COMMONWEALTH of VIRGINIA
Office of the
SECRETARY of TRANSPORTATION

Overview of the Interstate Operations and Enhancement Plan

June 2026

Deputy Secretary Carter Hutchinson

Overview

This presentation is to inform the CTB about the IOEP program, following discussion last month on Express Lanes. No action is needed.

- **IOEP Background and Program Elements**
- **IOEP Funding**
- **CTB IOEP Policy**
- **IOEP Corridor Improvement Plans**
  - **Performance Measures**
  - **Improvements Considered**
  - **Public Outreach**
  - **Prioritization**
- **Program status and highlights**

Interstate Operations and Enhancement Program (IOEP) Legislation

- Omnibus legislation in 2020 codified program and its requirements (33.2-372)
- Program receives 20% of funds available for construction formula distribution
- Directs CTB to:
  - Identify needs through VTrans or Interstate Corridor Plan
  - Consider operational, transportation demand management and other transportation improvement strategies
  - Evaluate and prioritize strategies and improvements

IOEP Program Elements

- **Goal: To improve the safety, reliability, and travel flow along interstate highway corridors in the commonwealth through the development and funding of operational and capital improvements.**
- **Dedicated funding for operational and capital projects**
- **Corridor Improvement Plans (CIP)**



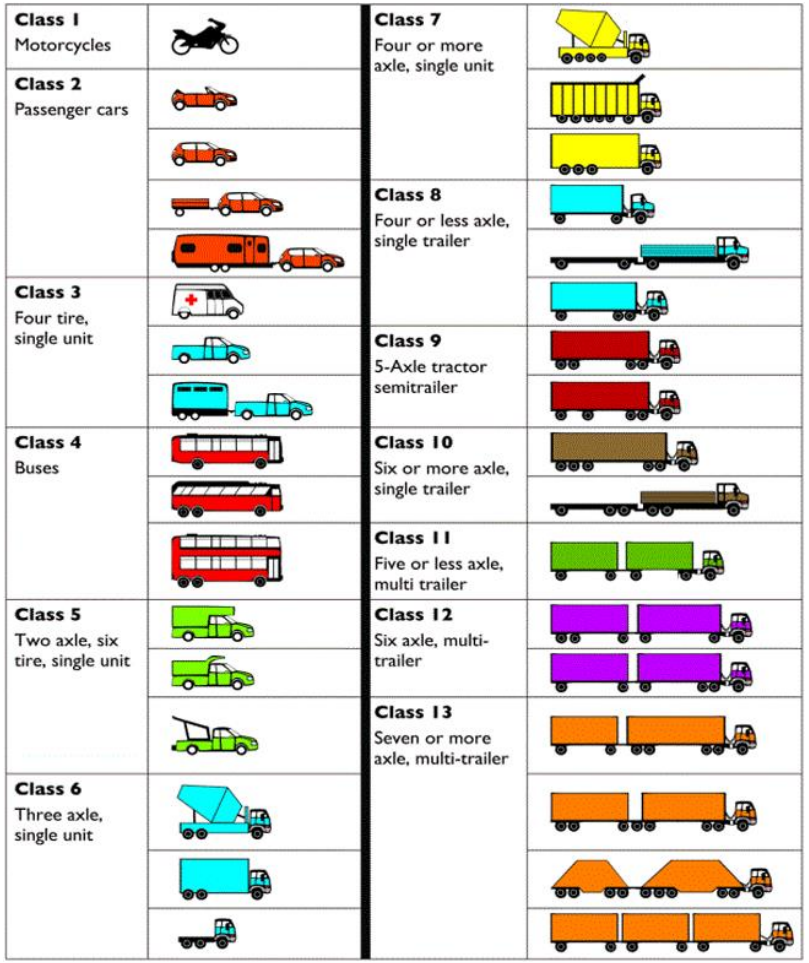
Focus on Operations and Transportation Demand Management

- Code requires the CTB give priority to operations and Transportation Demand Management (TDM) strategies that improve safety and reliability of travel
- Planning processes to evaluate potential solutions for needs identified on Interstate corridors—
  - First, developed corridor-wide operations and incident management plans
  - Second, development of solutions focused on transportation demand management
  - Finally, highway capital recommendations

