



Photo: Goochland County

## Central Virginia Transportation Authority (CVTA) Technical Advisory Committee (TAC)



### NOTES

This meeting is open to the public. Members of the public are invited to attend in person or virtually. Please alert the CVTA at [information@cvtava.org](mailto:information@cvtava.org) if electronic transmission of this meeting fails for the public. Please refer to our [Statement Regarding Virtual Meeting Participation by Members of the Public](#) for more information.

Check out our complete [Public Participation Guide](#) online to learn about the different ways you can stay connected and involved.

Meetings are also live streamed and archived on our YouTube Channel at [Plan RVA - YouTube](#).

Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Zoom or by email to [information@CVTAVA.org](mailto:information@CVTAVA.org).

Powered By:



## AGENDA

CVTA TECHNICAL ADVISORY COMMITTEE (TAC)  
Monday, January 13, 2025, 1:00 p.m. - Zoom Meeting

If you wish to participate in this meeting virtually, please register via Zoom at the following link:

[Webinar Registration - Zoom](#)

1. **Welcome and Introductions**  
(Smith)
2. **Roll Call & Certification of a Quorum**  
(Scott)
3. **Consideration of Amendments to the Agenda**  
(Smith)
4. **Approval of December 9, 2024, Meeting Minutes** – page 4  
(Smith)  
**Requested action: motion for approval of meeting minutes as presented (voice vote).**
5. **Public Comment Period**  
(Smith/5 minutes)
6. **CVTA TAC Chair’s Report**  
(Smith/5 minutes)
7. **CVTA Regional Project Selection and Allocation Framework**  
(Smith/30 minutes)
  - a. **Regional Project Selection and Allocation Framework - Redline Version** - page 8
  - b. **Regional Project Selection and Allocation Framework - Clean Version**- page 33**Action requested: motion to recommend full Authority adoption of CVTA Regional Project Selection and Allocation Framework.**
8. **Round 4 Application Process** – page 55  
(Parsons/10 minutes)  
**Action requested: motion to recommend full Authority approval of CVTA Round 4 Application Process.**
9. **Wayfinding Implementation - Standard Project Agreements** – page 56  
(Parsons/15 minutes)  
**Discussion item: SPA development process for addressing wayfinding implementation.**

**10. CVTA TAC Member Comments**

*(Chair/5 minutes)*

**11. Next Meeting: February 10, 2025, at 1:00 p.m.**

*(Chair)*

**12. Adjournment**

*(Chair)*

**CENTRAL VIRGINIA TRANSPORTATION AUTHORITY  
TECHNICAL ADVISORY COMMITTEE (TAC)**

**ZOOM MEETING MINUTES  
December 9, 2024, 1:00 p.m.**

**Members and Alternates Present:**

Voting Members					
Town of Ashland		Charles City County		Chesterfield County	
Nora Amos	X	Sheri Adams		Barbara K. Smith, Chair	X
Goochland County		Gary Mitchell (A)		Chessa Walker (A)	X
Vacant		Hanover County		Henrico County	
New Kent County		Joseph E. Vidunas	X	Todd Eure	
Amy Inman	X	Randy Hardman (A)		Sharon Smidler (A)	X
		Powhatan County		City of Richmond	
		Bret Schardein (A)		Dironna Moore Clarke	X
Non-Voting Members					
GRTC Transit System		CVTA		PlanRVA/RRTP0	
Frank Adarkwa		Chet Parsons	X	Myles Busching	X
Patricia Robinson (A)	X	VDOT		RMTA	
VDRPT		Dale Totten		Joi Taylor Dean	X
Tiffany T. Dubinsky	X	Mark Riblett (A)	X	Virginia Port Authority	
Wood Hudson (A)	X	Liz McAdory (A)		Barbara Nelson	X

*The technology used for the CVTA TAC meeting was a web-hosted service created by Zoom and YouTube Live Streaming and was open and accessible for participation by members of the public. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).*

**1. Welcome and Introductions**

The Central Virginia Transportation Authority (CVTA) Technical Advisory Committee (TAC) Chair, Barbara Smith, presided and called the CVTA Technical Advisory Committee (TAC) regular meeting to order at 1:00 p.m.

**2. Roll Call & Certification of a Quorum**

Janice Scott, PlanRVA, took attendance by roll call and certified that a quorum was present.

**3. Consideration of Amendments to the Agenda**

There were no requested amendments to the agenda.

**4. Approval of November 4, 2024, CVTA TAC Meeting Minutes**

On motion by Dironna Moore Clarke, seconded by Sharon Smidler, the members of the CVTA Technical Advisory Committee voted unanimously to approve the meeting minutes as presented (voice vote).

**5. Public Comment Period**

There were no requests to address the committee.

## 6. CVTA TAC Chair's Report

Chair Smith did not have a formal report.

## 7. CVTA Regional Project Selection and Allocation Framework

Chair Smith reviewed the parking lot items in the framework document that still need resolution. She detailed the options the sub-committee on Transit scoring and activity centers (possible options to consider for alternate safety evaluations) discussed.

Myles Busching, PlanRVA, reviewed the travel demand model and where transit fits into it. Travel, wait times and user costs are used in the model.

The data needs for proposed safety needs were reviewed and discussed.

Chair Smith indicated the sub-committee members should meet one more time prior to taking action to recommend Authority approval.

Mr. Parsons noted that TAC should have a redlined version of the document prior to additional changes being made.

## 8. Working Capital Reserve Strategy - Regional Project Funding

Mr. Parsons reported on the strategy for establishing and maintaining that reserve.

CVTA's financial policies provide for a Working Capital Reserve ("WCR") equal to at least 3 months of the budgeted, annual Regional CVTA Funds. Based upon the FY 2024 preliminary Regional CVTA Funds, the WCR requirement is equal to approximately \$18 million, which for the purposes of establishing the WCR, is the baseline. This amount will fluctuate slightly each year, corresponding to the latest round of revenue estimates received by CVTA each December.

At the close of fiscal year 2024, CVTA had approximately \$11.6 million in investment interest earnings from the Regional CVTA Funds. At its September 27, 2024, meeting, the Authority directed the allocation of \$11.6 million in investment earnings, as follows:

- Allocate \$1.5 million to fund wayfinding implementation for the Fall Line Trail
- Allocate \$5.05 million to initially fund the WCR
- **Allocate \$5.05 million to fund regional projects, to be determined**

The action to set aside \$5.05 million from FY24 interest earnings for regional project development presents the following options, which may be considered by the TAC in addition to others developed by the committee.

1. Preferred: Supplement existing regional projects with an outstanding fund balance. See attached CVTA Allocations (FY25-31).
2. Allocate funding to new regional projects that applied for funding previously but were not final candidates. See attached CVTA Round 3 – Candidate Projects and Recommended Awards.
  - FLT: Route 1 Fill-in-the-Gaps \$24,376,529
  - E. Parham Road Improvements \$2,500,000
  - RT 288 Southbound C-D Road with Genito Ramp \$42,029,450
  - Route 288 Southbound Hard Shoulder Running Lane \$15,000,000

- B Forest Hill Avenue Phase II \$10,544,963
- Huguenot Road (Cranbeck Rd - Robious Rd) Congestion and Safety Improvement \$11,212,381
- Parham Road Improvements Holly Hill to Three Chopt Rd \$2,500,000
- US 60 and Dorset Road Intersection Improvement \$12,731,563
- E. Parham Road and Woodman Road Intersection Improvements \$10,000,000
- I-95 and Parham Rd Interchange \$4,062,500
- Bellwood Connector - PE Only \$3,000,000

There was discussion about the list of existing projects. The amounts listed above are the total project costs. Mr. Parsons noted that staff's recommendation is to use the adopted allocations plan as the first resource since those projects are approved and have a balance to complete.

Committee members discussed determining which projects are eligible for SmartScale. It was noted that VDOT can provide an export report with those projects listed. There was a consensus to wait for SmartScale results before deciding (and provide updates to the Authority in the meantime). It was noted that those results will be out in January.

## **9. Wayfinding Implementation - Standard Project Agreements**

Mr. Parsons reported that, at its meeting on September 27, 2024, the Central Virginia Transportation Authority allocated \$1.5 million to be set aside for implementing the Fall Line Wayfinding Plan along the entire 43-mile planned improvement corridor. The process for reimbursement for wayfinding costs is outlined below.

CVTA has an established reimbursement process for regional project expenditures from both local and VDOT administered sources. The proposed framework for wayfinding reimbursement follows that model.

Each impacted locality (or VDOT) will enter into a new Standard Project Agreement (SPA) that covers all approved segments of the Fall Line within that jurisdiction or under the purview of VDOT. The format for the SPA will mirror the current approved format for regional projects and include simple updates that reflect details of the Fall Line wayfinding improvements.

Rather than undergo amendments to individual segment SPAs, each government (or VDOT) will be assigned a new CVTA project identification number that only covers wayfinding implementation costs. Those costs, developed as part of the adopted wayfinding plan, will be included as part of each SPA Appendix A as the allocated project funding amount.

A draft Wayfinding Implementation SPA template was reviewed. Committee members discussed the language in the draft. Staff will provide a cleaner version as well as the dollar amounts that would be included for each locality. The committee will review at their next meeting before making a recommendation to the Authority.

**10. Round 4 Application Process – Timeframe**

Mr. Parsons reviewed the updated cycle and asked committee members to review the document and provide feedback. He noted the schedule should have sufficient review time added in. The matter will be reviewed again at the next TAC meeting and the hope is to route it to the Authority in February 2025, so the schedule can be published in early spring.

**11. CVTA TAC Member Comments**

There were no member comments.

**12. Next Meeting: January 13, 2025, at 1:00 p.m.**

**13. Adjournment**

Chair Smith adjourned the meeting at 2:41 p.m.

