



Photo: Train Murel in Ashland

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 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.

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AGENDA

CVTA TECHNICAL ADVISORY COMMITTEE (TAC)

Monday, October 7, 2024, 1:00 p.m. - Zoom Meeting

If you wish to participate in this meeting virtually, please register via Zoom at the following link:
https://planrva-org.zoom.us/webinar/register/WN_6VGSFMCeQCeWm3qLk9OKLA

1. **Welcome and Introductions**
(Smith)
2. **Roll Call & Certification of a Quorum**
(Scott)
3. **Consideration of Amendments to the Agenda**
(Smith)
4. **Approval of September 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** – page 8
(Walker/Smith/Parsons/20 minutes)
Action requested: motion to recommend full Authority adoption of CVTA Regional Project Selection and Allocation Framework.
8. **Regional Funding Deallocation Policy (report from working group's findings)** – page 27
(Parsons/10 minutes)
Action requested: motion to recommend full Authority approval of Regional Funding Deallocation Policy.
9. **Fall Line Trail Long-Term Management/Maintenance**
(Parsons/15 minutes)
Discussion item.

10. Regional Cash Flow Spend Down update – page 29

(Parsons/5 minutes)

Discussion item.

11. CVTA TAC Member Comments

(Chair/5 minutes)

12. Next Meeting: November 4, 2024, at 1:00 p.m.

(Chair)

13. Adjournment

(Chair)

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

**ZOOM MEETING MINUTES
September 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	X	Barbara K. Smith	X
Goochland County		Gary Mitchell (A)		Chessa Walker (A)	X
Austin Goyne	X	Hanover County		Henrico County	
Thomas M. Coleman (A)		Joseph E. Vidunas		Todd Eure	
New Kent County		Randy Hardman (A)		Sharon Smidler (A)	X
Amy Inman	X	Powhatan County		City of Richmond	
Kelli Le Duc (A)		Bret Schardein (A)		Dironna Moore Clarke Chair	X
Non-Voting Members					
GRTC Transit System		CVTA		PlanRVA/RRTP	
Frank Adarkwa		Chet Parsons	X	Myles Busching	X
Patricia Robinson (A)	X	VDOT		RMTA	
VDRPT		Dale Totten		Joi Taylor Dean	
Tiffany T. Dubinsky	X	Mark Riblett (A)	X	Virginia Port Authority	
Wood Hudson (A)		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 changes to the agenda.

4. Approval of August 12, 2024, CVTA TAC Meeting Minutes

On motion by Sharon Smidler, seconded by Austin Goyne, 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. Regional Funding Deallocation Policy

Chet Parsons reviewed the draft policy with the most recent revisions. Committee members discussed the draft and reached a consensus that the policy needs further review by the working group of members who volunteered to work on the draft. The members are Dironna Moore Clarke, Barbara Smith and Amy Inman.

On motion by Amy Inman, seconded by Dironna Moore Clarke, the members of the CVTA Technical Advisory Committee voted to defer action on the matter until the working group has had the opportunity to review the policy further (voice vote).

8. FY25 Local Allocation Plan

Mr. Parsons reviewed the local allocation plan and offered to answer any questions.

On motion by Dironna Moore Clarke, seconded by Austin Goyne, the members of the CVTA Technical Advisory Committee voted to recommend full Authority approval of the FY25 Local Allocation Plan (roll call vote; see below)

Town of Ashland		Charles City County		Chesterfield County	
Nora Amos	Aye	Sheri Adams	Aye	Barbara Smith	Aye
Goochland County		Hanover County		Henrico County	
Austin Goyne	Aye	Absent		Sharon Smidler	Aye
New Kent County		Powhatan		City of Richmond	
Amy Inman	Aye	Absent		Dironna Moore Clarke	Aye

9. CVTA Regional Fund Interest Earnings – Options

Mr. Parsons reported that, at its August 14, 2024, regular meeting, the CVTA Finance Committee discussed the excellent performance of the regional funds that have been reinvested while waiting to be programmed for project costs. Following guidance from the Executive Director, members discussed the opportunity to develop plans that could benefit from investment of the regional revenue interest income.

The committee identified opportunities including reinvestment of the funding, allocation of funds to existing regional projects, set-asides for working capital reserve, and establishment of a funding stream for Fall Line wayfinding maintenance needs.

The CVTA TAC was asked to provide input on a possible course of action and for the Executive Director to report back at the September Finance Committee.

Options for application of CVTA Interest Income – September 2024

1. Continued reinvestment of funds with the goal of interest earnings growth.
 - o Rely on guidance of the CVTA fiscal agent to identify the best short-term reinvestment options as needed.

2. Application of interest earnings to regionally-identified projects. With the current interest earnings at \$11.6 million (June 2024), multiple existing projects could be fully funded or partially funded.
 - o Existing CVTA Regional projects may include:

Project	Locality	Year of expenditure for allocated funds	Balance remaining
I-64 at Oilville Rd (Rte 617) Interchange	Goochland	2028	\$2,906,512
Route 360 (Woodlake Village Pkwy - Otterdale Rd) Widening	Chesterfield	2026-2030	\$6,552,148
Busy Street Extension	Chesterfield	2027-2029	\$6,805,496
Rt. 360/Walnut Grove Rd Intersection Improvement	Hanover	2028, 2030-2031	\$4,626,811
Rt. 1 and Ashcake Intersection	Ashland	2024	\$3,498,694

