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TO: Central Virginia Transportation Authority TAC Members and Alternates

FROM: Chet Parsons, Executive Director

DATE: January 24, 2024

COPY: Myles Busching, RRTPO Director of Transportation
Eric Gregory, CVTA Legal Counsel

RE: Round 3 Regional Funding Results Overview

Thanks to your hard work, the CVTA is on the cusp of announcing its third round of funding commitments from its regional funding revenues. At its meeting on February 23rd, 2024, the Authority will take up a draft funding scenario that commits roughly \$150 million to projects for which each of you may have submitted applications.

The purpose of this memorandum is to provide background and detail on how the regional funding process is organized, the steps involved, and an overview of the ranking and prioritization that forms the basis of the data that our authority members depend on to make informed funding decisions.

Overview

The 2020 General Assembly legislation, House Bill 1541, created the Central Virginia Transportation Authority (CVTA), allowing the Richmond region to use specified tax revenues to fund transportation needs of the region (Code of Virginia Section 33.2-3700 - 3713):

The funds for the CVTA are generated through the following sources:

- Sales and use tax of 0.7 percent (revenue collection began October 2020); and
- Wholesale gas tax of 7.6 cents per gallon of gasoline and 7.7 cents per gallon of diesel fuel (revenue collection began July 2020).

These tax generated funds are to be divided accordingly:

- 15% to the Greater Richmond Transit Company (GRTC) to provide transit and mobility services;
- **35% to the CVTA for regional transportation projects;** and
- 50% distributed proportionally to each member locality for local projects which may include construction, maintenance, or expansion of roads, sidewalks, trails, mobility services, or transit located in the locality.

This memo focuses on the 35% set-aside for regional projects and how the process works to ultimately provide the CVTA Technical Advisory Committee with the information it needs to make a recommendation on project funding to the Authority.

Funding Cycle

Non-Smart Scale years – generally the application cycle will open in an odd year with the funding announcement the following spring (ie 2023 applications with 2024 announcement). The purpose of this cycle is to position CVTA funding to leverage Smart Scale applications. In alternating years (even years), funding requests for existing projects may be considered.

Application Limits

All CVTA locality members are eligible to submit requests for CVTA regional funding. The number of applications allowed per locality member will be two times the weighted voting for localities.

Project Categories

- Highway
- Bicycle/Pedestrian
- Transit
- Multimodal
- Bridge
- Studies
- Preliminary Engineering Only

Project Screening

- Well-defined scope
- Estimate and schedule verified by third-party review. Estimate submitted using VDOT's Cost-Estimating Work Book (CEWB). TAC recommends full authority to approve final cost estimates.
- Application includes supporting data/studies

- Application identifies whether the project will be self-administered or if VDOT will administer
- Project is in the RRTPO long-range transportation plan or is in process of being included

Project scoring and ranking

Per state code, all projects requesting CVTA regional funding will be prioritized using a data-driven process that considers **benefits** and **cost**. Projects will be ranked within each of the seven project categories based on the benefit to cost score. Ranking within each project category allows projects with similar characteristics to be compared against the others. Project scoring will be conducted by CVTA staff.

Projects are scored and ranked based on criteria included in the RRTPO Long-Range Transportation Plan. For all projects except bridges, those criteria fall under the goals of safety, Mobility, and Equity/Accessibility/Economic Development. Bridges are scored and ranked based on State of Good Repair (SGR) scoring from VDOT.

The regional scoring goals and performance measures can be found below.