# CVTA Regional Project Selection and Allocation Framework

**PROPOSED REVISIONS ~~XXXXXX~~ ~~XX~~ JANUARY  
31, 2025**



## Table of Contents

Overview .....	1
CVTA Regional Funds .....	1
Project Selection Process .....	1
Step 1: Project Submissions .....	2
Funding Cycle and Schedule .....	2
Off-Cycle Requests .....	2
Sponsor Eligibility and Application Limits .....	2
Project Categories and Eligibility .....	<del>43</del>
Step 2: Project Screening .....	<del>75</del>
Step 3: Project Scoring and Ranking .....	<del>75</del>
Project Category: Highway, Bike/Pedestrian, Transit, Multimodal, Studies, Preliminary Engineering (PE)-Only .....	<del>75</del>
Project Category: Bridge .....	<del>85</del>
Step 4: Project Selection .....	<del>148</del>
Project Allocations .....	<del>148</del>
Allocation Process .....	<del>148</del>
Order of Allocations .....	<del>148</del>
General Programming Guidance .....	<del>148</del>
Funding Limits .....	<del>159</del>
Future Commitments .....	<del>159</del>
Leveraging Funds .....	<del>159</del>
Cost Overruns .....	<del>1610</del>
Surplus Funds .....	<del>1610</del>
Project Development and Reporting .....	<del>1711</del>
Table 1: CVTA Regional Funds – Application Limit by Sponsor Type .....	2
Table 2: Project Categories and Eligibility for CVTA Regional Funding (1 of 2) .....	<del>53</del>
Table 3: Project Categories and Eligibility for CVTA Regional Funding (2 of 2) .....	<del>64</del>
Table 4: CVTA Regional Scoring for Project Categories: Highway, Bike/Pedestrian, Multimodal, Transit, Studies, PE-Only .....	<del>107</del>
<a href="#">Table 54A: CVTA Regional Scoring for Project Categories: Transit, Transit Studies, Transit PE-Only.....</a>	<a href="#">107</a>
Table <del>65</del> : CVTA Regional Scoring for Project Category: Bridge.....	<del>137</del>
Table <del>76</del> : Balance Entry & Project Allocation Percentages.....	<del>159</del>
Table <del>87</del> : CVTA Quarterly Reporting Schedule .....	<del>1812</del>
Table <del>98</del> : Committed and Expected Funds .....	<del>2114</del>

[Appendix I: Scoring Methodology](#)..... [1913](#)

[Appendix II: Other Funding](#)..... [2144](#)

[Appendix III: Deallocation Policy](#) ~~[Appendix II: Other Funding](#)~~..... [2214](#)

## 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.

## CVTA Regional Funds

~~The~~ As of December 2024, the CVTA funds designated for regional transportation projects is projected to generate approximately ~~\$65-90~~ million per year or ~~\$390-635~~ million ~~over a six-year period between 2025 and 2032~~. In order to spend these funds, state code requires the Authority to develop a prioritization process based on objective analysis that considers the benefits of a project relative to its cost. This framework document serves to outline the process for project selection and allocation. The process should be reviewed and updated after each funding cycle to implement improvements through lessons learned and to remain flexible to changes in available funding (i.e., future bonding capacity).

A motivating factor in establishing the CVTA was the region's desire to fund regional transportation projects which were not likely to be funded through other sources due to their high project costs. It is through this lens that the project selection and allocation process was developed. Member localities and regional transportation partners will engage in a competitive process where projects are submitted for funding. Together, the CVTA members will assess the projects' merit and regional value before determining final allocations.

## Project Selection Process

The process for obtaining CVTA regional funding for transportation projects will be selective as regional needs surpass the available funding. To ensure a fair and transparent process, the following four-step project selection process has been developed. A general description of each step is included below.

## Step 1: Project Submissions

### Funding Cycle and Schedule

The CVTA regional funding cycle will coincide with non-Smart Scale years (generally odd years). ~~On the alternating years, funding requests for existing projects will be considered.~~ CVTA staff will work with the CVTA Technical Advisory Committee (TAC) to develop an application schedule with the goal of having an approved funding scenario in advance of the Smart Scale pre-application start date. A calendar of the project selection process will be published each cycle at least a month in advance of the call for projects. CVTA staff will present the project selection schedule to the TAC. All applications and supplemental materials are due by the application deadline. CVTA staff will provide a reminder to TAC before the deadline and indicate the preferred method of submission.

### Off-Cycle Requests

Off-cycle funding requests for new and existing projects will be considered on a case-by-case basis.

Step 1: Applicant submits request to CVTA Executive Director, including all required details for project evaluation

Step 2: TAC will validate the need for the off-cycle project request (i.e., why project cannot wait for formal application cycle);

Step 23: Staff checks to see if funds are available in year needed or if funds can be reprogrammed; TAC action required to move to Step 3;

Step 34: Staff reports on eligibility, scores, ranks and reviews against previous funding scenario; and

~~1-~~ Step 54: TAC makes recommendation to Authority.

### Sponsor Eligibility and 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. Refer to ~~Table 1~~ **Table 1**.

**Table 1: CVTA Regional Funds – Application Limit by Sponsor Type**

CVTA Member Locality/Agency	Population*	CVTA Weighted Votes	Total Applications
Town of Ashland	7,553	1	2
Charles City County	7,331	1	2
Chesterfield County	333,450	4	8
Goochland County	22,277	2	4
Hanover County	96,460	3	6
Henrico County	320,717	4	8
New Kent County	20,468	2	4
Powhatan County	28,442	2	4
City of Richmond	217,938	4	8

Total Number of Possible Applications =	46
---	----

\*July 1, 2015 Weldon Cooper

### Project Categories and Eligibility

Funding is limited and regional needs are abundant; therefore, criteria was established to constrain the list of eligible projects to focus on projects that would provide regional rather than local benefits. Applications submitted for CVTA regional funding will be classified into seven categories: Highway, Bike/Pedestrian, Transit, Multimodal, Bridge, Studies, and Preliminary Engineering (PE)-Only. Proposed projects must meet the criteria defined in **Tables 2** and **3** to be eligible for CVTA regional funding.

**Table 2: Project Categories and Eligibility for CVTA Regional Funding (1 of 2)**

Project Category	Eligibility Criteria	Potential Projects
Highway	<ul style="list-style-type: none"> <li>▪ Limited-Access Roadways                             <ul style="list-style-type: none"> <li>» No volume threshold criteria</li> <li>» Interstate (e.g., I-95, I-64, I-295)</li> <li>» Freeway (e.g., Route 288, Route 150, Powhite Parkway)</li> </ul> </li> <li>▪ Arterial Roadways                             <ul style="list-style-type: none"> <li>» Existing Roadways                                     <ul style="list-style-type: none"> <li>– Principal arterial with an existing ADT &gt; 20,000 VPD</li> <li>– Minor arterial with an existing ADT &gt; 20,000 VPD   <ul style="list-style-type: none"> <li>• Sources: VDOT Functional Classification Map, VDOT published count book or traffic count data</li> </ul> </li> </ul> </li> <li>» New Alignments                                     <ul style="list-style-type: none"> <li>– Submitting locality/agency to justify based on:   <ul style="list-style-type: none"> <li>• Expected functional classification, supported by comprehensive plan</li> <li>• Projected ADT, within 20 years, that meets 20,000 VPD threshold defined above</li> </ul> </li> </ul> </li> <li>» Intersections                                     <ul style="list-style-type: none"> <li>– Intersection of two arterials, at least one leg with ADT &gt; 20,000 VPD</li> </ul> </li> </ul> </li> <li>▪ Projects on the following high priority corridors are eligible (no functional classification or volume threshold criteria):                             <ul style="list-style-type: none"> <li>» Arterial Preservation Network (APN)                                     <ul style="list-style-type: none"> <li>– Source: VDOT’s Arterial Preservation program</li> </ul> </li> <li>» Corridor of Statewide Significance (CoSS)                                     <ul style="list-style-type: none"> <li>– Source: OIPI’s VTrans2040 the state’s long-range multimodal transportation plan</li> </ul> </li> </ul> </li> <li>▪ A map showing eligible roadways based on the above criteria (not including New Alignments) can be found here: <a href="https://arcg.is/00q9yL">https://arcg.is/00q9yL</a></li> <li>▪ Every applicant may submit one priority highway project outside of the criteria listed above.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Road widening</li> <li>▪ Realignment, extension, or relocation</li> <li>▪ New interchange or interchange modification</li> <li>▪ Grade separation</li> <li>▪ Intersection improvements</li> <li>▪ New road or alignment</li> <li>▪ ITS improvements</li> </ul>
Bike/ Pedestrian	<ul style="list-style-type: none"> <li>▪ Limited to regional trail networks                             <ul style="list-style-type: none"> <li>» Regional trail defined as: multi-jurisdictional trail with a defined/conceptual alignment</li> <li>» Infrastructure supporting a regional trail</li> <li>» Spurs that directly connect to regional trails are eligible</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Example regional trails: Fall Line Trail, East Coast Greenway, James River Heritage Trail</li> <li>▪ Trailheads, parking lots, support stations</li> </ul>