IOEP Funding Distribution

Revenues supporting the fund are allocated by FHWA Class 6 and above truck VMT

- **43.6% distributed to Interstate 81 Corridor Improvement Fund**
- **8.5% distributed to NVTA**
- **17.9% must be used on I-95**
- **10.7% must be used on I-64**
- **Remaining 19.4% can be used for any interstate projects**

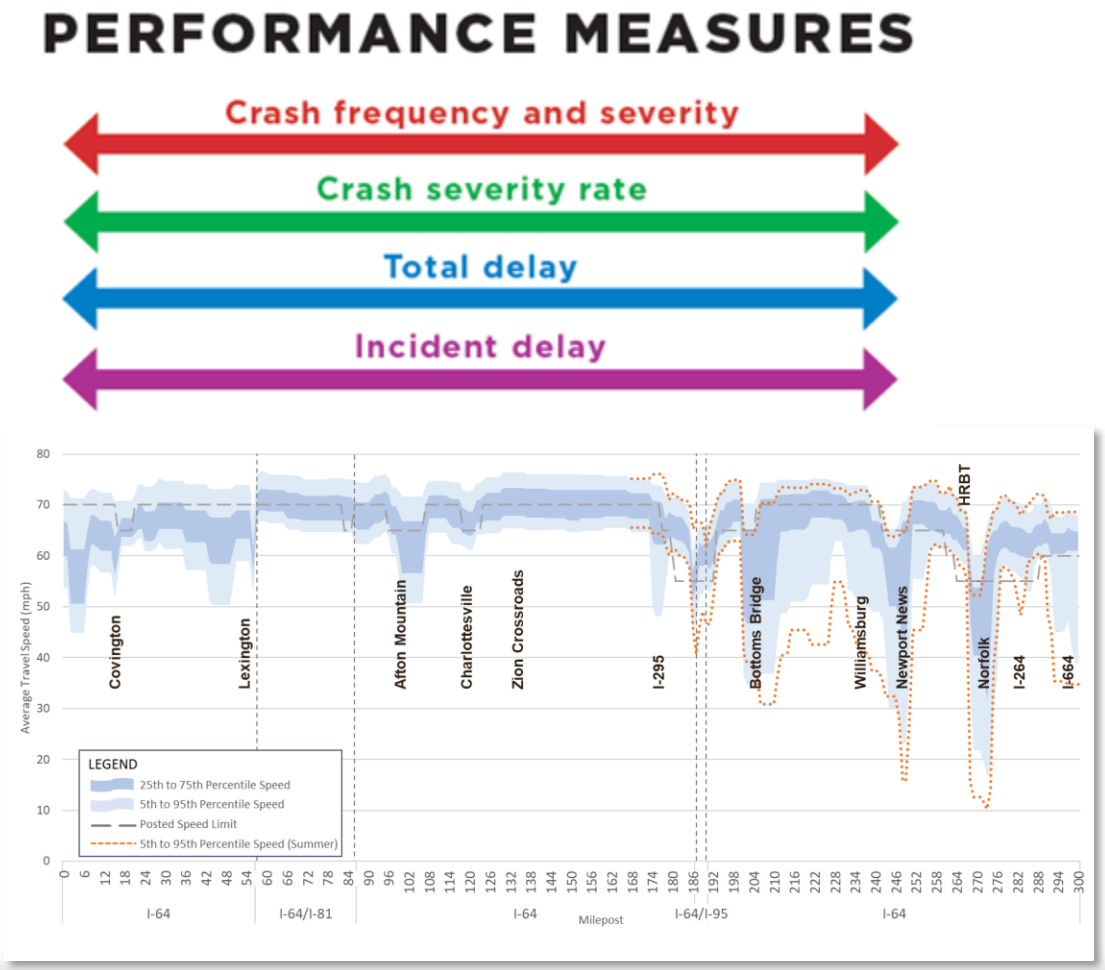


CTB Policy for IOEP

CTB adopted policy June 2021 consistent with legislative requirements

- **Outlined process to identify recommended projects**
- **Corridor Improvement Plans (CIP) – top 25% performance measure locations for delay, incident delay, crash severity and crash frequency**
- **SMART SCALE-like evaluation of improvements using the following weights:**
  - **40% for person hours of delay reduction**
  - **40% for reduction in fatal and severe injury crashes**
  - **20% for accessibility to jobs**
- **Outlined "off-the-top" funding for operational improvements and limits on on-going costs**
- **Capacity expansions to be reviewed considering forecasted congestion and potential for multimodal options or express lanes**