Highway, Bicycle/Pedestrian, Multimodal, Transit, Studies, PE-Only Regional Scoring

Goal	Safety		Mobility		Accessibility			
					Economic Development		Equity	
Goal Weight	38.5%		23%		38.5%			
Performance Measure	Crash Frequency	Crash Rate	Person Throughput	Person Hours of Delay	Access to Destinations	Access to Jobs	Access to Jobs (EJ)	Access to Destinations (EJ)
Performance Measure Weight	70%	30%	50%	50%	30%	30%	20%	20%
Description	Reduction in EPDO of Fatal and Injury Crashes (5-year period)	Reduction in EPDO of Fatal and Injury Crashes per 1 million VMT	Increase in Person Throughput (Peak Period)	Reduction in Person Hours of Delay (Peak Period)	Increase in average access to weighted destinations per 1,000 persons (travel time of 30 minutes for all modes) for all population	Increase in average job accessibility per person	Increase in average job accessibility per person (Total EJ Population within EJ Area)	Increase in average access to destinations per 1,000 persons (travel time of 30 minutes for all modes) for EJ population
Unit of Measure	EPDO	EPDO per 1 Million VMT	Persons	Person Hours	Weighted Destinations per 1,000 Persons	Jobs per Person	Jobs per Person	Weighted Destinations per 1,000 Persons

EPDO = Equivalent Property Damage Only

VMT = Vehicle Miles Traveled

EJ = Environmental Justice

Bridge Regional Scoring

SGR Factor	Importance	Condition	Design Redundancy and Safety	Structure Capacity	Cost Effectiveness
Factor Weight	30%	25%	15%	10%	20%
Description	Traffic volume, truck traffic, detour route, future traffic volume, and key route designations	Measures overall condition of the bridge using detailed condition data compiled from the safety inspection report	Fracture-critical bridges, fatigue prone details, and scour and seismic vulnerability	Consideration of whether the bridge will be posted or has issues with clearances or waterway adequacy	Ratio of actual project cost to the cost for full replacement

Project Selection

Based on projected annual revenue forecasts from VDOT, CVTA staff prepares a six-year program for regional funding allocations. This six-year program is comprised of projects that have been previously awarded funds as well as projects identified through the current application cycle.

Staff develops a recommended funding scenario, following these guidelines:

- Leveraging and PE-only applications for the same project should be considered independently
- Distribution of funds should be proportional to the total value of funds requested for each category (highway, transit, bike/ped, etc)
- Studies should not exceed 5% and PE-only should not exceed 10% of annual CVTA regional funding

Allocations

The goal of the allocation process is to fully allocate all six years of funding with some funding held in unallocated balance entry to cover cost increases and allow for new project selection in the future. Funds are allocated to projects based on the project schedule and the availability of funds. In general, the allocated funds should cover the entire amount requested for a phase (PE, RW, CN) but may be split over multiple years based on the project schedule and availability of funding.

The following order of allocations is used to ensure existing, active projects are funded and prioritized above new projects while maintaining a reserve fund to address cost overruns and changes in available funding.

1. Year 6 funding to balance entry
2. Additional funding for programmed phases of active projects in Years 1-5, starting with Year 1
3. Next phase of existing projects already approved by the CVTA for Year 6
4. New projects in order of priority and based on available funding

Additional information on leveraging may be found in the [Regional Project Selection and Allocation Framework](#), including detail on leveraging funds, cost overruns, and surplus funds.

The project scorecards contained in the following pages reflect the process outlined in this memo and meet the criteria for a recommended FY 2025-2030 Regional Revenue Draft Funding Scenario

ID	Project Title	Sponsor	Category	Safety	Mobility	Access	Benefit	Benefit Rank	CVTA Request	Score	Category Rank
				Score	Score	Score					
CVTA25-32	D Hull Street Shared Use Path	Richmond	Bike/Ped	31.0	11.3	0.0	42.3	3	\$ 3,152,729	134.2	1
CVTA25-33	E Richmond Highway Fall Line Trail Improvements	Richmond	Bike/Ped	38.4	17.5	1.8	57.7	2	\$ 18,000,000	32.0	2
CVTA25-31	C Commerce Road - FLT Phase II	Richmond	Bike/Ped	28.6	18.0	38.5	85.1	1	\$ 41,468,219	20.5	3
CVTA25-02	FLT: Route 1 Fill-in-the-Gaps	Chesterfield	Bike/Ped	4.3	5.1	0.0	9.4	4	\$ 24,376,529	3.9	4