ADT = Average Daily Traffic

VPD = Vehicles Per Day

**Table 3: Project Categories and Eligibility for CVTA Regional Funding (2 of 2)**

Project Category	Eligibility Criteria	Potential Projects
Transit	<ul style="list-style-type: none"> <li>▪ Limited to leveraging funds/local match funds for other federal and state fund sources, for regional capital transit projects</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bus Rapid Transit (BRT)</li> <li>▪ Express Routes</li> <li>▪ Fixed route or on-demand service</li> <li>▪ Transit stations or centers</li> </ul>
Multimodal	<ul style="list-style-type: none"> <li>▪ Park and Ride lots</li> <li>▪ Rail and Port</li> <li>▪ Limited to leveraging funds/local match funds for other federal and state fund sources, for park and ride lots for construction or expansion; rail and port capacity or capital improvements</li> </ul>	<ul style="list-style-type: none"> <li>▪ Capacity change in intermodal corridors including highways, navigable waterways, and rail</li> <li>▪ Intercity passenger rail</li> <li>▪ New, relocated, and station upgrades</li> </ul>
Bridge	<ul style="list-style-type: none"> <li>▪ Bridge must be on VDOT’s State of Good Repair (SGR) eligibility list (posted annually <a href="http://www.virginiadot.org/projects/state-of-good-repair/">www.virginiadot.org/projects/state-of-good-repair/</a>) and meet CVTA Highway regionally-eligible criteria</li> <li>▪ <del>SGR eligibility criteria (must meet all three criteria)</del> <ul style="list-style-type: none"> <li>» <del>Bridge reconstruction or replacement projects</del></li> <li>» <del>Bridge designated structurally deficient/poor condition by VDOT</del></li> <li>» <del>Bridge on the National Bridge Inventory (NBI)</del></li> </ul> </li> <li>▪ New bridge projects are not eligible in this category and will be considered in the Highway project category</li> <li>▪ Bridge rehabilitation and replacement projects that include betterment (adding capacity, bike/pedestrian, etc.) will be categorized in the most appropriate non-bridge category</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bridge rehabilitation and replacement projects – unsuccessful in securing SGR funds</li> </ul>
Studies	<ul style="list-style-type: none"> <li>▪ Studies involving CVTA regionally-eligible facilities</li> <li>▪ Studies that are part of an agency’s work program will not be considered for CVTA regional funds</li> </ul>	<ul style="list-style-type: none"> <li>▪ Operational and Safety studies</li> <li>▪ Interchange access requests (IAR)</li> <li>▪ Transit feasibility studies</li> <li>▪ Regional bike/pedestrian alignment studies</li> </ul>
Preliminary Engineering-Only	<ul style="list-style-type: none"> <li>▪ PE-Only projects involving CVTA regionally-eligible facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Preliminary engineering to clear environmental reviews</li> <li>▪ Development of construction plans to right-of-way stage</li> </ul>



## Step 2: Project Screening

All projects requesting CVTA regional funding will be screened by CVTA staff and TAC to ensure that the project is eligible for funding. The following items will be evaluated during project screening:

- Project scope is well defined and includes total cost estimate and requested CVTA regional funding amount.
- Project estimate and schedule is reasonable as determined by a third-party review. Applicant estimate is submitted using VDOT Cost Estimating Workbook (CEWB). Applicants' estimates and the third-party estimates are reviewed by TAC with TAC making a final recommendation to the full authority.
- Submission includes supplemental data and studies, if available and the agency who will administer the project (locality/agency or VDOT).
- For study requests, the regional nature and appropriateness to fund with CVTA regional funds will be considered along with efforts to fund through other study funding programs.
- Projects are not required to be in the Long-Range Transportation Plan (LRTP). The LRTP will be amended to include projects selected for regional funding that are not currently in the plan.

## Step 3: 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. Project categories will be scored using the measures discussed below.

### Project Category: Highway, Bike/Pedestrian, ~~Transit, Multimodal,~~ Transit, Studies, Preliminary Engineering (PE)-Only

All project categories, except for the Bridge category, will be evaluated using selected goals and performance measures developed for the ConnectRVA 2045 LRTP. The core goals selected for prioritization were 1) Safety, 2) Mobility, and 3) Equity/Accessibility/Economic Development. The Transit category will utilize a modified Safety goal and an additional goal: 4) Connection to Activity Centers. See ~~Table 4~~ Table 4 and Table 4A for descriptions and weighting for each goal and performance measure. The selected goals and performance measures provide the most discernible differences to compare regional improvements.

Scoring will be weighted and normalized for each measure and project benefits will be measured against project costs. Transit scores will be normalized to zero rather than the lowest project score. Scores will be evaluated to determine the impact of outliers on the normalized scores and may be adjusted to better compare benefits. A summary of how the goals and performance measures were selected and a link to the LRTP technical documentation is provided in ~~Appendix I~~ Appendix I.

### Project Category: Bridge

Regionally-eligible bridge projects will be evaluated using VDOT's State of Good Repair (SGR) score to rank and prioritize projects within the Bridge category. VDOT administers the SGR funding program. The SGR program uses five factors to score and prioritize structurally-deficient/poor condition bridge rehabilitation and replacement projects for funding. SGR scoring is conducted by VDOT annually with scores posted here <https://www.virginiadot.org/projects/state-of-good-repair/>. The SGR score is based on the five factors described in

Table 6 ~~Table 5~~.

**Table 4: CVTA Regional Scoring for Project Categories: Highway, Bike/Pedestrian, Multimodal, ~~Transit~~, Studies and, PE-Only (for these categories)**

Goal	Safety		Mobility		Accessibility			
					Economic Development		Equity	
<b>Goal Weight</b>	38.5%		23%		38.5%			
<b>Performance Measure</b>	Crash Frequency	Crash Rate	Person Throughput	Person Hours of Delay	Access to Destinations	Access to Jobs	Access to Jobs (EJ)	Access to Destinations (EJ)
<b>Performance Measure Weight</b>	70%	30%	50%	50%	30%	30%	20%	20%
<b>Description</b>	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
<b>Unit of Measure</b>	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



**Table 54A: CVTA Regional Scoring for Project Categories: Transit, Transit Studies and Transit PE-Only**

Goal	Safety			Mobility		Accessibility				Connection to Activity Centers
	30%			20%		Economic Development		Equity		
Performance Measure	<u>Crash Frequency Reduction</u>	<u>Safe Access to Transit</u>	<u>PSAP Priority Corridors</u>	<u>Person Throughput</u>	<u>Person Hours of Delay</u>	<u>Access to Destinations</u>	<u>Access to Jobs</u>	<u>Access to Jobs (EJ)</u>	<u>Access to Destinations (EJ)</u>	<u>Connection to Activity Centers</u>
Performance Measure Weight	80%	10%	10%	50%	50%	30%	30%	20%	20%	100%
Description	<u>Reduction in EPDO of Fatal and Injury Crashes (5-year period)</u>	<u>Completeness of pedestrian network in ¼-mile transit service buffer</u>	<u>Provides/improves alternate mode of travel on PSAP priority corridors</u>	<u>Increase in Person Throughput (Peak Period)</u>	<u>Reduction in Person Hours of Delay (Peak Period)</u>	<u>Increase in average access to weighted destinations per 1,000 persons (travel time of 30 minutes for all modes) for all population</u>	<u>Increase in average job accessibility per person</u>	<u>Increase in average job accessibility per person (Total EJ Population within EJ Area)</u>	<u>Increase in average access to destinations per 1,000 persons (travel time of 30 minutes for all modes) for EJ population</u>	<u>Increase in the Activity Center Units adjacent to the project from current plan year to future (20-year) year</u>
Unit of Measure	<u>EPDO</u>			<u>Persons</u>	<u>Person Hours</u>	<u>Weighted Destinations per 1,000 Persons</u>	<u>Jobs per Person</u>	<u>Jobs per Person</u>	<u>Weighted Destinations per 1,000 Persons</u>	<u>Activity Center Units</u>

EPDO = Equivalent Property Damage Only

EJ = Environmental Justice

**Table 65: CVTA Regional Scoring for Project Category: Bridge**

SGR Factor	Importance	Condition	Design Redundancy and Safety	Structure Capacity	Cost Effectiveness
<b>Factor Weight</b>	30%	25%	15%	10%	20%
<b>Description</b>	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

## Step 4: Project Selection

A six-year program for allocations is developed based on the following steps. Some steps may be iterative in nature until consensus is reached.

- 1) CVTA staff will provide the scored regional projects ranked within each project category to CVTA TAC for an initial review and to the full Authority as an information item.
- 2) CVTA staff will request projected annual allocations for a six-year window of regional funding from the Finance Committee.
- 3) CVTA staff will use the project rankings and projected annual allocations to develop a recommended funding scenario considering the guidelines below and following the allocation process described in the subsequent section of the document.
  - If applicant submits one application for leveraging and one PE-Only application for the same project both funding requests need to be considered independent of the other (as standalone applications).
  - The distribution of funds should be roughly proportional to the total value of the requested amount per each project category
  - Studies should not exceed 5% and PE-Only projects should not exceed 10% of the annual CVTA regional funding
- 4) CVTA TAC will review CVTA staff's draft funding scenario, make revisions if necessary and provide a **recommended** funding scenario to the CVTA Authority, requesting authorization for public review.
- 5) CVTA staff will manage a public comment period consistent with the RRTPO Public Engagement Plan. All comments will be provided to the Authority before they take a final vote on the project selections and allocations.

## Project Allocations

Projects selected by the CVTA are programmed for funding according to the project schedule and needs. The allocation of funds by the CVTA is the final step in the project selection process. The following section outlines the CVTA's approach to allocating available funds, addressing funding shortfalls and surpluses, and changing project schedules.

### Allocation Process

#### Order of Allocations

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 (see target balance below)
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

#### General Programming Guidance

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. Leveraging funds used for Smart Scale, will be programmed to allow projects to advance ahead of other fund source availability. Allocations cover a six-year period consistent with §33.2-3706. 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. The target allocation percentages assigned to projects and held in a unallocated balance entry account -is summarized in ~~the table~~**Table 6** below.

**Table 76: Balance Entry & Project Allocation Percentages**

	Previous	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Projects	100%	90%	85%	80%	75%	70%	65%
Balance	0%	10%	15%	20%	25%	30%	35%

### Funding Limits

CVTA regional funds applied to studies should not exceed 5% of the annual CVTA regional funding, approximately \$3.25M. CVTA regional funds applied to PE-Only projects should not exceed 10% of the annual CVTA regional funding, approximately \$6.5M.

### Future Commitments

If a project cannot be fully funded within the six-year period covered by the SYIP, the necessary funding for future phases should be documented by year as "future commitments". If the CVTA decides not to commit to funding subsequent phases (as in the case of leveraging funds), this decision should be noted in the allocations and future commitments tables. Documenting future phases and commitments allows for better estimation of available funding prior to the application period. If the available funding for a year is insufficient to cover new projects, the CVTA may elect to only accept applications for cost overruns on existing active projects for the year.

### Leveraging Funds

Applicants for CVTA regional funds are encouraged to leverage CVTA funds for outside funding, such as Smart Scale, Revenue Sharing and federal grants, when possible. When a selected project request is intended to support leveraging, the CVTA will program the funds so the project can be delivered as quickly as possible considering the year the complementary fund source will be programmed. The use of the funds for leveraging is documented in the allocations table. Projects with funding intended for leveraging are not considered active projects until fully funded.

