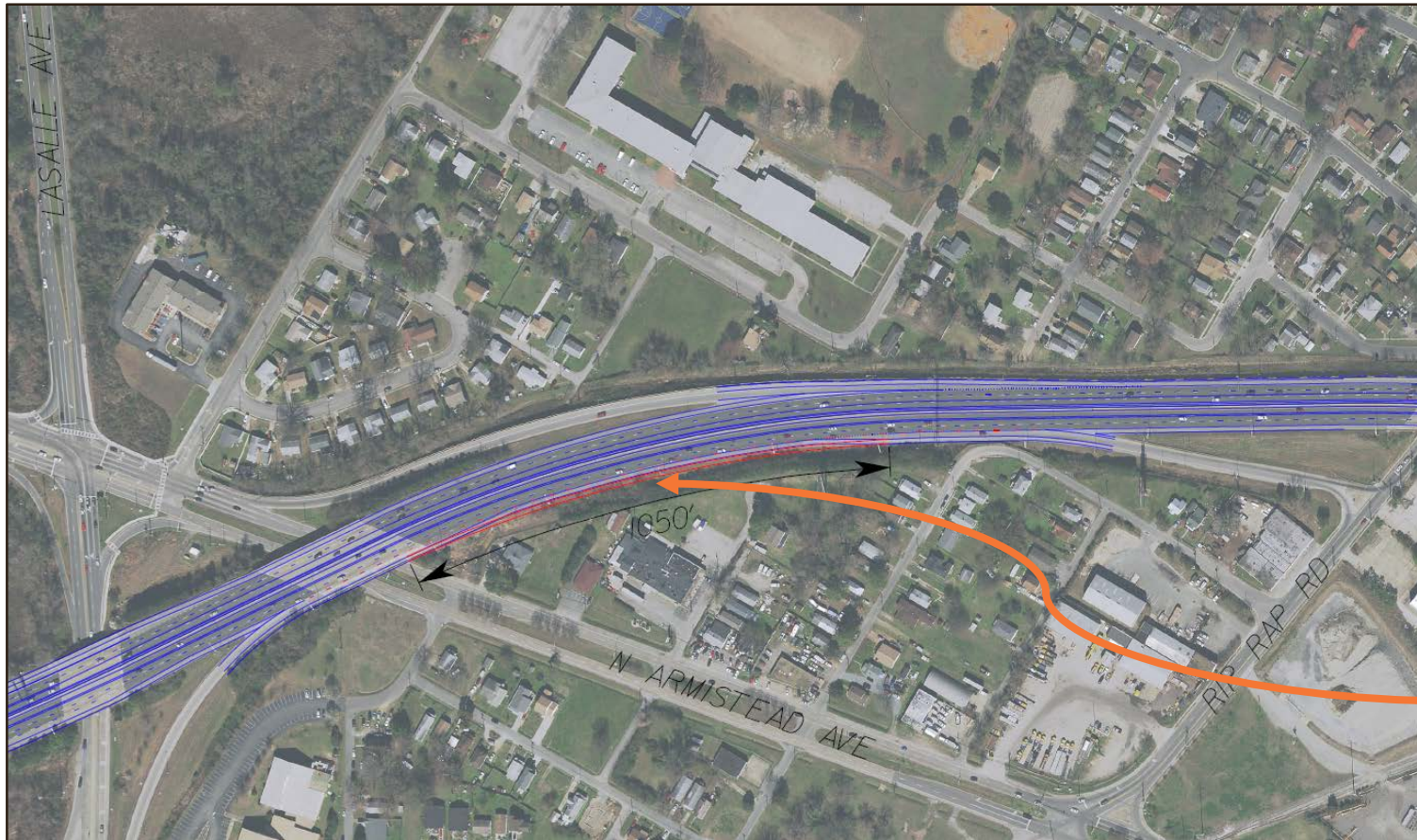


Widen eastbound I-64 ramp

Widen westbound I-64 ramp

Improvement Highlights

Exit 265 Eastbound I-64 Auxiliary Lane



**Add 1,050'
auxiliary
lane**

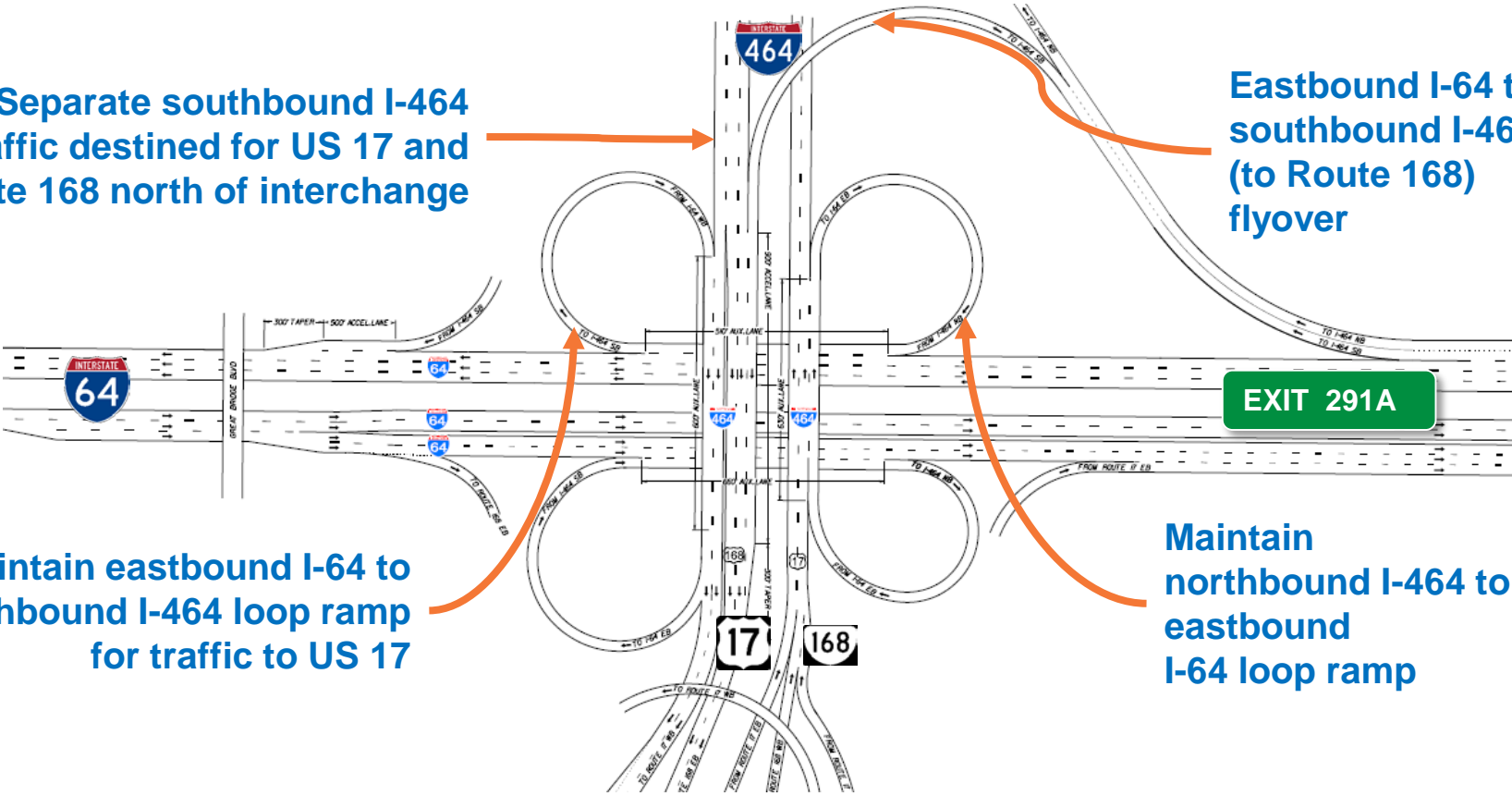
Improvement Highlights

Exit 291 Interchange Improvements



Separate southbound I-464 traffic destined for US 17 and Route 168 north of interchange

Eastbound I-64 to southbound I-464 (to Route 168) flyover



Maintain eastbound I-64 to southbound I-464 loop ramp for traffic to US 17

Maintain northbound I-464 to eastbound I-64 loop ramp

Other Interstate Corridors (I-77, I-85, I-295 and I-66)

- Remaining interstate corridors with significant truck vehicle miles travelled (Class 6 and above) have been evaluated using the same methodology as I-81, I-95 and I-64
- Operational improvements have been identified
- Potential capital improvements have been identified

Next Steps

- **June: Adopt IOEP policy resolution**
- **July: Present results of prioritization effort and staff recommended IOEP funding scenario**
- **August: Adopt final I-95 and I-64/664 CIPs and IOEP funding scenario**