Performance Measures



Data Type	Data Source
Crashes	VDOT crash database
Incidents	VDOT 511
Origin-destination	Streetlight
Incident delay	INRIX RITIS
Speed performance	
Travel time reliability	

Operations Improvements Considered

CCTV Cameras

Detect incidents and provide situational awareness of incidents

Dynamic Message Signs

Informs drivers of conditions ahead

Safety Service Patrols

Provide incident scene support and help stranded motorists

Towing Programs

Contract towing services that are activated as incidents are detected

Variable Speed Limits

Adjustable speed limits that change to reduce traffic congestion









Operational Improvements Considered: Parallel Facilities

Improvements considered for traffic incident management

- Message signs
- Traffic control personnel
- Communications upgrades
- Traffic signal operations
- Intersection improvements
- Sign improvements



Transportation Demand Management Improvements Considered

Improvements Considered

- Intercity passenger rail
- Commuter bus
- Local bus
- Park-and-ride lots
- Commuter assistance programs
  - *Carpool*
  - *Vanpool*
  - *Commute!VA / Telework!VA*
  - *Outreach and support to large employers*





Commute!VA



Capital Improvements Considered

 Widening	Adds new lane, typically within the existing median
 Acceleration/ Deceleration Extension	Extends ramps to allow for more distance to merge or exit
 Curve Improvements	Addresses superelevation in curves to reduce the potential for run-off-the-road crashes
 Auxiliary Lane	Connects interchange on- and off-ramps for additional distance to merge or exit
 Realignment	Addresses roadway curvature by improving geometrics
 Truck Climbing Lane	Adds lane on steep grades for trucks allowing cars to pass

Public Outreach: PublicInput.com Survey

Please zoom in on your area of concern, then drag and drop pins within the study area.

You can also provide additional information in the pin comment box (e.g. the time of day when you typically experience that issue and how often it occurs).

Legend

- Study Area – pin in this area
- Previous Widening Area – not included in this analysis

One-Mile Segments in Top 25% for:

- Crash Severity
- Crash Frequency
- Person-Hours of Delay
- Person-Hours of Incident Delay

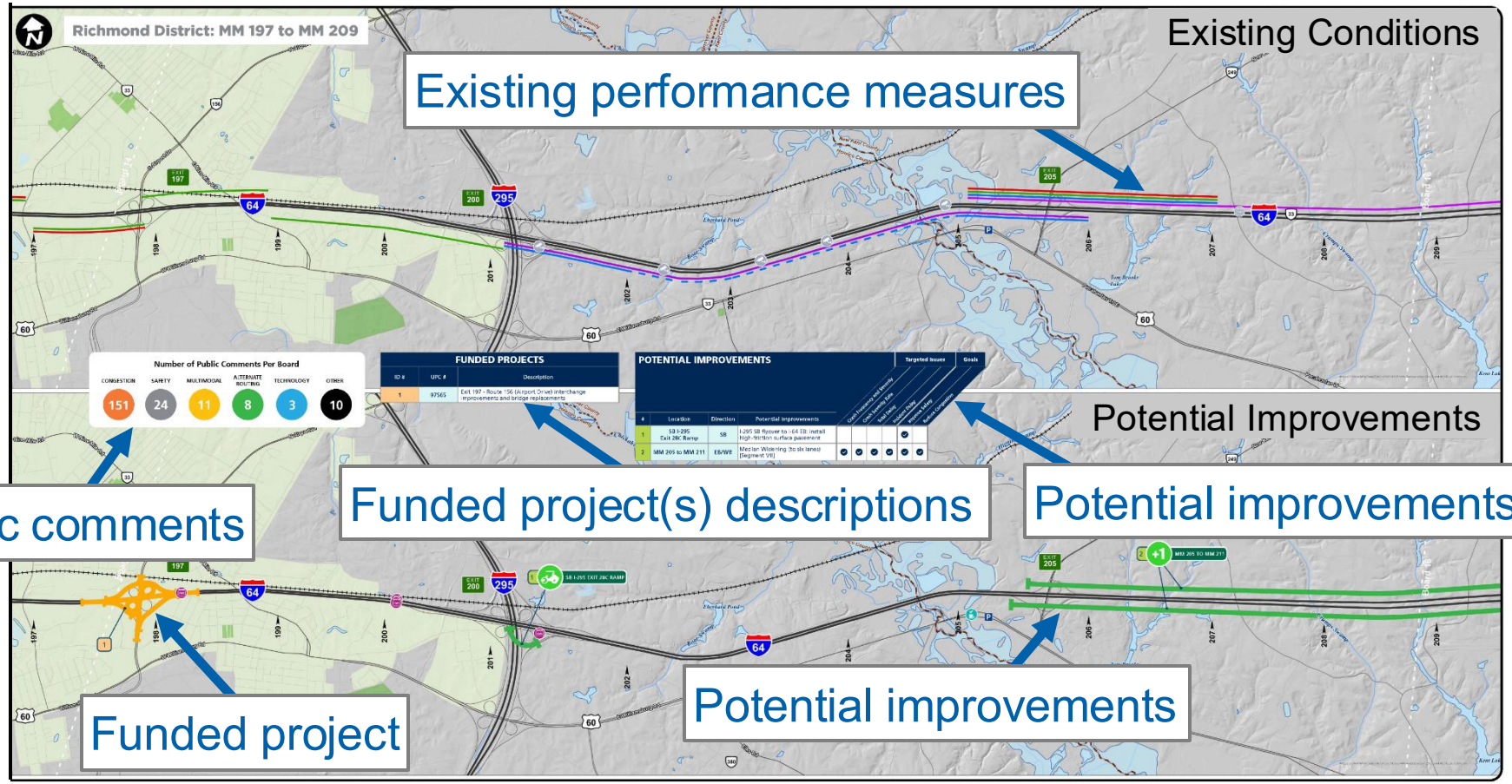
Drag & Drop Pins:

- **Safety**: Crashes
- **Congestion**: Delays, queues (including ramps), difficulty merging and weaving
- **Geometry**: Grades, curves, narrow shoulders
- **Truck Operations**: Parking, heavy truck volumes
- **Speeding and Aggressive Driving**
- **Pavement Marking & Signing**
- **Other**



- Online surveys are used for each public engagement period
- Responses gathered through mapping, ranking, multiple choice and open ended questions
- CIP surveys have had as many as 5,000 participants

Public Outreach:
Potential Improvements Boards



IOEP: Prioritization Scoring

Potential improvements identified in each corridor are prioritized using the following measures and weights:

- **40% Congestion**
  Person hours of delay reduction
- **40% Safety**
  Fatal and severe injury crash reduction
- **20% Accessibility**
  Access to jobs
  Access to jobs for minority and low-income populations

Congestion Mitigation	Safety	Accessibility	
Reduction in Peak Period Delay	Reduction in Fatal and Injury Crashes	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations
100%	100%	75%	25%
40%	40%	20%	

I-81 (2019/2025), I-95 and I-64/664 (2021) Corridor Improvement Plans

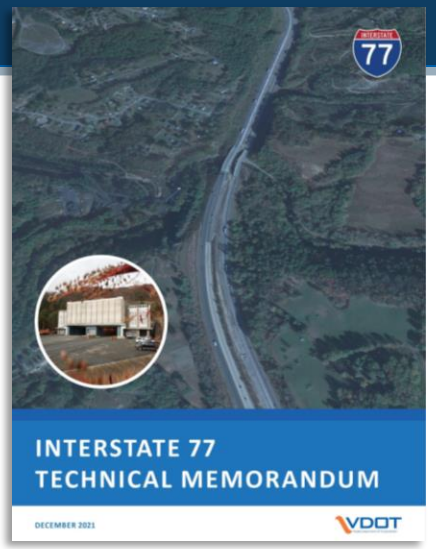
Plans followed adopted IOEP Policy:

- 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 completed

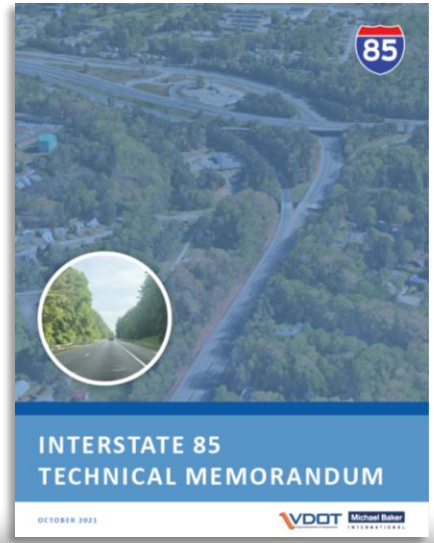


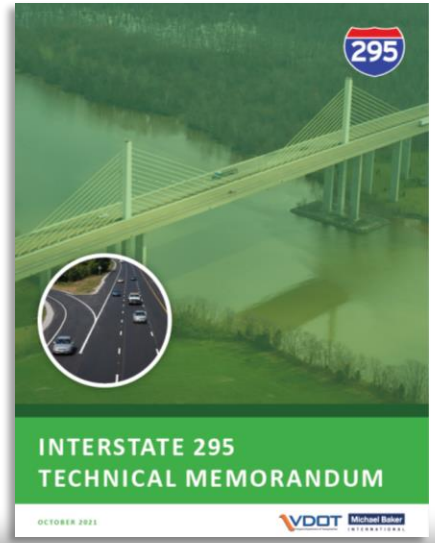
Other Interstate Corridors – Tech Memos (2021)

- Corridors with statewide truck VMT % between 1% and 10%
- Eligible for “Other” interstate funds
- Focused on operational improvements
- Completed in 2021









Improvement Highlights

Operations



Additional Traffic Cameras

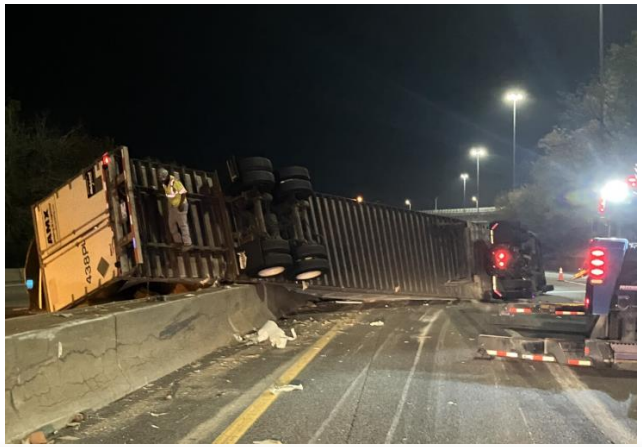


Ramp Metering



Variable Speed Limits

TRIP



Expanded SSP



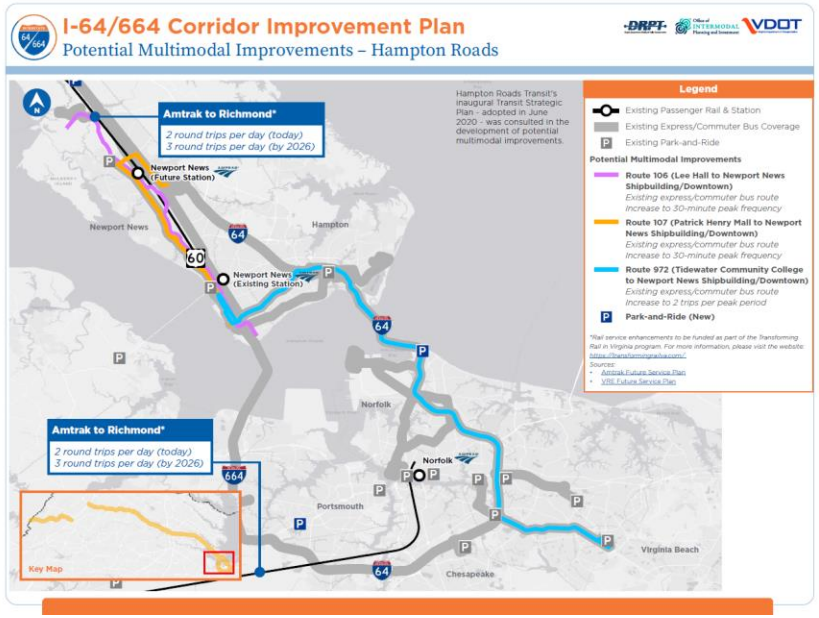
Improvement Highlights
Multimodal Improvements

- **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 58 (Route 620 Walthall)



Improvement Highlights
Multimodal Improvements

- **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 (5)**
  - Culpeper, Richmond and Hampton Roads