**No Change to Leveraging Amount:** If the project sponsor is unsuccessful in its first attempt to obtain additional funds to fully fund the project, the leveraging funds will be adjusted for inflation and programmed to fit the anticipated allocation year of the complimentary funding source.

**Adjusted Leveraging Amount:** The project sponsor may request a new amount for leveraging funds. If this new amount is not included in the CVTA recommended funding scenario, the sponsor can adjust the request or retain the amount of the original leveraging (for a second attempt to fully fund). If an

adjusted leveraging amount is approved, the sponsor's attempt to fully fund the project will be considered the first attempt with the new leveraging amount.

Funds from Leveraging for PE: The sponsor may request a portion of the leveraging funds, in the amount necessary to develop 30% plans for the original project scope. 30%-design may include the following: survey, roadway, bridge and structures, right of way and utility impacts, hydraulics, traffic, and environmental work. The leveraging available for the second attempt will be reduced accordingly unless the applicant successfully applies for a new leveraging amount (refer to Adjusted Leveraging Amount). The request for PE funds from the leveraging amount must be made prior to the next CVTA regional application cycle.

If the sponsor is unsuccessful in the second attempt to obtain funds to fully fund the project, the project funds will be deallocated. The project sponsor may submit a new application for the entire project cost or leveraging to be rescored with other new projects. A subsequent request for leveraging should include documentation to support requested leveraging amount.

(See [Appendix II](#) ~~Appendix II~~ for a definition of "committed and reasonably expected funds").

## Cost Overruns

All active projects are initially eligible to request additional funding to cover cost overruns but may become ineligible as described in the "Quarterly Reporting" section. Additional funding requests must be submitted during the annual application window. Requests outside the normal application window are only accepted for the construction phase when construction costs are over budget. Changes to the project scope will not be accepted as a justification for additional funding. Any request for additional funding must include documentation of the reason for the cost increase. If the request results in a cumulative allocation increase of up to 10% relative to the initial CVTA approved allocation for the phase, CVTA TAC may approve additional allocations. CVTA staff may consider the use of balance entry or funding swaps, which do not negatively impact project schedules, to address overruns.

If the request results in a cumulative allocation increase of more than 10% relative to the initial CVTA approved allocation for the phase, CVTA TAC will review the request and recommend to the CVTA any combination of the following options for their approval:

- Use balance entry funds
- Reduced project scope
- Use of local or other non-regional CVTA funds
- Deselect and deallocate the project

## Surplus Funds

All surplus funds are returned to CVTA balance entry to be reallocated through the CVTA selection and allocation process. Funds are deemed surplus upon project completion or cancellation. Projects that are completed or cancelled are no longer considered active projects and are not eligible for additional funding in the future. In some cases, the CVTA may deallocate funding from a project if that project does

not meet certain criteria to remain eligible (reference the aAppendix III). Once those funds are deallocated, they may be considered surplus and directed back into the regional project funding budget.

Any CVTA funding on a project that receives additional committed funding from another source is also deemed surplus if the total allocation exceeds the estimated project cost. CVTA staff will identify overfunded projects and reallocate surplus funding. Unlike completed or cancelled projects, projects which are overfunded are still considered active projects, even if all regional funding is removed from the project. As active projects, these projects are eligible for additional funding in accordance with the cost overrun guidelines in the previous section. ~~Add > CVTA Deallocation Policy is included in Appendix III [Chet].~~

## Project Development and Reporting

To provide oversight in the use of regional funds, the CVTA has implemented a quarterly reporting requirement for CVTA funded projects, see

~~Table 8~~**Table 7**. Project sponsors are expected to complete the quarterly report, according to the following schedule until the project is closed out:

**Table 87: CVTA Quarterly Reporting Schedule**

Period Covered:	Submission Date:
July 1 – September 30	November 1
October 1 – December 31	February 1
January 1 – March 31	May 1
April 1 – June 30	August 1

A reporting form will be made available on the CVTA website. The report should, at minimum, include the following items:

- Current cost estimate and schedule
- Current phase(s) authorized
- Next major milestone (start preliminary engineering, public involvement, start right-of-way and utility phase, complete right-of-way and utility phase, advertise project for construction, award construction contract)
- Any delays or challenges in implementation

If project quarterly reports have not been submitted, reimbursement or future pay-go payments for the project may be withheld and the project may be ineligible for additional funding for cost overruns.

The CVTA will maintain a ~~CVTA~~ program database on the CVTA website. This page will include a summary of all active and selected projects and their progress toward implementation. This page will be updated with the quarterly reports and after new project selection each year.

## Appendix I: Scoring Methodology

All project categories, except for the Bridge category, will be evaluated using selected goals and performance measures developed for the ConnectRVA 2045 LRTP. Scoring will be weighted and normalized for each measure and project benefits will be measured against project costs. [Transit scores will be normalized to zero rather than the lowest project score.](#) For more details on the methodology, please see the LRTP technical documentation found here: <https://planrva.org/wp-content/uploads/ConnectRVA2045-Project-Evaluation-and-Scoring-Process.pdf>

The performance measures used to prioritize the ConnectRVA 2045 LRTP were reviewed to determine which measures would provide the most discernible differences to compare regional improvements. The core goals selected for prioritization were 1) Safety, 2) Mobility, and 3) Accessibility (Economic Development & Equity). [The transit category will utilize a modified Safety goal and an additional goal: 4\) Connection to Activity Centers; see below for additional detail on scoring for transit category goals.](#) See [Table 4](#), [Tables 4, 4A and 5](#) for descriptions and weighting for each goal and performance measure.

These core performance measures were selected for the following reasons:

1. The measures are performance-based and quantify the direct benefit of a proposed improvement.
2. The measures are the most applicable to regional projects.
3. The measures balance the overwhelming impact of cost compared to benefits. This is particularly true for the Highway project category.

Other ConnectRVA 2045 LRTP goals/performance measures, while relevant, were deemed unnecessary for comparing regional projects and excluded for the following reasons:

1. The following measures estimate benefits more qualitatively based on the local proximity of a proposed project to relevant features. These measures do not draw clear distinctions and are less relevant to the benefits of regional projects:
  - » *Economic Development: Connections to Truck Intensive Areas*
  - » *Environmental: Sensitive Features*
  - » *Land Use: Connection to Activity Centers*
2. The following measures do not provide significant differentiation between projects scores and are redundant to performance measures evaluated under the goals Mobility, Equity and Accessibility, Economic Development, Environmental/Land Use:
  - » *Economic Development: Truck Throughput* similar to *Mobility: Person Throughput measure*
  - » *Economic Development: Job Growth* similar to *Equity & Accessibility: Access to Jobs measures*
  - » *Environmental/Land Use: Connection to Activity Centers* similar to *Equity & Accessibility: Access to Destinations measures*
3. The following environmental measures are not necessary to prioritize regional projects because mitigating environmental impacts is part of the project development process:
  - » [Environmental: Sensitive Features, Air Pollution and Vehicle Miles Traveled per Capita](#)

Transit Category Scoring Modifications:

1. Safety

- a. Crash frequency reduction only is used; Crash rate is not used.
  - b. Safe Access to Transit – Within a ¼-mile buffer around the project, the length of existing and funded sidewalks is divided by the length of the roadways times two.
  - c. PSAP Priority Corridors – Using the VDOT Pedestrian and Bicycle Safety Action Plan, determine length of project on a PBSAP Top 5% corridor and divide by the total length of the project.
- »4. Connection to Activity Centers – Additional goal for transit category only. For more details, see the LRTP technical documentation found here: <https://planrva.org/wp-content/uploads/ConnectRVA2045-Project-Evaluation-and-Scoring-Process.pdf>, 2.5 Environment/Land Use, EL4. Connection to Activity Centers.

## Appendix II: Other Funding

The CVTA staff calculates the cost-benefit of a project based on the total cost of the project less any other funding contributions. Funds that are already committed to a project and funds that are reasonably expected are counted as other funding contributions when determining the project cost. Examples of committed and expected funds are listed in the table below.

**Table 98: Committed and Expected Funds**

Example of Committed Funds	Example of Reasonably Expected Funds
Funds included in the adopted budget of local, state, or federal agency	Funds included in the adopted budget but not yet allocated to a project
Funds awarded by agencies or organizations with project selection authority	Funds in a draft budget or appropriation
Funds included in a constrained Capital Improvement Program (CIP) or a transit agency Development Plan	Funds from future budgets, but consistent with historic levels of the funding source(s)

Supporting documentation must be provided for all outside funding as part of the project application. Examples of documentation include Six-Year Improvement Program (SYIP) project pages, locality or agency budgets or capital improvement programs, or award letters from selecting agencies. Any undocumented other funds will not be counted in calculating the overall cost-benefit score for a project.

## Appendix IIIII: Deallocation Policy ~~[Appendix II: Other Funding]~~

### Deallocation of regional funding by the Central Virginia Transportation Authority

As part of the CVTA Regional Project Selection and Allocation Framework, regional project applicants are encouraged to leverage CVTA funds for additional outside funding, such as Smart Scale, revenue sharing, or federal grants when possible. The CVTA intends to support awarding leveraging funds to aid project delivery in an expedited timeframe. Projects with funding intended to be leveraged are not considered active until the project is fully funded. However, leverage funds allocated by CVTA for a regional project are considered allocated funds and cannot be allocated to another project until deallocated.

Following the award of CVTA regional funding to leverage additional funding for a project, if the project sponsor is not able to obtain full funding through leveraged resources, the project estimate will be adjusted for inflation and programmed forward to the anticipated funding year of the additional source. The project sponsor may also request a new amount for leveraging funds. If this new amount is not included in the CVTA funding scenario, the project sponsor can adjust the request or retain the original funding request and try for a second time to achieve additional project funding. If the adjusted leveraging amount is approved by the CVTA, the process is reset with the new funding amount as the first leveraging attempt.

If the project sponsor is unable to fully fund the project within four years of having regional CVTA funds allocated, the project will be deemed eligible for deallocation. The following process identifies how the CVTA shall treat projects eligible for deallocation and, if funds are deallocated, how such funds will be directed back into the regional project funding budget.