Bolded requests are increased leverage request. Projects are evaluated based on the new total

Category Total	\$ 86,997,477
Round Total	\$575,597,579
Round Percentage	15.1%
Policy Max	100%
Available	\$ 151,578,357
Rough Share	\$ 22,909,990

ID	Project Title	Sponsor	Category	Safety	Mobility	Access	Benefit	Benefit Rank	CVTA Request	Score	Category Rank
				Score	Score	Score					
CVTA25-16	Rt. 360/Walnut Grove Rd Intersection Improvement - Alternatives	Hanover	Studies	38.5	23.0	38.5	100.0	1	186,000	5376.344	\$ 1

Bolded requests are increased leverage request. Projects are evaluated based on the new total

Category Total	\$ 186,000
Round Total	\$575,597,579
Round Percentage	0.0%
Policy Max	5%
Available	\$ 151,578,357
Rough Share	\$ 48,981

ID	Project Title	Sponsor	Category	Safety	Mobility	Access	Benefit	Benefit Rank	CVTA Request	Score	Category Rank
				Score	Score	Score					
CVTA25-15	Rt. 360/Walnut Grove Rd Intersection Improvement - 60%	Hanover	Preliminary Engineering (PE)-Only	11.8	1.3	33.6	46.7	3	\$ 715,000	653.3	1
CVTA25-21	I-95 and Parham Rd Interchange	Henrico	Preliminary Engineering (PE)-Only	38.5	1.3	11.9	51.6	1	\$ 2,606,008	198.2	2
CVTA25-14	Atlee Rd/Meadowbridge Rd Intersection Improvement	Hanover	Preliminary Engineering (PE)-Only	11.0	1.5	1.7	14.1	4	\$ 715,000	197.5	3
CVTA25-09	Bellwood Connector - PE Only	Chesterfield	Preliminary Engineering (PE)-Only	0.0	23.0	28.6	51.6	2	\$ 3,000,000	172.0	4

Bolded requests are increased leverage request. Projects are evaluated based on the new total request.

Category Total	\$ 7,036,008
Round Total	\$ 575,597,579
Round Percentage	1.2%
Policy Max	10%
Available	\$ 151,578,357
Rough Share	\$ 1,852,868