- o There are approximately two dozen additional projects that have a balance to complete larger than the available interest earnings. The interest earnings could be applied to reduce the outstanding need for one or multiple of these projects.
 - o The Fall Line Wayfinding Plan identifies a need for committed funding that provides much-needed resources for maintenance, signage, and related infrastructure along the Fall Line corridor. This funding source has not yet been identified, but would benefit all seven jurisdictions impacted by the project. The dollar amount necessary to seed this funding source is \$1,500,000.
3. Set aside as the Working Capital Reserve identified in the CVTA financial policies and procedures. The policy requires three months of the budgeted annual CVTA Regional Funds to be included in this reserve. At this time there have been no funds set aside for the reserve.
 - o For 2024, the projected regional revenue funds provided by the Commonwealth equals \$71.9 million.
 - o Based on the 2024 annual funding, the reserve should be set to \$17.975 million.
 - o Begin the set-aside for the WCR using the interest income as seed money. Using the \$11.6 million reported for June 2024, the reserve would be 64.5% complete.

Potential Interest Income Scenarios were presented for committee review. Following discussion, committee members drafted a potential 7th scenario: fully fund the Fall Line Wayfinding Implementation in the amount of \$1.5 million and for consideration of seeding the Working Capital Reserve and/or reinvestment of funds using the balance of available interest reserves at the discretion of the Finance

The Finance Committee will be briefed on the committee's discussion.

On motion by Sharon Smidler, seconded by Amy Inman, the members of the CVTA Technical Advisory Committee voted to recommend full funding of the Fall Line Wayfinding Implementation in the amount of \$1.5 million and recommend consideration of seeding the Working Capital Reserve and/or reinvestment of funds using the balance of available interest reserves at the discretion of the Finance Committee. (roll call vote; see below)

Town of Ashland		Charles City County		Chesterfield County	
Nora Amos	Aye	Sheri Adams	Aye	Barbara Smith	Aye
Goochland County		Hanover County		Henrico County	
Austin Goyne	Aye	Absent		Sharon Smidler	Aye
New Kent County		Powhatan		City of Richmond	
Amy Inman	Aye	Absent		Dironna Moore Clarke	Aye

10. CVTA Regional Project Selection and Allocation Framework

Chessa Walker reviewed the current working framework document and the remaining parking lot items. Myles Busching, PlanRVA, and Mr. Parsons offered clarification on a number of items.

11. CVTA TAC Member Comments

Committee members expressed their appreciation to Ms. Clarke for her service as Chair.

12. Next Meeting: October 7, 2024, at 1:00 p.m.

16. Adjournment

Chair Smith adjourned the meeting at 2:35 p.m.

CVTA Regional Project Selection and
Allocation Framework

PROPOSED REVISIONS XXXXX XX, 2024

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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 CVTA funds designated for regional transportation projects is projected to generate approximately \$65 million per year or \$390 million over a six-year period. 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: TAC will validate the need for the off-cycle project request (i.e., why project cannot wait for formal application cycle);

Step 2: 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 3: Staff reports on eligibility, scores, ranks and reviews against previous funding scenario; and

Step 4: 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

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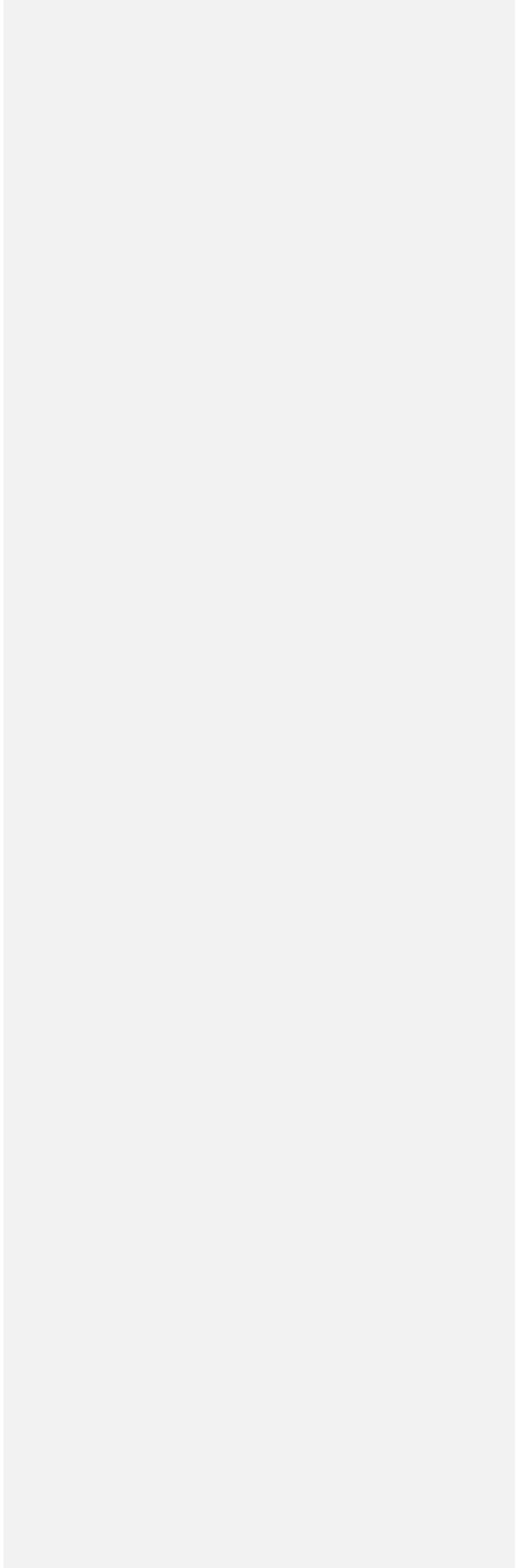
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Project Categories and Eligibility

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

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

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, 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. See [Table 4](#) 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. 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](#).