Deallocation will first be considered by the Technical Advisory Committee. The TAC will advise the Finance Committee on a recommended action. The Finance Committee will review and consider TAC's recommended action and provide an ultimate recommendation to the Authority for consideration and action.

The CVTA will notify the project sponsor and/or Virginia Department of Transportation in writing that it will consider the recommendation to deallocate CVTA funds from a project to allow the opportunity for a response to the proposed action. The project sponsor and/or VDOT responses to a potential deallocation, if any, will be considered by the Finance Committee, which shall make a recommendation to the CVTA for action. If the project sponsor or VDOT do not act or respond within the designated timeframe, CVTA may take action, by motion or resolution, to deallocate funds from the project and place them back into balance entry for CVTA regional project funds.



# CVTA Regional Project Selection and Allocation Framework

**PROPOSED REVISIONS JANUARY 31, 2025**

## Table of Contents

Overview .....	1
CVTA Regional Funds .....	1
Project Selection Process .....	1
Step 1: Project Submissions .....	2
Funding Cycle and Schedule .....	2
Off-Cycle Requests .....	2
Sponsor Eligibility and Application Limits .....	2
Project Categories and Eligibility .....	3
Step 2: Project Screening .....	6
Step 3: Project Scoring and Ranking .....	6
Project Category: Highway, Bike/Pedestrian, Transit, Multimodal, Studies, Preliminary Engineering (PE)-Only .....	6
Project Category: Bridge .....	6
Step 4: Project Selection .....	11
Project Allocations .....	11
Allocation Process .....	11
Order of Allocations .....	11
General Programming Guidance.....	11
Funding Limits.....	12
Future Commitments.....	12
Leveraging Funds .....	12
Cost Overruns.....	13
Surplus Funds .....	13
Project Development and Reporting .....	14
Table 1: CVTA Regional Funds – Application Limit by Sponsor Type .....	2
Table 2: Project Categories and Eligibility for CVTA Regional Funding (1 of 2) .....	4
Table 3: Project Categories and Eligibility for CVTA Regional Funding (2 of 2) .....	5
Table 4: CVTA Regional Scoring for Project Categories: Highway, Bike/Pedestrian, Multimodal, Transit, Studies, PE-Only .....	8
Table 5: CVTA Regional Scoring for Project Categories: Transit, Transit Studies, Transit PE-Only .....	8
Table 6: CVTA Regional Scoring for Project Category: Bridge.....	10
Table 7: Balance Entry & Project Allocation Percentages.....	12
Table 8: CVTA Quarterly Reporting Schedule .....	14
Table 9: Committed and Expected Funds .....	17

Appendix I: Scoring Methodology..... 15  
Appendix II: Other Funding..... 17  
Appendix III: Deallocation Policy..... 18

## 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.

## CVTA Regional Funds

As of December 2024, the CVTA funds designated for regional transportation projects is projected to generate approximately \$90 million per year or \$635 million between 2025 and 2032. In order to spend these funds, state code requires the Authority to develop a prioritization process based on objective analysis that considers the benefits of a project relative to its cost. This framework document serves to outline the process for project selection and allocation. The process should be reviewed and updated after each funding cycle to implement improvements through lessons learned and to remain flexible to changes in available funding (i.e., future bonding capacity).

A motivating factor in establishing the CVTA was the region's desire to fund regional transportation projects which were not likely to be funded through other sources due to their high project costs. It is through this lens that the project selection and allocation process was developed. Member localities and regional transportation partners will engage in a competitive process where projects are submitted for funding. Together, the CVTA members will assess the projects' merit and regional value before determining final allocations.

## Project Selection Process

The process for obtaining CVTA regional funding for transportation projects will be selective as regional needs surpass the available funding. To ensure a fair and transparent process, the following four-step project selection process has been developed. A general description of each step is included below.

## Step 1: Project Submissions

### Funding Cycle and Schedule

The CVTA regional funding cycle will coincide with non-Smart Scale years (generally odd years). CVTA staff will work with the CVTA Technical Advisory Committee (TAC) to develop an application schedule with the goal of having an approved funding scenario in advance of the Smart Scale pre-application start date. A calendar of the project selection process will be published each cycle at least a month in advance of the call for projects. CVTA staff will present the project selection schedule to the TAC. All applications and supplemental materials are due by the application deadline. CVTA staff will provide a reminder to TAC before the deadline and indicate the preferred method of submission.

### Off-Cycle Requests

Off-cycle funding requests for new and existing projects will be considered on a case-by-case basis.

- Step 1: Applicant submits request to CVTA Executive Director, including all required details for project evaluation
- Step 2: TAC will validate the need for the off-cycle project request (i.e., why project cannot wait for formal application cycle);
- Step 3: Staff checks to see if funds are available in year needed or if funds can be reprogrammed; TAC action required to move to Step 3;
- Step 4: Staff reports on eligibility, scores, ranks and reviews against previous funding scenario; and
- Step 5: TAC makes recommendation to Authority.

### Sponsor Eligibility and 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. Refer to **Table 1**.

**Table 1: CVTA Regional Funds – Application Limit by Sponsor Type**

CVTA Member Locality/Agency	Population*	CVTA Weighted Votes	Total Applications
Town of Ashland	7,553	1	2
Charles City County	7,331	1	2
Chesterfield County	333,450	4	8
Goochland County	22,277	2	4
Hanover County	96,460	3	6
Henrico County	320,717	4	8
New Kent County	20,468	2	4
Powhatan County	28,442	2	4
City of Richmond	217,938	4	8
Total Number of Possible Applications =			46

\*July 1, 2015 Weldon Cooper

### Project Categories and Eligibility

Funding is limited and regional needs are abundant; therefore, criteria was established to constrain the list of eligible projects to focus on projects that would provide regional rather than local benefits. Applications submitted for CVTA regional funding will be classified into seven categories: Highway, Bike/Pedestrian, Transit, Multimodal, Bridge, Studies, and Preliminary Engineering (PE)-Only. Proposed projects must meet the criteria defined in **Tables 2** and **3** to be eligible for CVTA regional funding.

**Table 2: Project Categories and Eligibility for CVTA Regional Funding (1 of 2)**

Project Category	Eligibility Criteria	Potential Projects
Highway	<ul style="list-style-type: none"> <li>▪ Limited-Access Roadways                             <ul style="list-style-type: none"> <li>» No volume threshold criteria</li> <li>» Interstate (e.g., I-95, I-64, I-295)</li> <li>» Freeway (e.g., Route 288, Route 150, Powhite Parkway)</li> </ul> </li> <li>▪ Arterial Roadways                             <ul style="list-style-type: none"> <li>» Existing Roadways                                     <ul style="list-style-type: none"> <li>– Principal arterial with an existing ADT &gt; 20,000 VPD</li> <li>– Minor arterial with an existing ADT &gt; 20,000 VPD   <ul style="list-style-type: none"> <li>• Sources: VDOT Functional Classification Map, VDOT published count book or traffic count data</li> </ul> </li> </ul> </li> <li>» New Alignments                                     <ul style="list-style-type: none"> <li>– Submitting locality/agency to justify based on:   <ul style="list-style-type: none"> <li>• Expected functional classification, supported by comprehensive plan</li> <li>• Projected ADT, within 20 years, that meets 20,000 VPD threshold defined above</li> </ul> </li> </ul> </li> <li>» Intersections                                     <ul style="list-style-type: none"> <li>– Intersection of two arterials, at least one leg with ADT &gt; 20,000 VPD</li> </ul> </li> </ul> </li> <li>▪ Projects on the following high priority corridors are eligible (no functional classification or volume threshold criteria):                             <ul style="list-style-type: none"> <li>» Arterial Preservation Network (APN)                                     <ul style="list-style-type: none"> <li>– Source: VDOT’s Arterial Preservation program</li> </ul> </li> <li>» Corridor of Statewide Significance (CoSS)                                     <ul style="list-style-type: none"> <li>– Source: OIPI’s VTrans2040 the state’s long-range multimodal transportation plan</li> </ul> </li> </ul> </li> <li>▪ A map showing eligible roadways based on the above criteria (not including New Alignments) can be found here: <a href="https://arcg.is/00q9yL">https://arcg.is/00q9yL</a></li> <li>▪ Every applicant may submit one priority highway project outside of the criteria listed above.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Road widening</li> <li>▪ Realignment, extension, or relocation</li> <li>▪ New interchange or interchange modification</li> <li>▪ Grade separation</li> <li>▪ Intersection improvements</li> <li>▪ New road or alignment</li> <li>▪ ITS improvements</li> </ul>
Bike/ Pedestrian	<ul style="list-style-type: none"> <li>▪ Limited to regional trail networks                             <ul style="list-style-type: none"> <li>» Regional trail defined as: multi-jurisdictional trail with a defined/conceptual alignment</li> <li>» Infrastructure supporting a regional trail</li> <li>» Spurs that directly connect to regional trails are eligible</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Example regional trails: Fall Line Trail, East Coast Greenway, James River Heritage Trail</li> <li>▪ Trailheads, parking lots, support stations</li> </ul>