ID	Project Title	Sponsor	Category	Safety	Mobility	Access	Benefit	Benefit Rank	CVTA Request (2023 dollars)	Score	Category Rank
				Score	Score	Score					
CVTA25-20	E. Parham Road Improvements	Henrico	Highway	10.6	0.4	0.2	11.2	18	\$ 2,500,000	44.9	1
CVTA25-04	Busy Street Extension	Chesterfield	Highway	6.0	0.2	18.0	24.2	10	\$ 5,511,555	44.0	2
CVTA25-13	Route 288 Southbound Auxiliary Lane	Goochland	Highway	0.6	13.4	8.6	22.6	12	\$ 7,500,000	30.1	3
CVTA25-36	F Port of Virginia Gateway Interchange and Streetscape Improvements	Richmond	Highway	12.8	1.2	9.3	23.2	11	\$ 8,491,001	27.4	4
CVTA25-10	Fairground Rd/Maidens Rd Intersection Improvements	Goochland	Highway	16.9	0.1	0.5	17.5	15	\$ 6,685,703	26.2	5
CVTA25-11	Route 250 at Route 288 Interchange Improvements	Goochland	Highway	8.8	0.5	11.1	20.3	14	\$ 10,000,000	20.3	6
CVTA25-22	Route 60/33/Beulah Roundabout	Henrico	Highway	13.3	0.2	2.3	15.8	16	\$ 8,042,865	19.6	7
CVTA25-03	Route 60 (Village of Midlothian) Corridor Enhancements	Chesterfield	Highway	37.0	0.9	0.2	38.1	6	\$ 20,852,116	18.3	8
CVTA25-34	A Hull Street Phase II (US360)	Richmond	Highway	15.9	3.5	1.2	20.5	13	\$ 11,726,678	17.5	9
CVTA25-26	Route 106 Diverging Diamond Interchange Project	New Kent	Highway	22.4	13.6	5.7	41.7	4	\$ 25,000,000	16.7	10
CVTA25-08	RT 288 Southbound C-D Road with Genito Ramp	Chesterfield	Highway	25.5	14.1	28.6	68.2	2	\$ 42,029,450	16.2	11
CVTA25-06	Powwhite Parkway Extended, Phase I	Chesterfield	Highway	24.4	10.8	12.5	47.7	3	\$ 30,000,000	15.9	12
CVTA25-12	Route 288 Southbound Hard Shoulder Running Lane	Goochland	Highway	2.3	17.0	10.0	29.3	9	\$ 19,962,270	14.7	13
CVTA25-35	B Forest Hill Avenue Phase II	Richmond	Highway	26.0	8.5	0.2	34.7	7	\$ 27,212,151	12.7	14
CVTA25-05	Huguenot Road (Cranbeck Rd - Robious Rd) Congestion and Safety Improvement	Chesterfield	Highway	9.0	0.4	4.3	13.7	17	\$ 11,212,381	12.2	15
CVTA25-07	Route 360 (Woodlake Village Pkwy - Otterdale Rd) Widening	Chesterfield	Highway	31.1	7.3	0.2	38.6	5	\$ 33,551,838	11.5	16
CVTA25-17	Rt. 360/Walnut Grove Rd Intersection Improvement	Hanover	Highway	2.7	0.4	7.7	10.8	19	\$ 10,540,150	10.3	17
CVTA25-24	Short Pump Area Improvements	Henrico	Highway	24.0	13.7	38.5	76.2	1	\$ 75,000,000	10.2	18
CVTA25-18	Parham Road Improvements Holly Hill to Three Chopt Rd	Henrico	Highway	0.7	1.6	0.2	2.5	23	\$ 2,500,000	9.9	19
CVTA25-23	Rt. 5/New Osborne Turnpike Improvements	Henrico	Highway	13.6	2.2	15.1	30.9	8	\$ 41,380,706	7.5	20
CVTA25-29	US 60 and Dorset Road Intersection Improvement	Powhatan	Highway	6.2	0.3	1.4	7.9	20	\$ 12,731,563	6.2	21
CVTA25-01	Rt. 1 and Ashcake Intersection	Ashland	Highway	0.0	1.6	0.0	1.6	24	\$ 2,622,078	6.1	22
CVTA25-30	US 60/VA13 Intersection Improvement	Powhatan	Highway	5.2	0.2	0.6	6.0	21	\$ 13,237,074	4.5	23
CVTA25-19	E. Parham Road and Woodman Road Intersection Improvements	Henrico	Highway	1.6	0.3	2.1	4.0	22	\$ 10,000,000	4.0	24

Bolded requests are increased leverage request. Projects are evaluated based on the new total request.

Category Total	\$ 438,289,580
Round Total	\$ 575,597,579
Round Percentage	76.1%
Policy Max	100%
Available	\$ 151,578,357
Rough Share	\$ 115,419,551

ID	Project Title	Sponsor	Category	Safety	Mobility	Access	Benefit	Benefit Rank	CVTA Request	Score	Category Rank
				Score	Score	Score					
CVTA25-38	North South BRT	Richmond	Transit	38.5	23.0	15.4	76.9	1	\$ 15,715,864	48.96	1
CVTA25-25	Pulse Extension West (GRTC)	Henrico	Transit	5.0	12.0	38.5	55.5	2	\$ 14,972,650	37.06	2
CVTA25-37	Downtown Transit Hub	Richmond	Transit	0.0	0.0	0.0	0.0	3	\$ 12,400,000	0.00	3

Bolded requests are increased leverage request. Projects are evaluated based on the new total request.

Category Total	\$ 43,088,514
Round Total	\$ 575,597,579
Round Percentage	7.5%
Policy Max	100%
Available	\$ 151,578,357
Rough Share	\$ 11,346,966