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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 5~~ **Table-5**.

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Table 4: CVTA Regional Scoring for Project Categories: Highway, Bike/Pedestrian, Multimodal, Transit, Studies, PE-Only

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

EPDO = Equivalent Property Damage Only

VMT = Vehicle Miles Traveled

EJ = Environmental Justice

Table 5: CVTA Regional Scoring for Project Category: Bridge

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

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.
 - o 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).
 - o The distribution of funds should be roughly proportional to the total value of the requested amount per each project category
 - o 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 below.

Table 6: 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 I](#) ~~Appendix II~~ for a definition of "committed and reasonably expected funds").

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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 appendix). 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

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

Table 7: 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. 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). See ~~Table 4~~ **Table 4** 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*

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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 8: 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 \[Appendix II: Other Funding\]](#)

Deallocation of regional funding by the Central Virginia Transportation Authority

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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.

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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 ~~in the second attempt within four years of having regional CVTA funds allocated~~, the ~~allocated CVTA project funds will be deallocated~~ 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 shall will be directed~~ deallocate funds and direct them back into the regional project funding budget.

~~The Central Virginia Transportation Authority has the authority to unilaterally deallocate project funding following two unsuccessful attempts to secure leveraged full funding for a project. A review of the subject project for leveraged project viability should begin following an unsuccessful first attempt to obtain funds. If funds are not obtained to fully fund the project in the sponsor's second attempt, the project will be deemed as nonviable using CVTA leveraging and funding will be deallocated.~~

~~The deallocation-Deallocation process will first be initiated inconsidered by both the Technical Advisory Committee, and The TAC will advise the Finance Committee on a recommended action. the-The Finance Committee with will review and consider TAC's recommended action and provide both providing recommendations an ultimate recommendation -to the authority-Authority for consideration and action.~~

The CVTA ~~shall will~~ notify the project sponsor and ~~for/or~~ Virginia Department of Transportation in writing that it ~~intends to will~~ consider the recommendation to ~~unilaterally~~ deallocate ~~CVTA~~ funds from a project ~~and provide both with a reasonable to~~

allow the opportunity to-for a respond-response to the proposed action. ProjectThe 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 ultimate-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 ~~awarded~~ funds from the project and place them back into balance entry for CVTA regional project funds.