ADT = Average Daily Traffic

VPD = Vehicles Per Day

**Table 3: Project Categories and Eligibility for CVTA Regional Funding (2 of 2)**

Project Category	Eligibility Criteria	Potential Projects
Transit	<ul style="list-style-type: none"> <li>▪ Limited to leveraging funds/local match funds for other federal and state fund sources, for regional capital transit projects</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bus Rapid Transit (BRT)</li> <li>▪ Express Routes</li> <li>▪ Fixed route or on-demand service</li> <li>▪ Transit stations or centers</li> </ul>
Multimodal	<ul style="list-style-type: none"> <li>▪ Park and Ride lots</li> <li>▪ Rail and Port</li> <li>▪ Limited to leveraging funds/local match funds for other federal and state fund sources, for park and ride lots for construction or expansion; rail and port capacity or capital improvements</li> </ul>	<ul style="list-style-type: none"> <li>▪ Capacity change in intermodal corridors including highways, navigable waterways, and rail</li> <li>▪ Intercity passenger rail</li> <li>▪ New, relocated, and station upgrades</li> </ul>
Bridge	<ul style="list-style-type: none"> <li>▪ Bridge must be on VDOT’s State of Good Repair (SGR) eligibility list (posted annually <a href="http://www.virginiadot.org/projects/state-of-good-repair/">www.virginiadot.org/projects/state-of-good-repair/</a>) and meet CVTA Highway regionally-eligible criteria</li> <li>▪ <del>SGR eligibility criteria (must meet all three criteria)</del> <ul style="list-style-type: none"> <li>» <del>Bridge reconstruction or replacement projects</del></li> <li>» <del>Bridge designated structurally deficient/poor condition by VDOT</del></li> <li>» <del>Bridge on the National Bridge Inventory (NBI)</del></li> </ul> </li> <li>▪ New bridge projects are not eligible in this category and will be considered in the Highway project category</li> <li>▪ Bridge rehabilitation and replacement projects that include betterment (adding capacity, bike/pedestrian, etc.) will be categorized in the most appropriate non-bridge category</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bridge rehabilitation and replacement projects – unsuccessful in securing SGR funds</li> </ul>
Studies	<ul style="list-style-type: none"> <li>▪ Studies involving CVTA regionally-eligible facilities</li> <li>▪ Studies that are part of an agency’s work program will not be considered for CVTA regional funds</li> </ul>	<ul style="list-style-type: none"> <li>▪ Operational and Safety studies</li> <li>▪ Interchange access requests (IAR)</li> <li>▪ Transit feasibility studies</li> <li>▪ Regional bike/pedestrian alignment studies</li> </ul>
Preliminary Engineering-Only	<ul style="list-style-type: none"> <li>▪ PE-Only projects involving CVTA regionally-eligible facilities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Preliminary engineering to clear environmental reviews</li> <li>▪ Development of construction plans to right-of-way stage</li> </ul>



## Step 2: Project Screening

All projects requesting CVTA regional funding will be screened by CVTA staff and TAC to ensure that the project is eligible for funding. The following items will be evaluated during project screening:

- Project scope is well defined and includes total cost estimate and requested CVTA regional funding amount.
- Project estimate and schedule is reasonable as determined by a third-party review. Applicant estimate is submitted using VDOT Cost Estimating Workbook (CEWB). Applicants' estimates and the third-party estimates are reviewed by TAC with TAC making a final recommendation to the full authority.
- Submission includes supplemental data and studies, if available and the agency who will administer the project (locality/agency or VDOT).
- For study requests, the regional nature and appropriateness to fund with CVTA regional funds will be considered along with efforts to fund through other study funding programs.
- Projects are not required to be in the Long-Range Transportation Plan (LRTP). The LRTP will be amended to include projects selected for regional funding that are not currently in the plan.

## Step 3: 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. Project categories will be scored using the measures discussed below.

### Project Category: Highway, Bike/Pedestrian, Transit, Studies, Preliminary Engineering (PE)-Only

All project categories, except for the Bridge category, will be evaluated using selected goals and performance measures developed for the ConnectRVA 2045 LRTP. The core goals selected for prioritization were 1) Safety, 2) Mobility, and 3) Equity/Accessibility/Economic Development. The Transit category will utilize a modified Safety goal and an additional goal: 4) Connection to Activity Centers. See **Table 4 and Table 4A** for descriptions and weighting for each goal and performance measure. The selected goals and performance measures provide the most discernible differences to compare regional improvements.

Scoring will be weighted and normalized for each measure and project benefits will be measured against project costs. Transit scores will be normalized to zero rather than the lowest project score. Scores will be evaluated to determine the impact of outliers on the normalized scores and may be adjusted to better compare benefits. A summary of how the goals and performance measures were selected and a link to the LRTP technical documentation is provided in **Appendix I**.

### Project Category: Bridge

Regionally-eligible bridge projects will be evaluated using VDOT's State of Good Repair (SGR) score to rank and prioritize projects within the Bridge category. VDOT administers the SGR funding program.

The SGR program uses five factors to score and prioritize structurally-deficient/poor condition bridge rehabilitation and replacement projects for funding. SGR scoring is conducted by VDOT annually with scores posted here <https://www.virginiadot.org/projects/state-of-good-repair/>. The SGR score is based on the five factors described in

**Table 6.**

**Table 4: CVTA Regional Scoring for Project Categories: Highway, Bike/Pedestrian, Multimodal; Studies and PE-Only (for these categories)**

Goal	Safety		Mobility		Accessibility			
					Economic Development		Equity	
<b>Goal Weight</b>	38.5%		23%		38.5%			
<b>Performance Measure</b>	Crash Frequency	Crash Rate	Person Throughput	Person Hours of Delay	Access to Destinations	Access to Jobs	Access to Jobs (EJ)	Access to Destinations (EJ)
<b>Performance Measure Weight</b>	70%	30%	50%	50%	30%	30%	20%	20%
<b>Description</b>	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
<b>Unit of Measure</b>	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

**Table 5: CVTA Regional Scoring for Project Categories: Transit, Transit Studies and Transit PE-Only**

Goal	Safety			Mobility		Accessibility				Connection to Activity Centers
	30%			20%		Economic Development		Equity		
Performance Measure	Crash Frequency Reduction	Safe Access to Transit	PSAP Priority Corridors	Person Throughput	Person Hours of Delay	Access to Destinations	Access to Jobs	Access to Jobs (EJ)	Access to Destinations (EJ)	Connection to Activity Centers
Performance Measure Weight	80%	10%	10%	50%	50%	30%	30%	20%	20%	100%
Description	Reduction in EPDO of Fatal and Injury Crashes (5-year period)	Completeness of pedestrian network in ¼-mile transit service buffer	Provides/improves alternate mode of travel on PSAP priority corridors	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	Increase in the Activity Center Units adjacent to the project from current plan year to future (20-year) year
Unit of Measure	EPDO			Persons	Person Hours	Weighted Destinations per 1,000 Persons	Jobs per Person	Jobs per Person	Weighted Destinations per 1,000 Persons	Activity Center Units

EPDO = Equivalent Property Damage Only

EJ = Environmental Justice

**Table 6: CVTA Regional Scoring for Project Category: Bridge**

<b>SGR Factor</b>	Importance	Condition	Design Redundancy and Safety	Structure Capacity	Cost Effectiveness
<b>Factor Weight</b>	30%	25%	15%	10%	20%
<b>Description</b>	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

## Step 4: Project Selection

A six-year program for allocations is developed based on the following steps. Some steps may be iterative in nature until consensus is reached.

- 1) CVTA staff will provide the scored regional projects ranked within each project category to CVTA TAC for an initial review and to the full Authority as an information item.
- 2) CVTA staff will request projected annual allocations for a six-year window of regional funding from the Finance Committee.
- 3) CVTA staff will use the project rankings and projected annual allocations to develop a recommended funding scenario considering the guidelines below and following the allocation process described in the subsequent section of the document.
  - If applicant submits one application for leveraging and one PE-Only application for the same project both funding requests need to be considered independent of the other (as standalone applications).
  - The distribution of funds should be roughly proportional to the total value of the requested amount per each project category
  - Studies should not exceed 5% and PE-Only projects should not exceed 10% of the annual CVTA regional funding
- 4) CVTA TAC will review CVTA staff's draft funding scenario, make revisions if necessary and provide a funding scenario to the CVTA Authority, requesting authorization for public review.
- 5) CVTA staff will manage a public comment period consistent with the RRTPO Public Engagement Plan. All comments will be provided to the Authority before they take a final vote on the project selections and allocations.

## Project Allocations

Projects selected by the CVTA are programmed for funding according to the project schedule and needs. The allocation of funds by the CVTA is the final step in the project selection process. The following section outlines the CVTA's approach to allocating available funds, addressing funding shortfalls and surpluses, and changing project schedules.

### Allocation Process

#### Order of Allocations

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 (see target balance below)
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

#### General Programming Guidance

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. Leveraging funds used for Smart Scale, will be programmed to allow projects to advance ahead of other fund source availability. Allocations cover a six-year period consistent with §33.2-3706. 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. The target allocation percentages assigned to projects and held in a unallocated balance entry account is summarized in **Table 6** below.

**Table 7: Balance Entry & Project Allocation Percentages**

	Previous	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6
Projects	100%	90%	85%	80%	75%	70%	65%
Balance	0%	10%	15%	20%	25%	30%	35%

### Funding Limits

CVTA regional funds applied to studies should not exceed 5% of the annual CVTA regional funding, approximately \$3.25M. CVTA regional funds applied to PE-Only projects should not exceed 10% of the annual CVTA regional funding, approximately \$6.5M.

### Future Commitments

If a project cannot be fully funded within the six-year period covered by the SYIP, the necessary funding for future phases should be documented by year as "future commitments". If the CVTA decides not to commit to funding subsequent phases (as in the case of leveraging funds), this decision should be noted in the allocations and future commitments tables. Documenting future phases and commitments allows for better estimation of available funding prior to the application period. If the available funding for a year is insufficient to cover new projects, the CVTA may elect to only accept applications for cost overruns on existing active projects for the year.

### Leveraging Funds

Applicants for CVTA regional funds are encouraged to leverage CVTA funds for outside funding, such as Smart Scale, Revenue Sharing and federal grants, when possible. When a selected project request is intended to support leveraging, the CVTA will program the funds so the project can be delivered as quickly as possible considering the year the complementary fund source will be programmed. The use of the funds for leveraging is documented in the allocations table. Projects with funding intended for leveraging are not considered active projects until fully funded.

**No Change to Leveraging Amount:** If the project sponsor is unsuccessful in its first attempt to obtain additional funds to fully fund the project, the leveraging funds will be adjusted for inflation and programmed to fit the anticipated allocation year of the complimentary funding source.

**Adjusted Leveraging Amount:** The project sponsor may request a new amount for leveraging funds. If this new amount is not included in the CVTA recommended funding scenario, the sponsor can adjust the request or retain the amount of the original leveraging (for a second attempt to fully fund). If an



adjusted leveraging amount is approved, the sponsor's attempt to fully fund the project will be considered the first attempt with the new leveraging amount.