Improvement Highlights

Capital Improvements- Southbound I-95 at Exit 160 Interchange

Eliminates loop ramp at the top bottleneck location on I-95



Improvement Highlights

Capital Improvements- I-95 Southbound Exit 78

I-95 Exit 78 – Widen southbound I-95 off-ramp at Arthur Ashe Boulevard

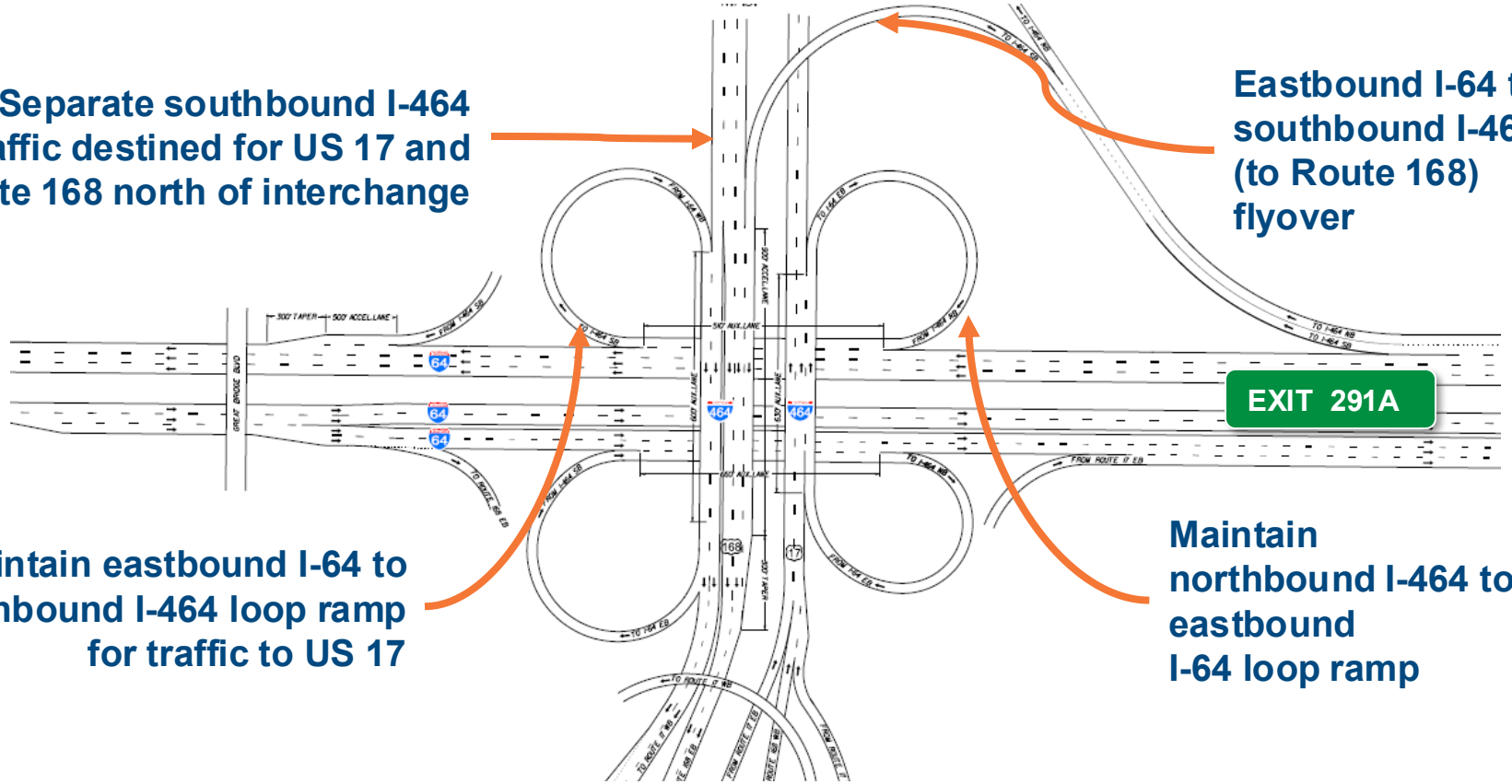
- Widens off-ramp to two lanes, allowing for dedicated exit lane



Improvement Highlights

Capital Improvements: I-64/464 Exit 291 Interchange

Addresses one of the remaining bottlenecks following the implementation of the HREL



Interstate Operations and Enhancement Program (IOEP)

Questions?