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Summary		Estimated Spend Down Schedule - CVTA Regional Projects										Date	20-Nov-23	Projects		
		429,212,209 Total Proceeds														
Regional Allocation		\$4,662,308	\$234,000	\$80,361,198	\$34,305,829	\$10,308,619	\$83,310,000	\$125,200,000	\$1,800,000	\$12,372,138	\$33,575,614	\$43,082,503	\$429,212,209	At 09/25/2023		
		Ashland Projects	Charles City Projects	Chesterfield Projects	Goochland Projects	Hanover Projects	Henrico Projects	New Kent Projects	Powhatan Projects	Powhatan/Goochland Projects	Regionwide Projects	Richmond Projects	VDOT Projects - Distributed geographically	Total	Summary Projects	CVTA Regional
FY23 Q1	July - Sept	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$614,822	\$0	\$0	\$614,822	Ashland Projects	\$4,662,308
FY23 Q2	Oct - Dec	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$614,822	\$0	\$0	\$614,822	Charles City Projects	\$234,000
FY23 Q3	Jan - March	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$614,822	\$0	\$0	\$614,822	Chesterfield Projects	\$80,361,198
FY23 Q4	April - June	\$0	\$0	\$272,000	\$0	\$8,485	\$0	\$0	\$0	\$0	\$614,822	\$0	\$0	\$895,307	Goochland Projects	\$34,305,829
FY24 Q1	July - Sept	\$0	\$0	\$978,000	\$0	\$220,000	\$0	\$13,286,969	\$0	\$0	\$1,185,330	\$1,000,000	\$0	\$16,670,299	Hanover Projects	\$10,308,619
FY24 Q2	Oct - Dec	\$0	\$0	\$1,375,000	\$0	\$205,000	\$2,196,250	\$13,286,969	\$0	\$0	\$1,185,330	\$0	\$0	\$18,248,549	Henrico Projects	\$83,310,000
FY24 Q3	Jan - March	\$0	\$0	\$1,116,750	\$664,345	\$410,000	\$3,990,146	\$13,286,969	\$0	\$0	\$3,704,780	\$0	\$0	\$23,172,990	New Kent Projects	\$125,200,000
FY24 Q4	April - June	\$0	\$0	\$3,930,000	\$664,346	\$410,000	\$4,190,146	\$13,286,969	\$0	\$0	\$3,704,780	\$500,000	\$0	\$26,686,241	Powhatan Projects	\$1,800,000
FY25 Q1	July - Sept	\$0	\$0	\$6,500,000	\$332,173	\$460,000	\$3,990,146	\$2,562,900	\$0	\$0	\$2,814,576	\$2,500,000	\$0	\$19,159,795	Powhatan/Goochland Projects	\$12,372,138
FY25 Q2	Oct - Dec	\$0	\$0	\$8,450,000	\$332,173	\$260,000	\$2,943,896	\$11,926,381	\$0	\$0	\$2,814,576	\$2,500,000	\$0	\$29,227,026	Regionwide Projects	\$33,575,614
FY25 Q3	Jan - March	\$0	\$0	\$8,400,000	\$332,173	\$50,000	\$4,743,896	\$11,926,381	\$0	\$0	\$2,814,576	\$1,844,831	\$0	\$30,111,857	Richmond Projects	\$43,082,503
FY25 Q4	April - June	\$0	\$0	\$5,650,000	\$332,173	\$550,000	\$5,743,896	\$12,126,381	\$0	\$0	\$2,814,575	\$0	\$0	\$27,217,025	VDOT Projects	\$0
FY26 Q1	July - Sept	\$0	\$0	\$4,060,000	\$332,173	\$2,000,000	\$5,743,896	\$13,005,040	\$0	\$0	\$2,519,450	\$3,000,000	\$0	\$30,660,559		\$0
FY26 Q2	Oct - Dec	\$0	\$0	\$2,735,000	\$332,173	\$900,000	\$6,993,896	\$13,005,041	\$0	\$0	\$2,519,451	\$3,291,851	\$0	\$29,777,412		\$0
FY26 Q3	Jan - March	\$0	\$0	\$1,308,166	\$332,173	\$900,000	\$9,693,896	\$3,750,000	\$0	\$0	\$2,519,451	\$0	\$0	\$18,503,686		\$0
FY26 Q4	April - June	\$0	\$0	\$0	\$332,173	\$900,000	\$9,065,896	\$3,750,000	\$0	\$0	\$2,519,451	\$0	\$0	\$16,567,520		\$0
FY27 Q1	July - Sept	\$0	\$0	\$0	\$332,173	\$600,000	\$6,600,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$10,532,173	Total	\$429,212,209
FY27 Q2	Oct - Dec	\$0	\$0	\$0	\$332,173	\$925,000	\$5,794,000	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$10,051,173		
FY27 Q3	Jan - March	\$0	\$0	\$0	\$332,173	\$689,642	\$3,000,000	\$0	\$0	\$0	\$0	\$9,800,000	\$0	\$13,821,815		
FY27 Q4	April - June	\$0	\$0	\$0	\$332,173	\$0	\$3,048,000	\$0	\$0	\$0	\$0	\$12,645,821	\$0	\$16,025,994		
FY28 Q1	July - Sept	\$0	\$0	\$0	\$606,000	\$0	\$740,260	\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$9,346,260		
FY28 Q2	Oct - Dec	\$0	\$0	\$0	\$0	\$0	\$740,260	\$0	\$0	\$0	\$0	\$0	\$0	\$740,260		
FY28 Q3	Jan - March	\$0	\$0	\$0	\$0	\$0	\$740,260	\$0	\$0	\$0	\$0	\$0	\$0	\$740,260		
FY28 Q4	April - June	\$0	\$0	\$0	\$1,895,820	\$0	\$740,260	\$0	\$0	\$0	\$0	\$0	\$0	\$2,636,080		
FY29 Q1	July - Sept	\$0	\$0	\$0	\$6,622,310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,622,310		
FY29 Q2	Oct - Dec	\$0	\$0	\$0	\$6,622,310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,622,310		
FY29 Q3	Jan - March	\$0	\$0	\$0	\$6,622,311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,622,311		
FY29 Q4	April - June	\$0	\$0	\$0	\$6,622,311	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,622,311		
Planned Spend Down		\$0	\$0	\$44,774,916	\$34,305,829	\$9,488,127	\$80,699,000	\$125,200,000	\$0	\$8,000,000	\$33,575,614	\$43,082,503	\$0	\$379,125,989		(\$429,212,209)
Remainder		\$4,662,308	\$234,000	\$35,586,282	\$0	\$820,492	\$2,611,000	\$0	\$1,800,000	\$4,372,138	\$0	\$0	\$0	\$50,086,220		

Henrico Estimated Spend Down Schedule - CVTA Regional Projects
83,310,000 Total Proceeds