Funds from Leveraging for PE: The sponsor may request a portion of the leveraging funds, in the amount necessary to develop 30% plans for the original project scope. 30%-design may include the following: survey, roadway, bridge and structures, right of way and utility impacts, hydraulics, traffic, and environmental work. The leveraging available for the second attempt will be reduced accordingly unless the applicant successfully applies for a new leveraging amount (refer to Adjusted Leveraging Amount). The request for PE funds from the leveraging amount must be made prior to the next CVTA regional application cycle.

If the sponsor is unsuccessful in the second attempt to obtain funds to fully fund the project, the project funds will be deallocated. The project sponsor may submit a new application for the entire project cost or leveraging to be rescored with other new projects. A subsequent request for leveraging should include documentation to support requested leveraging amount.

(See **Appendix II** for a definition of "committed and reasonably expected funds").

## Cost Overruns

All active projects are initially eligible to request additional funding to cover cost overruns but may become ineligible as described in the "Quarterly Reporting" section. Additional funding requests must be submitted during the annual application window. Requests outside the normal application window are only accepted for the construction phase when construction costs are over budget. Changes to the project scope will not be accepted as a justification for additional funding. Any request for additional funding must include documentation of the reason for the cost increase. If the request results in a cumulative allocation increase of up to 10% relative to the initial CVTA approved allocation for the phase, CVTA TAC may approve additional allocations. CVTA staff may consider the use of balance entry or funding swaps, which do not negatively impact project schedules, to address overruns.

If the request results in a cumulative allocation increase of more than 10% relative to the initial CVTA approved allocation for the phase, CVTA TAC will review the request and recommend to the CVTA any combination of the following options for their approval:

- Use balance entry funds
- Reduced project scope
- Use of local or other non-regional CVTA funds
- Deselect and deallocate the project

## Surplus Funds

All surplus funds are returned to CVTA balance entry to be reallocated through the CVTA selection and allocation process. Funds are deemed surplus upon project completion or cancellation. Projects that are completed or cancelled are no longer considered active projects and are not eligible for additional funding in the future. In some cases, the CVTA may deallocate funding from a project if that project does

not meet certain criteria to remain eligible (Appendix III). Once those funds are deallocated, they may be considered surplus and directed back into the regional project funding budget.

Any CVTA funding on a project that receives additional committed funding from another source is also deemed surplus if the total allocation exceeds the estimated project cost. CVTA staff will identify overfunded projects and reallocate surplus funding. Unlike completed or cancelled projects, projects which are overfunded are still considered active projects, even if all regional funding is removed from the project. As active projects, these projects are eligible for additional funding in accordance with the cost overrun guidelines in the previous section

## Project Development and Reporting

To provide oversight in the use of regional funds, the CVTA has implemented a quarterly reporting requirement for CVTA funded projects, see

**Table 8.** Project sponsors are expected to complete the quarterly report, according to the following schedule until the project is closed out:

**Table 8: CVTA Quarterly Reporting Schedule**

Period Covered:	Submission Date:
July 1 – September 30	November 1
October 1 – December 31	February 1
January 1 – March 31	May 1
April 1 – June 30	August 1

A reporting form will be made available on the CVTA website. The report should, at minimum, include the following items:

- Current cost estimate and schedule
- Current phase(s) authorized
- Next major milestone (start preliminary engineering, public involvement, start right-of-way and utility phase, complete right-of-way and utility phase, advertise project for construction, award construction contract)
- Any delays or challenges in implementation

If project quarterly reports have not been submitted, reimbursement or future pay-go payments for the project may be withheld and the project may be ineligible for additional funding for cost overruns.

The CVTA will maintain a program database on the CVTA website. This page will include a summary of all active and selected projects and their progress toward implementation. This page will be updated with the quarterly reports and after new project selection each year.

## Appendix I: Scoring Methodology

All project categories, except for the Bridge category, will be evaluated using selected goals and performance measures developed for the ConnectRVA 2045 LRTP. Scoring will be weighted and normalized for each measure and project benefits will be measured against project costs. Transit scores will be normalized to zero rather than the lowest project score. For more details on the methodology, please see the LRTP technical documentation found here: <https://planrva.org/wp-content/uploads/ConnectRVA2045-Project-Evaluation-and-Scoring-Process.pdf>

The performance measures used to prioritize the ConnectRVA 2045 LRTP were reviewed to determine which measures would provide the most discernible differences to compare regional improvements. The core goals selected for prioritization were 1) Safety, 2) Mobility, and 3) Accessibility (Economic Development & Equity). The transit category will utilize a modified Safety goal and an additional goal: 4) Connection to Activity Centers; see below for additional detail on scoring for transit category goals. See **Table 4**, 4A and 5 for descriptions and weighting for each goal and performance measure. These core performance measures were selected for the following reasons:

1. The measures are performance-based and quantify the direct benefit of a proposed improvement.
2. The measures are the most applicable to regional projects.
3. The measures balance the overwhelming impact of cost compared to benefits. This is particularly true for the Highway project category.

Other ConnectRVA 2045 LRTP goals/performance measures, while relevant, were deemed unnecessary for comparing regional projects and excluded for the following reasons:

1. The following measures estimate benefits more qualitatively based on the local proximity of a proposed project to relevant features. These measures do not draw clear distinctions and are less relevant to the benefits of regional projects:
  - » *Economic Development: Connections to Truck Intensive Areas*
  - » *Environmental: Sensitive Features*
  - » *Land Use: Connection to Activity Centers*
2. The following measures do not provide significant differentiation between projects scores and are redundant to performance measures evaluated under the goals Mobility, Equity and Accessibility, Economic Development, Environmental/Land Use:
  - » *Economic Development: Truck Throughput* similar to *Mobility: Person Throughput measure*
  - » *Economic Development: Job Growth* similar to *Equity & Accessibility: Access to Jobs measures*
  - » *Environmental/Land Use: Connection to Activity Centers* similar to *Equity & Accessibility: Access to Destinations measures*
3. The following environmental measures are not necessary to prioritize regional projects because mitigating environmental impacts is part of the project development process:
  - » *Environmental: Sensitive Features, Air Pollution and Vehicle Miles Traveled per Capita*

Transit Category Scoring Modifications:

1. Safety
  - a. Crash frequency reduction only is used; Crash rate is not used.
  - b. Safe Access to Transit – Within a ¼-mile buffer around the project, the length of existing and funded sidewalks is divided by the length of the roadways times two.
  - c. PSAP Priority Corridors – Using the VDOT Pedestrian and Bicycle Safety Action Plan, determine length of project on a PBSAP Top 5% corridor and divide by the total length of the project.
4. Connection to Activity Centers – Additional goal for transit category only. For more details, see the LRTP technical documentation found here: <https://planrva.org/wp-content/uploads/ConnectRVA2045-Project-Evaluation-and-Scoring-Process.pdf>, 2.5 [Environment/Land Use, EL4. Connection to Activity Centers.](#)

## Appendix II: Other Funding

The CVTA staff calculates the cost-benefit of a project based on the total cost of the project less any other funding contributions. Funds that are already committed to a project and funds that are reasonably expected are counted as other funding contributions when determining the project cost. Examples of committed and expected funds are listed in the table below.

**Table 9: Committed and Expected Funds**

Example of Committed Funds	Example of Reasonably Expected Funds
Funds included in the adopted budget of local, state, or federal agency	Funds included in the adopted budget but not yet allocated to a project
Funds awarded by agencies or organizations with project selection authority	Funds in a draft budget or appropriation
Funds included in a constrained Capital Improvement Program (CIP) or a transit agency Development Plan	Funds from future budgets, but consistent with historic levels of the funding source(s)

Supporting documentation must be provided for all outside funding as part of the project application. Examples of documentation include Six-Year Improvement Program (SYIP) project pages, locality or agency budgets or capital improvement programs, or award letters from selecting agencies. Any undocumented other funds will not be counted in calculating the overall cost-benefit score for a project.

## Appendix III: Deallocation Policy

### Deallocation of regional funding by the Central Virginia Transportation Authority

As part of the CVTA Regional Project Selection and Allocation Framework, regional project applicants are encouraged to leverage CVTA funds for additional outside funding, such as Smart Scale, revenue sharing, or federal grants when possible. The CVTA intends to support awarding leveraging funds to aid project delivery in an expedited timeframe. Projects with funding intended to be leveraged are not considered active until the project is fully funded. However, leverage funds allocated by CVTA for a regional project are considered allocated funds and cannot be allocated to another project until deallocated.

Following the award of CVTA regional funding to leverage additional funding for a project, if the project sponsor is not able to obtain full funding through leveraged resources, the project estimate will be adjusted for inflation and programmed forward to the anticipated funding year of the additional source. The project sponsor may also request a new amount for leveraging funds. If this new amount is not included in the CVTA funding scenario, the project sponsor can adjust the request or retain the original funding request and try for a second time to achieve additional project funding. If the adjusted leveraging amount is approved by the CVTA, the process is reset with the new funding amount as the first leveraging attempt.

If the project sponsor is unable to fully fund the project within four years of having regional CVTA funds allocated, the project will be deemed eligible for deallocation. The following process identifies how the CVTA shall treat projects eligible for deallocation and, if funds are deallocated, how such funds will be directed back into the regional project funding budget.

Deallocation will first be considered by the Technical Advisory Committee. The TAC will advise the Finance Committee on a recommended action. The Finance Committee will review and consider TAC's recommended action and provide an ultimate recommendation to the Authority for consideration and action.

The CVTA will notify the project sponsor and/or Virginia Department of Transportation in writing that it will consider the recommendation to deallocate CVTA funds from a project to allow the opportunity for a response to the proposed action. The project sponsor and/or VDOT responses to a potential deallocation, if any, will be considered by the Finance Committee, which shall make a recommendation to the CVTA for action. If the project sponsor or VDOT do not act or respond within the designated timeframe, CVTA may take action, by motion or resolution, to deallocate funds from the project and place them back into balance entry for CVTA regional project funds.



# FY26 REGIONAL PROJECT APPLICATION CYCLE

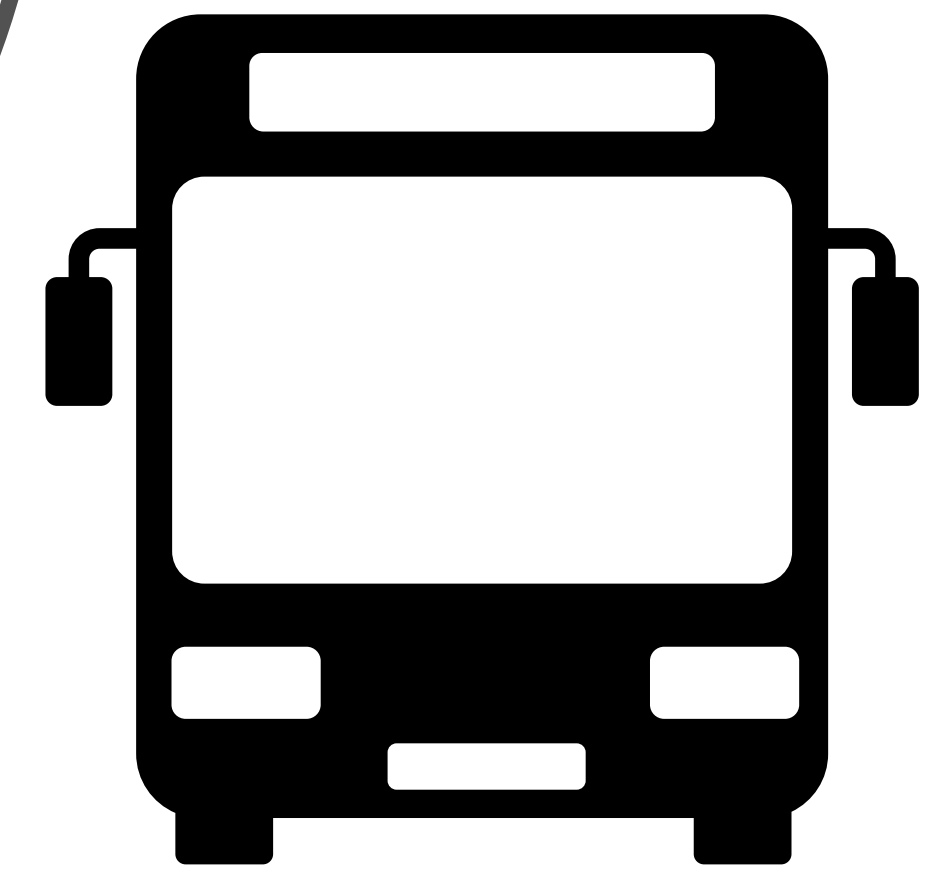


## PROJECT SUBMISSION

**Staff**

**Application Form Prep**  
June 16 - June 30

**Applications Accepted**  
July 1 - July 31



**TAC**

**Review schedule**  
June 9

**Update on application form and review project application status**  
July 14

**Finance**

**Review current allocations plan**  
July 9

November      September      August

## SCREENING & SCORING

**TAC**

**Status update on screening and scoring**  
September 8

**Benefit scores delivered for local review**  
November 10

**Staff**

**Regional Eligibility**  
August 1 - August 15

**On-call Estimate & Schedule Review**  
August 15 - October 17

**Project Categorization**  
August 1 - August 15

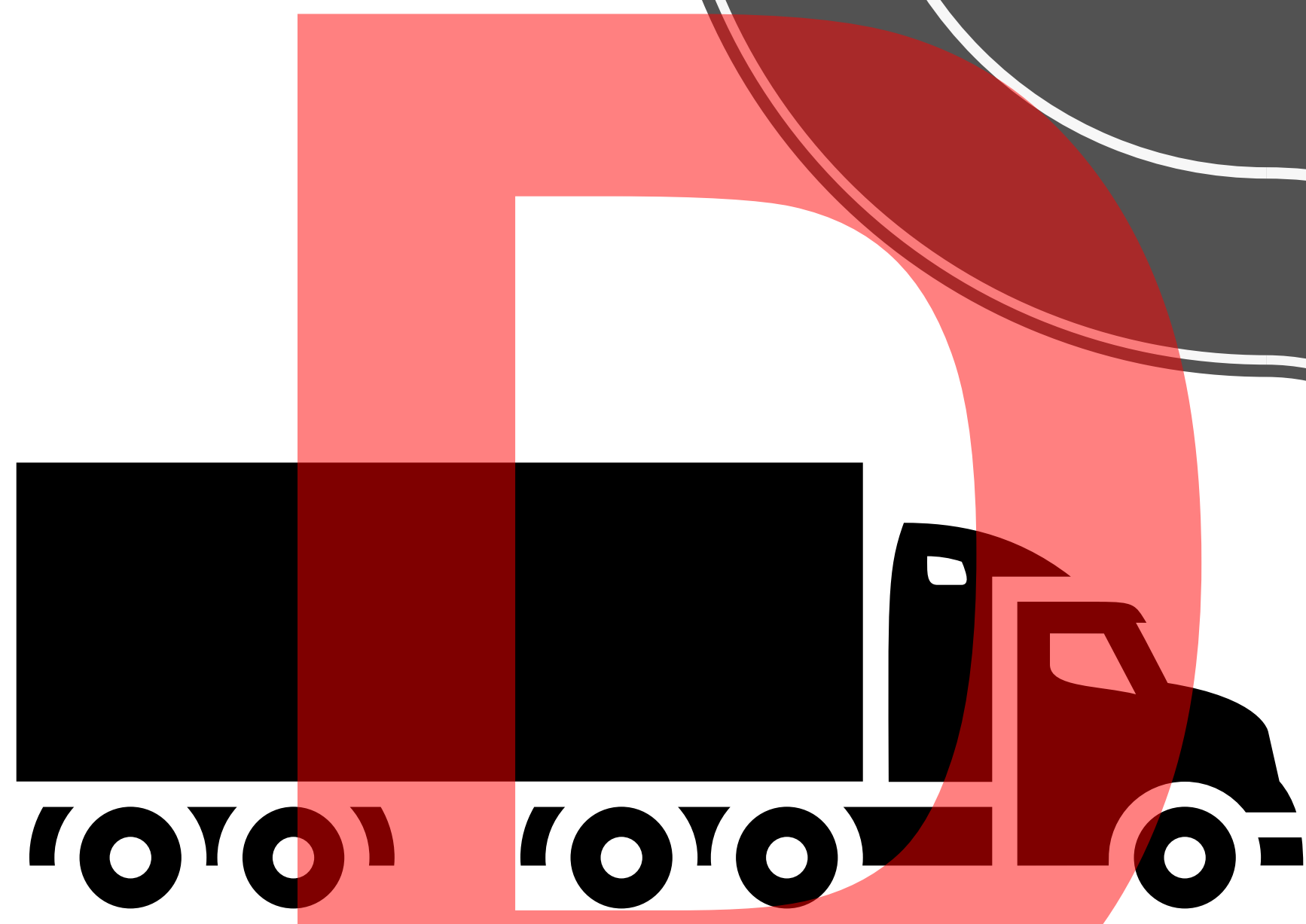
**Scope Clarification**  
August 15 - September 5

**Supporting Data Sufficiency**  
August 15 - September 5

**GIS Mapping**  
September 5 - September 19

**Travel Demand Modeling (Mobility)**  
September 5 - October 17

**GIS Scoring (Safety, Accessibility)**  
September 15 - October 17



**Finance**

**Review available funding**  
September 10

October      December

## PRIORITIZATION

**Staff**

**Develop preliminary funding scenario(s)**  
October 17 - November 11

**Develop preliminary allocation plan(s)**  
November 11 - November 21

**Support TAC Estimating Ad Hoc Work Group**  
October 17 - November 21

**Prepare Scorecards**  
October 17 - November 21

**TAC Review (Existing & New Priorities)**  
November 21 - December 8

**TAC**

**Project revisions and recommendations**  
December 8

**Estimating Ad Hoc Work Group**  
November 10

**Finance**

**Review preliminary funding scenario with leveraging**  
November 12

**Authority**

**Status update**  
October 24



**TAC**

**Review draft allocations plan(s)**  
December 8

**Review & recommend full 6-year project list and funding scenario**  
January 12

**Finance**

**Review & recommend full 6-year project list and funding scenario**  
January 14

**Authority**

**Authorize public hearing and public review period**  
January 23

**Public review period**  
January 26 - February 13

**Public hearing to approve 6-year project list and funding scenario**  
February 27

January      December

## ALLOCATIONS

**Staff**

**Revise Allocations Plan(s) (post TAC Review)**  
December 8 - December 26

**Finance Committee Review**  
December 26 - January 14

**Revise Allocations Plan (post Finance Committee Review)**  
January 14 - January 15

**Full Authority prep**  
January 14 - January 23

**Staff Develop Smart Scale Allocations Memo**  
January 26 - January 30

cvtava.org



## CVTA TAC AGENDA 1/13/25; ITEM 9.

### Wayfinding Implementation - Standard Project Agreements

#### Central Virginia Transportation Authority

**BACKGROUND:** At its meeting on September 27, 2024, the Central Virginia Transportation Authority allocated \$1.5 million to be set aside for implementing the Fall Line Wayfinding Plan along the entire 43-mile planned improvement corridor. The process for reimbursement for wayfinding costs is outlined below.

CVTA has an established reimbursement process for regional project expenditures from both local and VDOT administered sources. The proposed framework for wayfinding reimbursement follows that model.

Each impacted locality (or VDOT) will enter into a new Standard Project Agreement (SPA) that covers all approved segments of the Fall Line within that jurisdiction or under the purview of VDOT. The format for the SPA will mirror the current approved format for regional projects and include simple updates that reflect details of the Fall Line wayfinding improvements.

Rather than undergo amendments to individual segment SPAs, each government (or VDOT) will be assigned a new CVTA project identification number that only covers wayfinding implementation costs. Those costs, developed as part of the adopted wayfinding plan, will be included as part of each SPA Appendix A as the allocated project funding amount.

Each locality should utilize the adopted standard project agreement form and appendices to initiate a new locality SPA specifically for wayfinding.

**Action Requested:** No action required – use of adopted SPA templates and process.