Regional Allocation	9,978,000	3,185,000	18,572,000	10,416,000	27,848,000	2,611,000	3,230,000	5,670,000	1,800,000	-	-	-	-	-	-	-	83,310,000
	GreenCity Connector Trail and Bridge	Short Pump Area Transportation Improvements	Magellan Parkway Bridge and Approach Section	Brook Road Improvements - Villa Park Dr to Hilliard Rd	Woodman Road Improvements - Mountain Rd to Hungary Rd	* W Broad Street Intersection Improvements at Parham Road Note: CVTA/VDOT SPA not needed as this project will be administered by Henrico	* W Broad Street Improvements - Short Pump	* Staples Mill Road Improvements	* Short Pump Area Transportation Improvements - VDOT NEPA Study	-	-	-	-	-	-	-	Total
FY23 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY24 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY24 Q2	Oct - Dec	400,000	796,250	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	2,196,250
FY24 Q3	Jan - March	400,000	796,250	1,500,000	250,000	-	323,000	270,896	450,000	-	-	-	-	-	-	-	3,990,146
FY24 Q4	April - June	400,000	796,250	900,000	250,000	800,000	323,000	270,896	450,000	-	-	-	-	-	-	-	4,190,146
FY25 Q1	July - Sept	400,000	796,250	500,000	250,000	1,000,000	323,000	270,896	450,000	-	-	-	-	-	-	-	3,990,146
FY25 Q2	Oct - Dec	350,000	-	300,000	250,000	1,000,000	323,000	270,896	450,000	-	-	-	-	-	-	-	2,943,896
FY25 Q3	Jan - March	350,000	-	2,500,000	300,000	1,000,000	323,000	270,896	-	-	-	-	-	-	-	-	4,743,896
FY25 Q4	April - June	350,000	-	2,500,000	300,000	2,000,000	323,000	270,896	-	-	-	-	-	-	-	-	5,743,896
FY26 Q1	July - Sept	350,000	-	2,500,000	300,000	2,000,000	323,000	270,896	-	-	-	-	-	-	-	-	5,743,896
FY26 Q2	Oct - Dec	1,600,000	-	2,500,000	300,000	2,000,000	323,000	270,896	-	-	-	-	-	-	-	-	6,993,896
FY26 Q3	Jan - March	1,600,000	-	2,500,000	2,000,000	3,000,000	323,000	270,896	-	-	-	-	-	-	-	-	6,993,896
FY26 Q4	April - June	1,600,000	-	1,872,000	2,000,000	3,000,000	323,000	270,896	-	-	-	-	-	-	-	-	9,065,896
FY27 Q1	July - Sept	1,600,000	-	-	2,000,000	3,000,000	-	-	-	-	-	-	-	-	-	-	6,600,000
FY27 Q2	Oct - Dec	578,000	-	-	2,216,000	3,000,000	-	-	-	-	-	-	-	-	-	-	5,794,000
FY27 Q3	Jan - March	-	-	-	-	3,000,000	-	-	-	-	-	-	-	-	-	-	3,000,000
FY27 Q4	April - June	-	-	-	-	3,048,000	-	-	-	-	-	-	-	-	-	-	3,048,000
FY28 Q1	July - Sept	-	-	-	-	-	-	740,260	-	-	-	-	-	-	-	-	740,260
FY28 Q2	Oct - Dec	-	-	-	-	-	-	740,260	-	-	-	-	-	-	-	-	740,260
FY28 Q3	Jan - March	-	-	-	-	-	-	740,260	-	-	-	-	-	-	-	-	740,260
FY28 Q4	April - June	-	-	-	-	-	-	740,260	-	-	-	-	-	-	-	-	740,260
FY29 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
* VDOT Administered Project																	
Planned Spend Down	9,978,000	3,185,000	18,572,000	10,416,000	27,848,000	-	3,230,000	5,670,000	1,800,000	-	-	-	-	-	-	-	77,737,960
Remainder	-	-	-	-	-	2,611,000.00	-	-	-	-	-	-	-	-	-	-	5,572,040.00

Note: \$1,800,000 is being set aside for VDOT to conduct the NEPA for this project

Projects	At 09/25/2023
Hold on programming	

Henrico Projects	CVTA Regional
GreenCity Connector Trail and Bridge	9,978,000
Short Pump Area Transportation Improvements	3,185,000
Magellan Parkway Bridge and Approach Section	18,572,000
Brook Road Improvements - Villa Park Dr to Hilliard Rd	10,416,000
Woodman Road Improvements - Mountain Rd to Hungary Rd	27,848,000
* W Broad Street Intersection Improvements at Parham Road Note	2,611,000
* W Broad Street Improvements - Short Pump	3,230,000
* Staples Mill Road Improvements	5,670,000
* Short Pump Area Transportation Improvements - VDOT NEPA Stu	1,800,000
Total	83,310,000

New Kent Estimated Spend Down Schedule - CVTA Regional Projects
125,200,000 Total Proceeds

Projects

Regional Allocation		25,000,000	200,000	53,210,776	46,789,224	-	-	-	-	-	-	-	-	-	-	-	-	125,200,000
		106 Interchange	* Bottoms Bridge Park and Ride	* I-64 Gap Widening Segment A	* I-64 Gap Widening Segment B	-	-	-	-	-	-	-	-	-	-	-	-	Total
FY23 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY24 Q1	July - Sept	-	-	13,286,969	-	-	-	-	-	-	-	-	-	-	-	-	-	13,286,969
FY24 Q2	Oct - Dec	-	-	13,286,969	-	-	-	-	-	-	-	-	-	-	-	-	-	13,286,969
FY24 Q3	Jan - March	-	-	13,286,969	-	-	-	-	-	-	-	-	-	-	-	-	-	13,286,969
FY24 Q4	April - June	-	-	13,286,969	-	-	-	-	-	-	-	-	-	-	-	-	-	13,286,969
FY25 Q1	July - Sept	2,500,000	-	62,900	-	-	-	-	-	-	-	-	-	-	-	-	-	2,562,900
FY25 Q2	Oct - Dec	2,500,000	-	-	9,426,381	-	-	-	-	-	-	-	-	-	-	-	-	11,926,381
FY25 Q3	Jan - March	2,500,000	-	-	9,426,381	-	-	-	-	-	-	-	-	-	-	-	-	11,926,381
FY25 Q4	April - June	2,500,000	200,000	-	9,426,381	-	-	-	-	-	-	-	-	-	-	-	-	12,126,381
FY26 Q1	July - Sept	3,750,000	-	-	9,255,040	-	-	-	-	-	-	-	-	-	-	-	-	13,005,040
FY26 Q2	Oct - Dec	3,750,000	-	-	9,255,041	-	-	-	-	-	-	-	-	-	-	-	-	13,005,041
FY26 Q3	Jan - March	3,750,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,750,000
FY26 Q4	April - June	3,750,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,750,000
FY27 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

At 09/25/2023

New Kent Projects	CVTA Regional
106 Interchange	25,000,000
* Bottoms Bridge Par	200,000
* I-64 Gap Widening	53,210,776
* I-64 Gap Widening	46,789,224
Total	125,200,000

* VDOT Administered Project
Potential Future Application

Planned Spend Down	25,000,000	200,000	53,210,776	46,789,224	-	-	-	-	-	-	-	-	-	-	-	-	-	125,200,000
Remainder	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Powhatan Estimated Spend Down Schedule - CVTA Regional Projects
1,800,000 Total Proceeds

Regional Allocation		1,800,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,800,000
		* Stavemill Rd Turn Lane Note: Project on hold per locality	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Total
FY23 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY24 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY24 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY24 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY24 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY25 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY25 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY25 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY25 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY26 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY26 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY26 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY26 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Projects
Hold on programming

At 09/25/2023

Powhatan Projects	CVTA Regional
* Stavemill Rd Turn L	1,800,000

Total	1,800,000
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* VDOT Administered Project

Planned Spend Down	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Remainder	1,800,000.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,800,000.00

Regionwide Estimated Spend Down Schedule - CVTA Regional Projects
33,575,614 Total Proceeds

Regional Allocation		8,381,111	25,194,503	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33,575,614
		* Fall Line Trail: DB-1 Ashland, Hanover, Henrico (Segments 7.C1 7.C4)	* Fall Line Trail: DB-2 Chesterfield, Petersburg, Colonial Heights (Segments 1A 2B) Note: SPA agreement pending completion of scope/schedule/estimate updates to DB-2.	* Fall Line Trail: DB-3 Chesterfield (Segments 2C - 3A) Note: CVTA funding proposed to be transferred to DB-2.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Total
FY23 Q1	July - Sept	614,822	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	614,822
FY23 Q2	Oct - Dec	614,822	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	614,822
FY23 Q3	Jan - March	614,822	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	614,822
FY23 Q4	April - June	614,822	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	614,822
FY24 Q1	July - Sept	1,185,330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,185,330
FY24 Q2	Oct - Dec	1,185,330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,185,330
FY24 Q3	Jan - March	1,185,330	2,519,450	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,704,780
FY24 Q4	April - June	1,185,330	2,519,450	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,704,780
FY25 Q1	July - Sept	295,126	2,519,450	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,814,576
FY25 Q2	Oct - Dec	295,126	2,519,450	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,814,576
FY25 Q3	Jan - March	295,126	2,519,450	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,814,576
FY25 Q4	April - June	295,125	2,519,450	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,814,575
FY26 Q1	July - Sept	-	2,519,450	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,519,450
FY26 Q2	Oct - Dec	-	2,519,451	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,519,451
FY26 Q3	Jan - March	-	2,519,451	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,519,451
FY26 Q4	April - June	-	2,519,451	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,519,451
FY27 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* VDOT Administered Project

Planned Spend Down	8,381,111	25,194,503	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33,575,614
Remainder	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Projects

Hold on programming

At 09/25/2023

Regionwide Projects CVTA Regional

* Fall Line Trail: DB-1 A 8,381,111

* Fall Line Trail: DB-2 C 25,194,503

* Fall Line Trail: DB-3 C -

Total 33,575,614

Richmond Estimated Spend Down Schedule - CVTA Regional Projects
43,082,503 Total Proceeds

Regional Allocation		6,344,831	2,500,000	2,500,000	6,291,851	8,800,000	14,645,821	2,000,000	-	-	-	-	-	-	-	-	-	-	43,082,503
				* Mayo's Bridge (North)	G Broad Street Streetscape (US250)		* POV Richmond Marine Terminal Access Improvements at I-95/Bells Road												
		F Manchester Connection to James River	* Mayo's Bridge (South) Replacement US 360 Crossing James River	Replacement US 360 Crossing James River	A Hull Street Phase II (US360)	with Pulse Expansion Phase III	B Forest Hill Avenue Phase II												Total
FY23 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY23 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY24 Q1	July - Sept	1,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000,000
FY24 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY24 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY24 Q4	April - June	-	-	-	-	-	-	500,000	-	-	-	-	-	-	-	-	-	-	500,000
FY25 Q1	July - Sept	2,000,000	-	-	-	-	-	500,000	-	-	-	-	-	-	-	-	-	-	2,500,000
FY25 Q2	Oct - Dec	2,000,000	-	-	-	-	-	500,000	-	-	-	-	-	-	-	-	-	-	2,500,000
FY25 Q3	Jan - March	1,344,831	-	-	-	-	-	500,000	-	-	-	-	-	-	-	-	-	-	1,844,831
FY25 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY26 Q1	July - Sept	-	-	-	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-	-	3,000,000
FY26 Q2	Oct - Dec	-	-	-	3,291,851	-	-	-	-	-	-	-	-	-	-	-	-	-	3,291,851
FY26 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY26 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY27 Q1	July - Sept	-	-	-	-	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-	3,000,000
FY27 Q2	Oct - Dec	-	-	-	-	3,000,000	-	-	-	-	-	-	-	-	-	-	-	-	3,000,000
FY27 Q3	Jan - March	-	-	-	-	2,800,000	7,000,000	-	-	-	-	-	-	-	-	-	-	-	9,800,000
FY27 Q4	April - June	-	2,500,000	2,500,000	-	-	7,645,821	-	-	-	-	-	-	-	-	-	-	-	12,645,821
FY28 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY28 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q1	July - Sept	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q2	Oct - Dec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q3	Jan - March	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FY29 Q4	April - June	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* VDOT Administered Project

Planned Spend Down	6,344,831	2,500,000	2,500,000	6,291,851	8,800,000	14,645,821	2,000,000	-	-	-	-	-	-	-	-	-	-	-	43,082,503
Remainder	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Projects

At 09/25/2023

Richmond Projects	CVTA Regional
F Manchester Connection to James River	6,344,831
* Mayo's Bridge (South) Replacement US 360 Crossing James River	2,500,000
* Mayo's Bridge (North) Replacement US 360 Crossing James River	2,500,000
A Hull Street Phase II (US360)	6,291,851
G Broad Street Streetscape (US250) with Pulse Expansion Phase III	8,800,000
B Forest Hill Avenue Phase II	14,645,821
* POV Richmond Marine Terminal Access Improvements at I-95/Bells Road	2,000,000
Total	43,082,503

VDOT Estimated Spend Down Schedule - CVTA Regional Projects
207,460,889 Total Proceeds

Regional Allocation		234,000	33,699,829	606,000	200,000	1,800,000	8,000,000	2,000,000	2,611,000	
									W Broad Street Intersection Improvements at Parham Road Note:	
									POV Richmond Marine Terminal Access	CVTA/VDOT SPA not needed as this project will be administered by Henrico
		Capital Trail Crossings Note: SPA agreement not needed. Project to be funded via VDOT Capital Trail Maintenance funds	I-64 at Ashland Rd (Rte 623) Interchange - DDI	I-64 at Oilville Rd (Rte 617) Interchange	Bottoms Bridge Park and Ride	Stavemill Rd Turn Lane Note: Project on hold per locality	Rte 288 NB Hard Shoulder Running	Improvements at I- 95/Bells Road		
FY23 Q1	July - Sept	-	-	-	-	-	-	-	-	
FY23 Q2	Oct - Dec	-	-	-	-	-	-	-	-	
FY23 Q3	Jan - March	-	-	-	-	-	-	-	-	
FY23 Q4	April - June	-	-	-	-	-	-	-	-	
FY24 Q1	July - Sept	-	-	-	-	-	-	-	-	
FY24 Q2	Oct - Dec	-	-	-	-	-	-	-	-	
FY24 Q3	Jan - March	-	664,345	-	-	-	-	-	-	
FY24 Q4	April - June	-	664,346	-	-	-	-	500,000	-	
FY25 Q1	July - Sept	-	332,173	-	-	-	-	500,000	-	
FY25 Q2	Oct - Dec	-	332,173	-	-	-	-	500,000	-	
FY25 Q3	Jan - March	-	332,173	-	-	-	-	500,000	-	
FY25 Q4	April - June	-	332,173	-	200,000	-	-	-	-	
FY26 Q1	July - Sept	-	332,173	-	-	-	-	-	-	
FY26 Q2	Oct - Dec	-	332,173	-	-	-	-	-	-	
FY26 Q3	Jan - March	-	332,173	-	-	-	-	-	-	
FY26 Q4	April - June	-	332,173	-	-	-	-	-	-	
FY27 Q1	July - Sept	-	332,173	-	-	-	-	-	-	
FY27 Q2	Oct - Dec	-	332,173	-	-	-	-	-	-	
FY27 Q3	Jan - March	-	332,173	-	-	-	-	-	-	
FY27 Q4	April - June	-	332,173	-	-	-	-	-	-	
FY28 Q1	July - Sept	-	-	606,000	-	-	8,000,000	-	-	
FY28 Q2	Oct - Dec	-	-	-	-	-	-	-	-	
FY28 Q3	Jan - March	-	-	-	-	-	-	-	-	
FY28 Q4	April - June	-	1,895,820	-	-	-	-	-	-	
FY29 Q1	July - Sept	-	6,622,310	-	-	-	-	-	-	
FY29 Q2	Oct - Dec	-	6,622,310	-	-	-	-	-	-	
FY29 Q3	Jan - March	-	6,622,311	-	-	-	-	-	-	
FY29 Q4	April - June	-	6,622,311	-	-	-	-	-	-	
		-	33,699,829	606,000	200,000	-	8,000,000	2,000,000	-	
		234,000.00	-	-	-	1,800,000.00	-	-	2,611,000.00	

3,230,000	5,670,000	-	4,372,138	4,662,308	8,381,111	25,194,503	-	2,500,000	2,500,000
Vaughan Road Overpass Note: could be a priority in coming months based on results of pending Railroad Crossing Elimination Grant applications.									
W Broad Street Improvements - Short Pump	Staples Mill Road Improvements	Rte 288 - New SB Auxiliary Lane South of U.S. 250 Note: CVTA regional funding transferred to I-64 @ Ashland Rd Interchange Project	SB 288 Continuous HSR Lane - West Creek Parkway to Route 711 Note: Project may be cancelled due to lack of SS Rnd 5 funding.	Fall Line Trail: DB-2B) Note: SPA agreement pending completion of scope/schedule/estimate updates to DB-2.	Fall Line Trail: DB-1 Ashland, Hanover, Henrico (Segments 7.C2 - 7.C4)	Fall Line Trail: DB-2 Chesterfield, Petersburg, Colonial Heights (Segments 1A - 2B) Note: SPA agreement pending completion of scope/schedule/estimate updates to DB-2.	Fall Line Trail: DB-3 Chesterfield (Segments 2C - 3A) Note: CVTA funding proposed to be transferred to DB-2.	Mayo's Bridge (South) Replacement US 360 Crossing James River	Mayo's Bridge (North) Replacement US 360 Crossing James River
-	-	-	-	614,822	-	-	-	-	-
-	-	-	-	614,822	-	-	-	-	-
-	-	-	-	614,822	-	-	-	-	-
-	-	-	-	614,822	-	-	-	-	-
-	-	-	-	1,185,330	-	-	-	-	-
-	-	-	-	1,185,330	-	-	-	-	-
323,000	270,896	-	-	1,185,330	2,519,450	-	-	-	-
323,000	270,896	-	-	1,185,330	2,519,450	-	-	-	-
323,000	270,896	-	-	295,126	2,519,450	-	-	-	-
323,000	270,896	-	-	295,126	2,519,450	-	-	-	-
323,000	270,896	-	-	295,126	2,519,450	-	-	-	-
323,000	270,896	-	-	295,125	2,519,450	-	-	-	-
323,000	270,896	-	-	-	2,519,450	-	-	-	-
323,000	270,896	-	-	-	2,519,451	-	-	-	-
323,000	270,896	-	-	-	2,519,451	-	-	-	-
323,000	270,896	-	-	-	2,519,451	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	2,500,000	2,500,000
-	740,260	-	-	-	-	-	-	-	-
-	740,260	-	-	-	-	-	-	-	-
-	740,260	-	-	-	-	-	-	-	-
-	740,260	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
3,230,000	5,670,000	-	-	-	8,381,111	25,194,503	-	2,500,000	2,500,000
-	-	-	4,372,138.00	4,662,308.00	-	-	-	-	-

1,800,000 53,210,776 46,789,224 207,460,889

Short Pump Area				
Transportation				
Improvements - VDOT				
NEPA Study	I-64 Gap Widening Segment A	I-64 Gap Widening Segment B	Total	
-	-	-	614,822	
-	-	-	614,822	
-	-	-	614,822	
-	-	-	614,822	
-	13,286,969	-	14,472,299	
-	13,286,969	-	14,472,299	
450,000	13,286,969	-	18,699,990	
450,000	13,286,969	-	19,199,991	
450,000	62,900	-	4,753,545	
450,000	-	9,426,381	14,117,026	
-	-	9,426,381	13,667,026	
-	-	9,426,381	13,367,025	
-	-	9,255,040	12,700,559	
-	-	9,255,041	12,700,561	
-	-	-	3,445,520	
-	-	-	3,445,520	
-	-	-	332,173	
-	-	-	332,173	
-	-	-	332,173	
-	-	-	5,332,173	
-	-	-	9,346,260	
-	-	-	740,260	
-	-	-	740,260	
-	-	-	2,636,080	
-	-	-	6,622,310	
-	-	-	6,622,310	
-	-	-	6,622,311	
-	-	-	6,622,311	
1,800,000	53,210,776	46,789,224	193,781,443	
			13,679,446.00	

Projects

Hold on programming

At 09/25/2023

VDOT Projects	CVTA Regional
Capital Trail Crossings Note: SPA agreement not needed. Project to be funded via VDOT Capital Trail Maintenance funds	234,000
I-64 at Ashland Rd (Rte 623) Interchange - DDI	33,699,829
I-64 at Oilville Rd (Rte 617) Interchange	606,000
Bottoms Bridge Park and Ride	200,000
Stavemill Rd Turn Lane Note: Project on hold per locality	1,800,000
Rte 288 NB Hard Shoulder Running	8,000,000
POV Richmond Marine Terminal Access Improvements at I-95/Bells Road	2,000,000
W Broad Street Intersection Improvements at Parham Road Note: CVTA/VDOT SPA not needed as this project will be administered by Henrico	2,611,000
W Broad Street Improvements - Short Pump	3,230,000
Staples Mill Road Improvements	5,670,000
Rte 288 - New SB Auxiliary Lane South of U.S. 250 Note: CVTA regional funding transferred to I-64 @ Ashland Rd Interchange Project	-
SB 288 Continuous HSR Lane - West Creek Parkway to Route 711 Note: Project may be cancelled due to lack of SS Rnd 5 funding.	4,372,138
Vaughan Road Overpass Note: could be a priority in coming months based on results of pending Railroad Crossing Elimination Grant applications.	4,662,308
Fall Line Trail: DB-1 Ashland, Hanover, Henrico (Segments 7.C2 - 7.C4)	8,381,111
Fall Line Trail: DB-2 Chesterfield, Petersburg, Colonial Heights (Segments 1A - 2B) Note: SPA agreement pending completion of scope/schedule/estimate updates to DB-2.	25,194,503
Fall Line Trail: DB-3 Chesterfield (Segments 2C - 3A) Note: CVTA funding proposed to be transferred to DB-2.	-
Mayo's Bridge (South) Replacement US 360 Crossing James River	2,500,000
Mayo's Bridge (North) Replacement US 360 Crossing James River	2,500,000
Short Pump Area Transportation Improvements - VDOT NEPA Study	1,800,000
I-64 Gap Widening Segment A	53,210,776
I-64 Gap Widening Segment B	46,789,224
	207,460,889.00